Marina del Rey Land Use Plan

a component of the
Los Angeles County Local Coastal Program

Certified by the
California Coastal Commission
February 8, 1996

County of Los Angeles
Department of Regional Planning
James E. Hartl, AICP
Director of Planning

Marina del Rey Land Use Plan
Legislative History

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September 13, 1984 ~ Approval of suggested modifications by Board of Supervisors.

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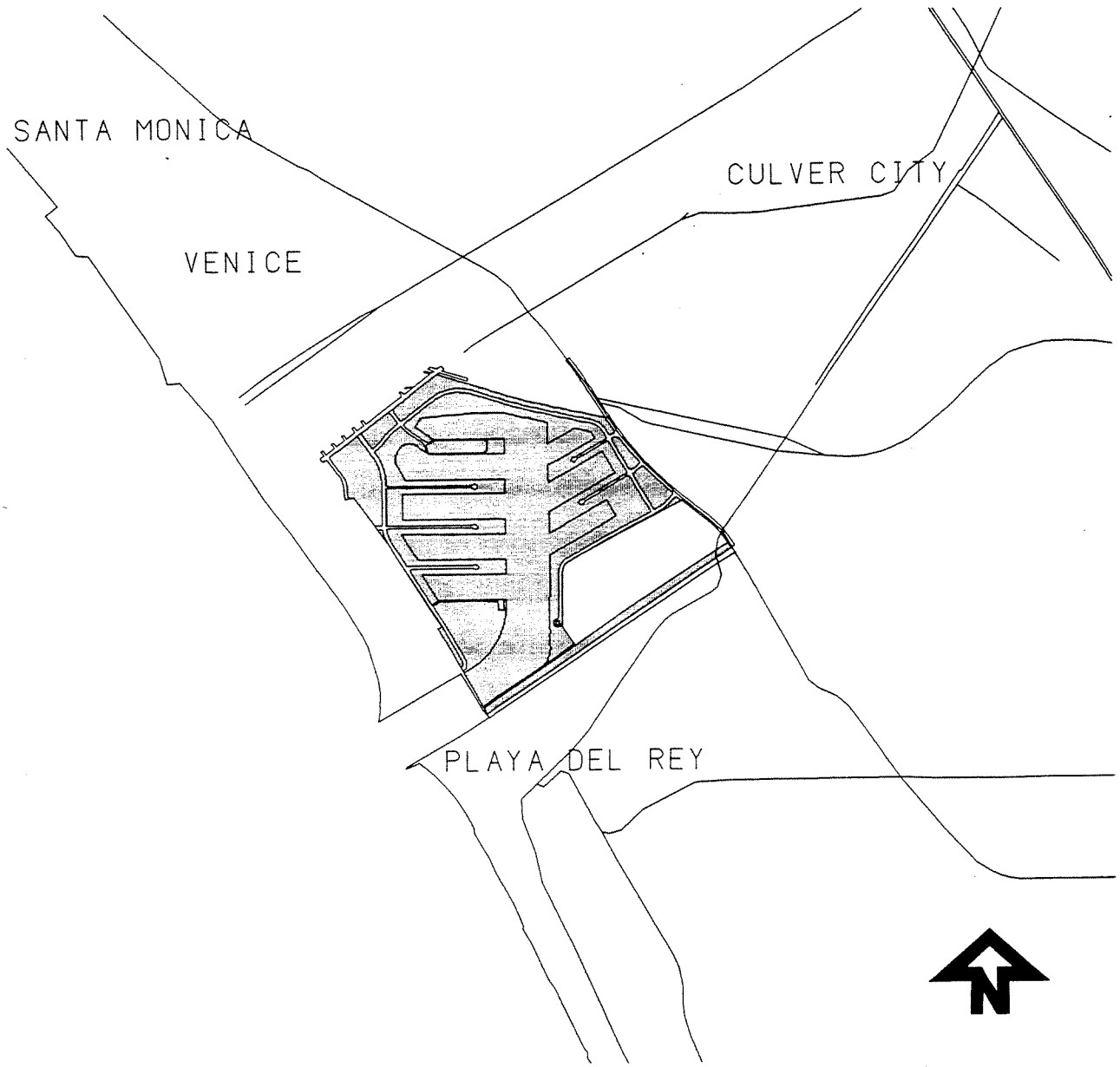
REGIONAL VICINITY

MAP 1

COUNTY UNINCORPORATED LAND - MARINA DEL REY LCP



Definitions

The 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 Subdivision Map Act, 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 submitted as Appendix A (on December 28, 1994), or as certified by the Commission as a subsequent amendment.

Legal Challenges

a. Severability Clause

In the event of legal challenge to any portion of the Marina del Rey Local Coastal Program (LCP), the following legal provision shall govern the effect upon the remainder of the LCP:

If any provision, clause, sentence or paragraph of this Local Coastal Program or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other provisions or applications of the provisions of this LCP which can be given effect without the invalid provision or application, and to this end, the provisions of this LCP are hereby declared severable.

Moreover, during any period of time that a portion of the LCP is subject to on-going litigation, that portion of the LCP not subject to the lawsuit shall remain in full force and effect, and the County's ability to issue valid permits shall not therefor be curtailed.

b. Indemnity Clause — Marina Lessees

In the event of legal challenge to any portion of the Marina del Rey Local Coastal Program (LCP) affecting the existing Marina, the lessees shall abide by the following provisions:

The lessees of the leasehold parcels within the existing Marina ("the lessees") shall cooperate jointly and severally to defend, indemnify and hold harmless the County of Los Angeles ("the County"), its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, annul or seek damages or compensation in connection with this LCP approval or the conditions of LCP approval, which action is brought within the applicable time period. The County shall promptly notify the lessees of any claim, action, or proceeding and the County shall cooperate fully in the defense. If the County fails to promptly notify the lessees of any claim, action or proceeding, or if the County fails to cooperate fully in the defense, the lessees shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

A. COASTAL ACCESS AND RECREATION POLICY

1. Shoreline Access
2. Recreation and Visitor-Serving Facilities
3. Recreation Boating

1. Shoreline Access

a. Coastal Act Policies

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.*

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.*

30212. *(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:*

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or

(3) agriculture would be adversely affected. Dedicated access way shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access way.

(b) For purposes of this section, "new development" does not include:

(1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.

(2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.

(3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.

(4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not seaward of the location of the former structure.

(5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

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 of 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 provisions of on-site recreational facilities to serve the new development.*

b. Issues Identified

Access to the shoreline is limited to a certain extent by leased development. Given special Coastal Act provisions for public access, future development has the potential for providing greater shoreline access. HOW WILL GREATER ACCESS TO WATER AREAS BE INCORPORATED INTO FUTURE DEVELOPMENT?

Safety and security in the Marina are important to residents, boaters and visitors. Public access ways, private boats, apartments and commercial uses all require special security precautions. WHAT ARE THE CURRENT POLICING/ SECURITY PROBLEMS AND HOW WILL THEY CHANGE IN THE FUTURE?

The County has a goal of encouraging public use of the Marina. In so doing, the public's use and proximity to development must be balanced with leaseholders property rights. HOW WILL LEASED PROPERTY RIGHTS BE PRESERVED WHILE ALLOWING FOR MAXIMUM PUBLIC ACCESS?

Recreation and local visitor-serving automobile traffic contribute a large part of the traffic in the Marina. WHAT ALTERNATIVE TRANSPORTATION MODES ARE FEASIBLE IN IMPROVING THIS TRAFFIC?

c. Research Analysis

Shoreline Public Access

The Marina del Rey LCP study area is separated from the shore of the Pacific Ocean by the City of Los Angeles (see Map 2, LCP Area, at the end of the chapter). Within the LCP study area, shoreline frontage consists only of the Marina entrance channel, the Ballona Creek flood control channel, and 9.2 miles of jetties and bulkheads facing the Marina harbor.

Regional access to the small craft harbor of Marina del Rey is provided through a network of freeways and major and secondary highways joining the area to the entire county. Local shoreline access within the marina is provided by local streets, driveways, bike paths, walks and open spaces, permitting direct access to the harbor and creek waters (See Map 3, Existing Shoreline Access, at the end of the chapter).

While public safety necessitates the exclusion of the public from certain areas, 8.75 miles (or 78

percent) of the 11.25 miles of shoreline in the LCP study area is open to public access -- all of which is served by paths, walks, drives, or streets.

Public access is as follows:

Property leased from the County, open to the public -

About 5.5 miles of shoreline located along basins A,B,C, portions of basins D,E,G,H, and Fisherman's Village.

Property leased from the County, open to the public, limited (between hours of 7:00 a.m. to 9 p.m.) -

The quarter mile portion of Promenade Way adjacent to the Marina City Towers.

Public (County) property, open to the public -

The nearly 3 miles adjoining the north jetty, south jetty, the beach, portions of basins D,E,H, Palawan Way (a perimeter mole road), library, Burton Chace Park, launching ramp, Harbor Administration facilities (partial), and the bike path.

Public (County) property, subject to restrictions -

Parcel GG at the eastern end of Basin H.

Property leased from the County, subject to restrictions -

The almost 2.5 mile portion of the harbor bordering Mariner's Village apartments, Del Rey Yacht Club, California Yacht Club, Stor-a-Boat Rent-a-sail, county maintenance center, Yamaha Marina del Rey, Windward Yacht Center and the Villa Venetia apartments.

Local Transportation

Figure 1, on the next page, lists the types of transportation serving the study area.

In addition to commercial parking in the area, there are 12 public parking lots in the Small Craft Harbor (see page 2-4 of Chapter 2, *Recreation and Visitor-Serving Facilities*, for a fuller discussion of existing and proposed public parking conditions).

Access Improvements

The provision of additional public access to the Pacific shore at Venice Beach, consistent with Coastal Act policies § 30210 and § 30252, can be achieved by creating an internal Marina del Rey passenger shuttle system with stops on a loop that heads south and west on Via Marina, north on

FIGURE 1

TYPES OF LOCAL TRANSPORTATION

Type	Method	Route
Private	foot	local streets, drives, footpaths
	bicycle	South Bay Bicycle Trail, local streets, drives
	automobile	via 90 and 405 freeways, local streets, and drives
	boat	Marina Entrance and Main Channels, various basin fairways
Public	bus	Culver City local bus routes Nos. 1 (nearest) and 2
		Santa Monica local bus route No. 3
		MTA freeway bus lines Nos. 437 and 438 linking Marina del Rey with downtown Los Angeles (rush hour)
		MTA local bus line No. 220 connecting Fisherman's Village with LAX, Beverly Hills and West Hollywood
		MTA local bus line No. 108, linking Marina del Rey to South Los Angeles and Pico Rivera
		MTA local bus line 115 linking the Marina del Rey/Ballona area with Norwalk and points in between
	boat tours	Marina Entrance and Main Channels
	taxi	same as automobile

Pacific Avenue in the City of Los Angeles and then east along Washington Street to Via Marina, then to Admiralty Way to complete the loop linking to another internal shuttle route to Fisherman's Village and the new basin in Area A (see Map 4, Shoreline Access Improvements, at the end of the chapter). This proposed system is part of a larger shuttle system which may link together all parts of the Marina del Rey area.

A 1991 DKS traffic study states that the provision of an internal Marina 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. Such a shuttle system may become feasible should a proposed Coastal light rail transit line be eventually constructed north along Lincoln Boulevard to a planned terminus at the intersection of Lincoln and Culver boulevards. A shuttle system within the Marina could provide the needed connecting link between the light rail station and the rest of the Marina.

Additionally, the western most 1,400 feet of the south jetty would be paved to enhance pedestrian access.

Additional Bulkhead Access

Marina Harbor (parcel 112) and Mariner's Village (parcel 113) will provide access along their bulkheads bordering the Main and Entrance Channels in any redevelopment on their parcels (see Map 4, at the end of the chapter).

Parcels 30 and 132 will open up their shoreline to public access if intensification occurs on the land side portions of their parcels (see Map 4).

Summary of Access Improvements

The preceding access improvements will be implemented as development in these areas proceeds. New public shoreline access as explained above will add about 2,700 linear feet in the existing Marina.

Public and Leaseholder Rights in Marina del Rey Small Craft Harbor:

Public Rights in Marina del Rey

Public rights emanate from the fact that Marina del Rey is a publicly owned harbor to which the general public is guaranteed certain access. Public access and use of lessee facilities, such as apartments and boat slips, are subject to developer's contractual rights outlined in their County lease agreements. Access and use of County-constructed and operated facilities (parks, launch ramp, public beach) are subject to the County's recreational policies established by the County Board of Supervisors.

Leaseholder Private Rights in Marina del Rey

Of the Marina's 807 acres, 260 acres of land and 146 acres of water are leased to the private sector under long term land leases. These 56 leases were awarded by open competitive bids 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 Marina del Rey. Most leases run for 60 years.

In entering into these contracts, the County retained certain controls over the private developer to ensure the facilities were constructed in a timely manner and thereafter operated in a manner consistent with the County's goal of encouraging public use of the project. These controls provide the County the right to: 1) approve all construction on the leaseholds to ensure both use and architectural mandates are met; 2) ensure prices charged for facilities and services are fair and reasonable to the user public, while entitling the lessee to a fair and reasonable return on investment; 3) control commercial sublease agreements in compliance with authorized uses of the leaseholds; and 4) ensure adequate maintenance of leasehold facilities.

The lease agreements outline the parameters within which each private developer must operate. The private rights of these developers are best summarized as one of contractual law.

Restricted Use/Usage Problems

Higher levels of use place great demands, at times, on traffic circulation and parking.

Areas of more intense use are as follows:

- High Usage: North Jetty, the beach, and the launching ramp
- Moderate Usage: Fisherman's Village and Burton Chace Park

While public access is an issue of concern and a theme found throughout the Coastal Act, the demands of safety and security (Coastal Act policy § 30210) require that certain areas be precluded or restricted from public entry. Public safety concerns dictate excluding the public from areas maintaining potentially hazardous activities, such as boat yards, maintenance yards, flood control projects, Southern California Gas Company facilities, and private launching facilities. Caution must also be exercised around boat slip areas where the non-boating public needs to understand boating safety concerns such as proper disposal of smoking materials. Access to environmentally sensitive areas should be controlled so as not to degrade these natural resources.

To invite maximum use by the public, access to the shoreline requires: 1) public awareness, 2) physical presence, and 3) legal access.

Physical presence and legal access to the shoreline are available and consistent throughout most of the Marina. However, public awareness of shoreline access varies as follows:

Maximum Awareness:	Shoreline adjacent to public attractions such as Fisherman's Village, the beach and Burton Chace Park.
Moderate Awareness:	Mole roads like Palawan Way.
Minimum Awareness:	Shoreline adjacent to private and commercial uses like apartments and boat clubs.

As a first step toward increasing public awareness of coastal access points, the County of Los Angeles already has contributed information on the Marina del Rey section of the *California Access Guide*, published by the California Coastal Commission (reproduced in Figure 2 at the end of this chapter).

d. Findings

There is a strong demand for increased public access to and public use of coastal resources in the Los Angeles area.

The existing Marina provides a well developed public shoreline access system.

The Marina has no shoreline in the traditional sense of beach shoreline; but rather a continuous

bulkhead of functioning boating-related uses.

Public awareness of all shoreline access areas presently available in the Marina should be increased.

Unconstrained development would ultimately result in unacceptable heavy traffic congestion restricting public access to the shoreline.

Additional methods of transporting persons within the Marina area are advantageous to increased enjoyment of the marina as a whole. Modes of circulation other than by private automobile are preferred.

Access to coastal resources to allow persons with disabilities full enjoyment of the shoreline is highly desirable.

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 development shall be required to provide public shoreline access consistent with Policy 1.

3. All development in the existing Marina shall be designed to improve access to and along the shoreline. All development adjacent to the bulkhead in the existing Marina shall provide pedestrian access ways, benches and rest areas along the bulkhead.

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

5. **Parcels 30 and 132.** Any 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.

6. **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 development that increases intensity of use of the site. These

access improvements 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 access ways 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

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

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

9. 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

10. 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.

11. To further insure improved coastal access, a shuttle bus system shall 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 Marina del Rey shall, as a condition of development, agree to participate in their proportionate share of the cost of running the shuttle system.

12. **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. 4).

Directional Signs

13. 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 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; and
    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

14. 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, wherever possible, while, at the same time, screening unsightly elements such as parking areas and trash receptacles with landscaping.

- 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 20 percent of the parcel's water front providing public views of the Marina boat basins and/or channels.

Figure 2 - Coastal Access Points

LOS ANGELES COUNTY
MARINA DEL REY

NAME	LOCATION	FACILITIES																ENVIRONMENT						
		Entrance/Parking Fee	Parking	Restrooms	Lifeguard	Campground	Showers	Fire pits	Stairs to Beach	Path to Beach	Bike Path	Hiking Trail	Facilities for disabled	Boating Facilities	Fishing	Equestrian Trail		Sandy Beach	Dunes	Rocky Shore	Upland from Beach	Stream Corridor	Bluff	Wetland
Marina del Rey Harbor	South of Venice, Marina del Rey		•	•							•		•	•	•			•				•		•
Main Channel View Park	Along entrance channel, Marina del Rey		•												•						•	•		
Public Beach	End of Basin D, Panay Way, Marina del Rey	•	•	•	•		•						•	•				•						
Promenade Walkway	In front of Marina City Club, Marina del Rey																				•			
Admiralty Park	Admiralty Way, Marina del Rey	•	•								•										•			
Burton Chace Park	Basin H, West end of Mindanao Way, Marina del Rey	•	•	•			•							•	•						•			
Fisherman's Village	Basin H, Fiji Way, Marina del Rey	•	•	•										•	•						•			
Marina del Rey Bike Path	Around perimeter of Harbor, Marina del Rey			•							•										•			

MARINA DEL REY HARBOR: Built in 1960, the largest artificial small-craft harbor in the world, with more than 6,000 private pleasure craft. Facilities include public boat slips (waiting list), marine supplies, hoists, fuel docks and fishing charter boats. There are also shops, restaurants, hotels and yacht clubs. A public boat launch ramp at Basin H, Fiji Way, is 10-lanes concrete with floating docks; open 24 hours. Fee for parking and use of ramp. Adjacent to the ramp is a public dry storage boating facility; fee. There are also private facilities for boat rentals and dry boat storage. Special events include the Christmas Boat Parade, the annual boat show at Burton Chace Park and the California Cup Race.

Guest berths with water, electricity, restrooms, and showers are available at Basin H; transients report to Harbor master for berth assignment. Advance reservations recommended. The Harbor master is on the east side of the bend in the main channel. Mailing address: Administration Building, 13837 Fiji Way, Marina del Rey 90292. Call: (310) 823-4571. The Marina Information Center is at Basin H, 4701 Admiralty Way, Marina del Rey 90292. Call: (310) 882-0119. Open daily in the summer and on weekends and holidays the rest of the year. Home of the Marina del Rey Chamber of Commerce; (310) 821-0555.

Mass transit: Metropolitan Transit Authority (MTA) Routes 108, 115 and 220. Santa Monica Municipal Bus Lines (MBL) Route 3. Culver City Bus routes 1 and 2.

MAIN CHANNEL VIEW PARK: Walkway with benches along north side of the entrance channel of the harbor (north jetty); fishing from jetties on either side.

PUBLIC BEACH: Swimming beach and hand launching, open all year. Free for hand-launched, non-motorized boats weighing less than 200 pounds. Public beach also features a handicapped ramp with wheelchairs provided free of charge.

PROMENADE WALKWAY: Public access way along the bulkhead in front of the Marina City Club walkway open 6 AM to 9 PM; Marina City Club is private.

ADMIRALTY PARK: A linear grassy park along Admiralty Way between Lincoln Blvd. and Washington Blvd. Parking fee. The Marina del Rey bike path runs along one edge.

BURTON CHACE PARK: 8-acre park with a panoramic view of the main channel. Transient boat docks, picnic shelter, watchtower, fishing dock and fish cleaning facility. Annual in-the-water boat show. Parking at the park is free only on weekdays.

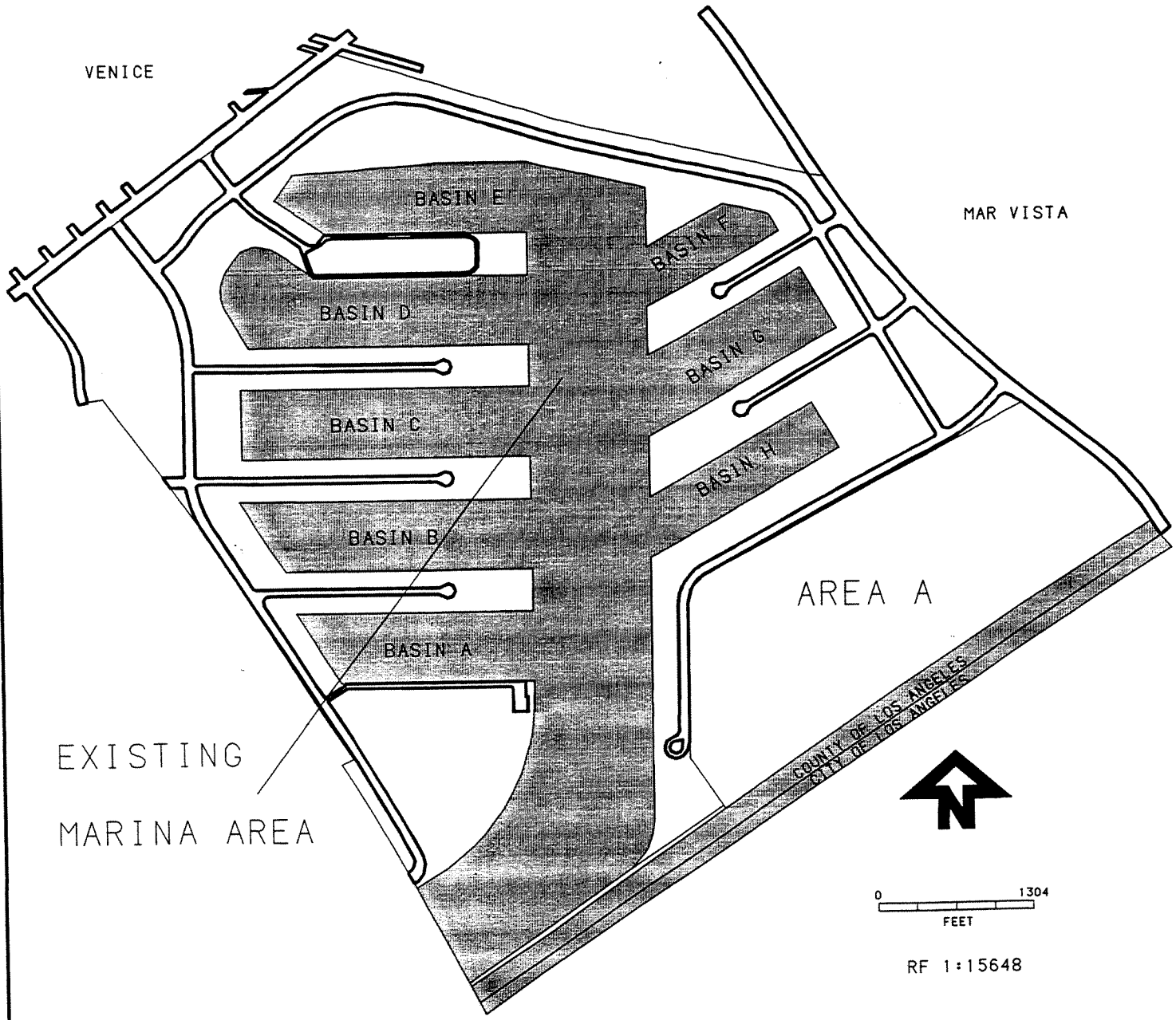
FISHERMAN'S VILLAGE: Commercial area which offers shops, galleries, restaurants, sail, power, and sport fishing boat charters and rentals, fishing licenses, bait and tackle and a view of the harbor (310) 823-5411. Parking fee. Harbor cruises on the Marina Belle, which leaves every hour from the Boat House in the southern part of Fisherman's Village, 13727 Fiji Way, (310) 822-1151.

LCP AREA

MAP 2

EXISTING MARINA DEL REY
804 Acres (401 land acres, 403 water acres)

AREA A (Not part of Marina del Rey LCP; shown only for reference)
139 Acres (All currently vacant land area)



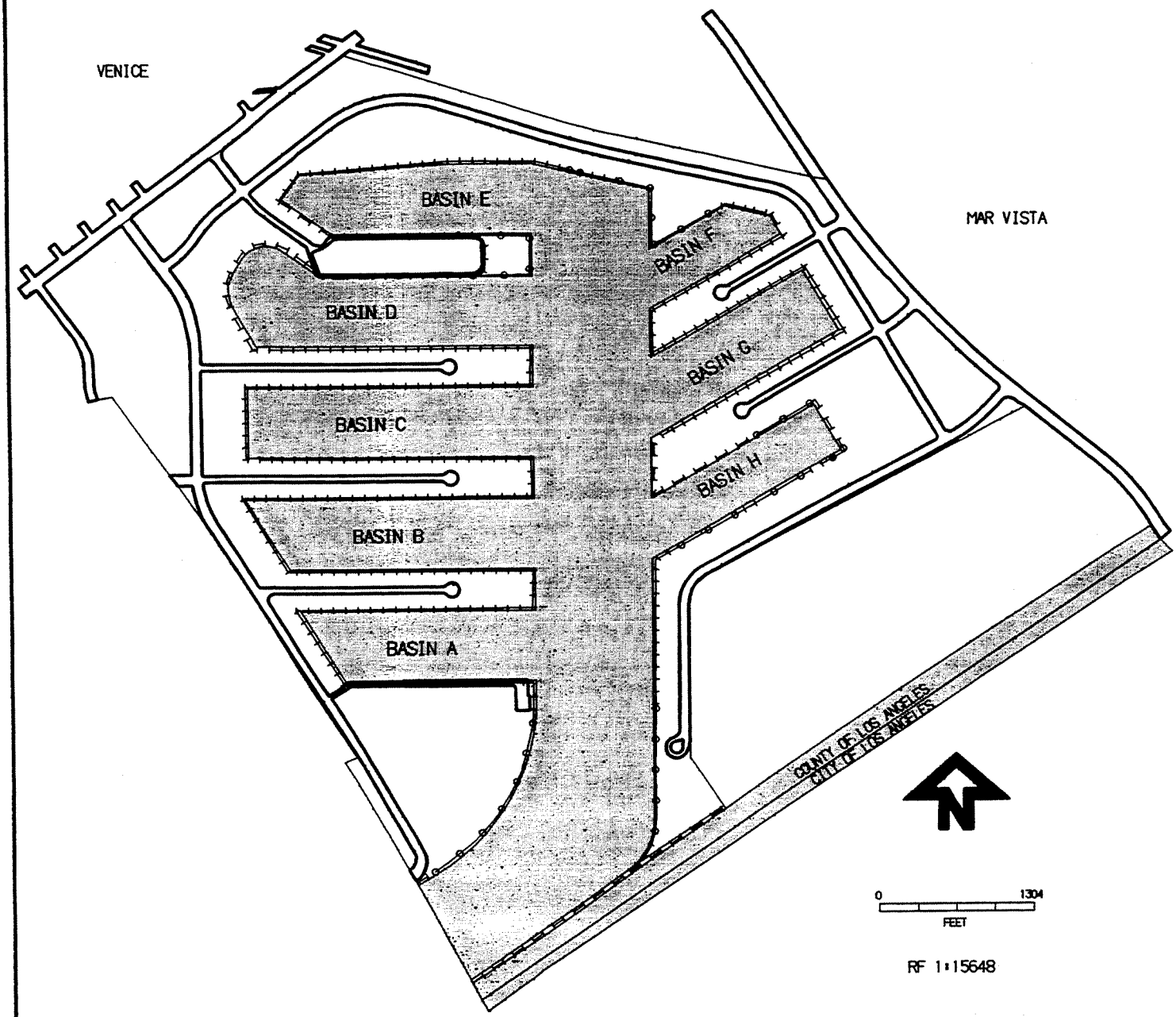
EXISTING SHORELINE ACCESS

MAP 3

OPEN TO PUBLIC (PRIVATE LEASEHOLD)

OPEN TO PUBLIC (COUNTY LEASEHOLD)

RESTRICTED ACCESS



MARINA DEL REY

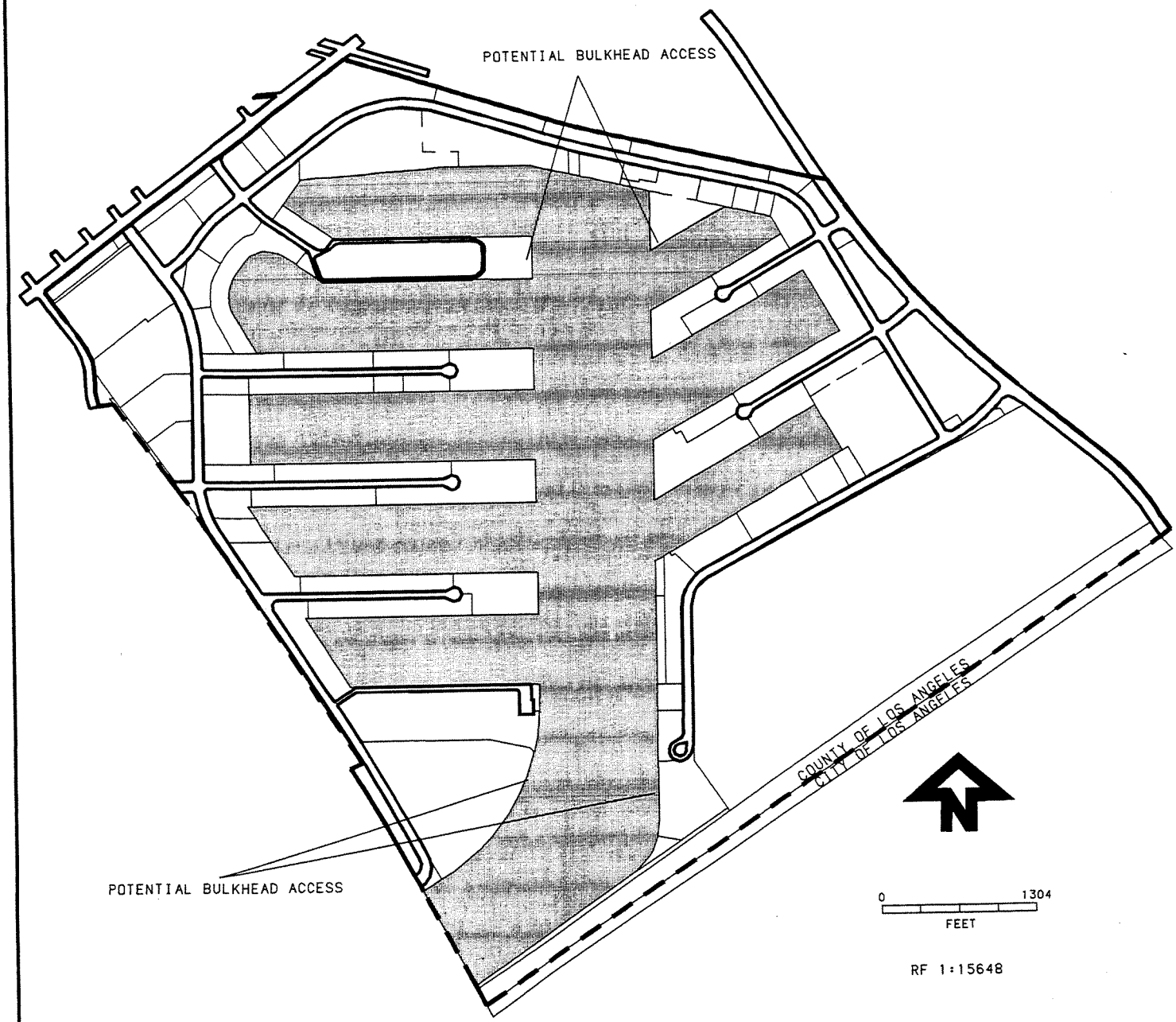
LOCAL COASTAL PROGRAM

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 IN CONJUNCTION WITH DEVELOPMENT OF LIGHT RAIL OR OTHER SUB-REGIONAL TRANSPORTATION IMPROVEMENTS.



2. Recreation and Visitor-Serving Facilities

a. Coastal Act Policies

30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, or overcrowding or overuse by the public of any single area.

30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.

Neither the commission nor any regional commission shall either: (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.

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. Ocean front 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.

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.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

30250. (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. Issues Identified

There is a wide variety of non-boating recreational activities sharing public use areas in and adjacent to the Marina. The use of these activities is largely dependent on public awareness of opportunities available. TO WHAT EXTENT SHOULD A BALANCE OF THESE ACTIVITIES BE PRESERVED OR CHANGED?

The provision of lower-cost recreational facilities is a trust of local government as well as a requirement of the Coastal Act. IS THERE A DEFICIT OF LOWER-COST RECREATIONAL FACILITIES IN AND ADJACENT TO THE MARINA?

Public parking in the Marina is very important because of the County's policy of maximizing recreational use of the area. However, the locations and size of parking lots may not be sufficient

to handle peak periods. HOW CAN PUBLIC PARKING BE IMPROVED?

IS NO-FEE BEACH PARKING DESIRABLE OR FEASIBLE IN AND ADJACENT TO THE MARINA?

Present parking requirements are generally derived on an individual land use basis regardless of hours of operational use or actual need for parking. In some cases, shared parking is already utilized. HOW FEASIBLE WOULD MULTIPLE USE OF PARKING SPACES BE FOR LAND USES NOT CONFLICTING OR SHARING IDENTICAL HOURS?

Where apartment dwellers and boat slip renters share the same parking spaces, required parking is considered separately. SHOULD PARKING CONTINUE TO BE DETERMINED ON AN INDIVIDUAL BASIS?

Special events and peak summer periods present the most severe parking problems in the Marina. WHAT ALTERNATIVE PARKING STRATEGIES EXIST FOR THE MARINA DURING THESE SPECIAL TIMES?

c. Research Analysis

Recreational Activities in and Adjacent to the Marina

A variety of non-boating recreational activities are located within the Marina del Rey LCP study area. These can be classified as either public, leased, or commercial recreation. Existing land and water recreational uses are shown on Map 5, Existing/Proposed Visitor-Serving Facilities, located at the end of the chapter.

Public Areas

Public recreation consists of those activities provided at minimal or no cost to users. Surrounded by water on three sides Burton W. Chace Park, located at the end of Mindanao Way, provides a community center, entertainment, picnic shelters and fishing dock. Access is afforded to public docks and the fishing dock for persons with disabilities. Besides swimming and sunning, the Marina Beach, located along Admiralty Way and Via Marina, between Palawan and Panay, provides water access ramp facilities for persons with disabilities, picnicking (tables and barbecue stands) and volleyball. For the walking/jogging, roller skating, and biking enthusiasts, the Los Angeles County South Bay Bicycle Trail, a 19.1 mile bike path from Torrance Beach to Santa Monica, provides an unequaled coastline experience. The path weaves through the outskirts of the developed marina. Fishing is permitted along the docks in front of Fisherman's Village. Fisherman's Village also offers sightseeing opportunities (both of the Village and the Main Channel), shopping, eating and equipment rentals. View walking is likely to take place along the marina bulkheads and north jetty promenade. Spectator events include scheduled regattas, crew races, boat parades, sailing races, and park concerts.

Additionally, Admiralty Park, located along Admiralty Way in the northern portion of the Marina, offers an attractively landscaped public open space with opportunities for strolling,

sitting, sunbathing and bicycling. This Land Use Plan allows for significant increases in residential development, primarily on the west side of the Marina. To adequately provide for the recreational needs on these new residents, and to facilitate public use of and additional access along the harbor, Parcel FF is being proposed for conversion from a parking lot to a public park.

Private Use Areas

Leased recreation consists of those facilities which require some form of membership or residence for facility use. UCLA offers various water-oriented sports classes, including wind surfing and sailing, at their boat house located southerly of the Fiji Way terminus. Many of the apartment complexes provide a variety of recreational amenities for their tenants such as paddle tennis courts, tennis courts, swimming pools, and jacuzzis. Further, Marina City Club, located on Admiralty Way across from the Oxford Flood Control Basin, provides health club facilities for both resident and non-resident club members. Facilities/activities include swimming pools, tennis, racquetball, exercise and weight rooms, jacuzzis and saunas. Boy Scouts of America, Great Western Council maintains the Pardee Scout Sea Base which provides various boating activities and instruction on boat maintenance.

Commercial Recreation

Commercial recreation includes those privately-owned activities open to the general public for a set fee. Narrated harbor tours, ocean cruises and seasonal whale watching excursions are provided at Fisherman's Village, as well as sport fishing, sailing instruction and boat rentals. A variety of classes are also provided elsewhere in the Marina. Bike rentals are available. For those who enjoy indoor sports, there is Holiday Harbor Racquetball Courts located on Panay Way. Additional facilities, including tennis courts and health clubs, are located in proximity to the study area and are available to visitors and residents of Marina del Rey.

Visitor-Serving Facilities

Visitor-serving facilities are considered recreational and provide service to those who reside in or visit the Marina del Rey area. As of 1991, three shopping centers offer a wide range of goods and services: Marina Shopping Center at Admiralty Way, between Mindanao and Fiji Ways; Fisherman's Village at Fiji Way near the Administration Building; and the Marina Beach Shopping Center located at Washington Street between Palawan and Via Marina. Four hotels and two motels provide 969 rooms. Twenty-eight restaurants with a total seating capacity of approximately 8,641 seats are located throughout the marina and are considered inexpensive to moderate in price. Public visitor-serving facilities include the information and central directories. The Marina Information Center, at the corner of Mindanao and Admiralty Ways, has a staff as well as informational brochures and other information.

Support facilities include those necessary services and/or uses which maintain the recreational opportunities of the Marina. Beaches and Harbors, Fire, Sheriff, Harbor Patrol, Library, Park Maintenance and Coast Guard maintain offices in the Marina and provide various service and administrative functions. An adequate number of public restrooms and drinking fountains are currently provided at Fisherman's Village, Marina Beach, Burton W. Chace Park, the public

launching ramp, and the Administration Office. Additional facilities are available at the information center. One locked restroom facility for transient dockers is located next to Chace Park. (Another at the same location appears to be needed). Further, to ensure the aesthetically clean atmosphere at the Marina, Beaches and Harbors adequately maintains a sufficient number of refuse containers throughout the facility. Various public parking facilities are also located throughout the Marina.

Existing Parking Conditions

Marina del Rey, while primarily devoted to boating interests, provides a variety of activities, including nearly 5,800 residential units that attract people from all over Los Angeles County. Combined, these activities attract a large volume of traffic and result in the accompanying need for parking.

Parking facilities in the area, in general, provide sufficient capacity to serve the area, although special events and peak demands at restaurants and clubs sometimes create parking overloads. Public parking facilities located near visitor areas such as the Marina Beach fill up very quickly during summer weekends with the overflow parking demand handled at more remote lots in the Marina.

Public Parking

There are seventeen public parking lots, as listed in Figure 4, that provide approximately 3,138 parking spaces. The public lots are located conveniently close to major visitor attractions, including the jetty, public beach, Burton Chace Park, Fisherman's Village and the bike path. A user fee ranging from $1.00 - $5.00 is charged for public lots. The fee is intended to prevent abuse and provide for their maintenance.

Parking demand varies by time (weekend-heavy), use (beach and north jetty promenade on weekend- daytime - heavy), and the scheduling of special events (i.e., regattas, boat parades, boat races, etc.).

Leasehold Parking

All leaseholds are required to provide parking on-site for their approved uses. Specific user parking requirements are intended to supply sufficient parking so that there will not be spill-over into public lots by the particular leasehold user group. However, in some areas, apartments and boat slips are assigned and compete for a common pool of parking.

Special Event Parking

The most severe parking demand occurs on special event days, the most notable of which is the Christmas boat parade. Boat shows, concerts in the park and the 4th of July Fireworks also draw major crowds. On these occasions staff of the Department of Beaches and Harbors (DBH) post "lot full" signs and direct traffic to other lots. A few specially designed overflow lots are pressed into service for these occasions.

Provision of No-Fee Parking

Public parking fees in the highly popular marina are low in comparison to other dense, visitor serving coastal areas in the County. While not free, these fees have intentionally been kept low so that no one from the general public would be excluded from using the Marina's recreational facilities.

Potential Conversion of Public Parking Lots

This LUP contemplates the potential conversion of three of the parking lots to other uses. These lots are FF, OT, and 52 with a total parking capacity of 638 spaces. Lots FF and OT, both on the west side of the Marina, are under utilized throughout most of the year. They are being contemplated for development as residential uses. In the case of Lot FF, a public park is being contemplated as part of the new development. Lot OT is fully used only during peak events. Alternative peripheral parking lots could be used on those occasions to compensate for the loss of this lot.

Lot 52 is being proposed as the site for the new office headquarters for the Dept. of Beaches and Harbors. A new office will be necessitated when the current office site on Parcel 62 is demolished to make way for the new marina channel entrance for Area A. A yet-to-be determined number of public parking spaces will be incorporated into the design of this new office facility.

One additional way to limit the loss of public parking spaces is to curtail the practice of allowing private leaseholds to negotiate use of public parking spaces to meet their private parking needs.

d. Findings

A wide variety of non-boating recreational activities, free or at reasonable costs, are presently located in and adjacent to the LCP study area for use by both residents and visitors of the marina.

In addition to each marina leasehold providing adequate parking for their tenants and patrons, the County has provided off-street "visitor and overflow" parking areas to accommodate the general public and visitors to leasehold facilities.

Certain recreational areas (the Marina Beach, Fisherman's Village and north jetty promenade) experience high-demand periods when existing parking facility may be overcrowded.

There are adequate support facilities located throughout the Marina for the general public.

A strong demand exists for new lower-cost recreational opportunities in the LCP area such as restaurants, waterfront parks, pedestrian/bicycle paths, and for improved transit to such opportunities, whereas demand for more expensive visitor-serving facilities, such as hotel rooms, has proven to be limited.

A series of public parking lots are conveniently located throughout the Marina to provide access to key visitor attractions.

FIGURE 3

COUNTY OWNED PUBLIC PARKING LOTS[1]

Lot	Parcel	Address	Capacity	Remarks
1	W	13737 Fiji Way	483[2]	Fisherman's Village
2	49R	13477 Fiji Way	466[3]	Public Parking/Launch Ramp
4	49M	13500 Mindanao Way	124	Overflow -- Chace Park Marina Shopping Center
5	UR	4545 Admiralty Way	240	Overflow MdR Hotel, Other
6	SS	4500 Admiralty Way	115	Admiralty Park -- Turf
7	Q	4350 Admiralty Way	118	Admiralty Park -- Paved
8	OT	4220 Admiralty Way	186	Overflow -- Beach, Int'l. Hotel, Other
9	N	14101 Palawan Way	191	Beach, Overflow
10	IR	4101 Admiralty	216	Beach
11	GR	14101 Panay Way	264	Beach, Overflow
12	FF	14151 Marquesas Way	207	Overflow - Pierview Cafe
13	3	4601 Via Marina	140	Channel Vista, Overflow
14	A	4601 Via Marina	60[4]	Channel Vista
15	LLS	4001 Via Marina	10	
16	EE	13650 Mindanao	60[5]	Chace Park
17	83	13399 Fiji Way	13[6]	
	52	13051 Fiji Way	245	Temporary Parking
		TOTAL	3,138	

Source: Los Angeles County Department of Beaches and Harbors, *County Owned Public Parking Lots*, April 3, 1990.

User Fees

[1] Parking fees range from $1.00 to $5.00 per 24 hour period except Lot 7 which is $.50.

[2] Special AMPCO validation system.

[3] Fee of $4.00 charge for car and trailer, includes parking. Capacity is 233 with combination boat and trailer.

[4] Metered, 25 cents each hour.

[5] Metered, 25 cents per hour.

[6] No charge. Permittee pays in lieu fee.

Expanded parking capacity is needed for shoreline access in high use areas.

High design standards for parking facilities enhance the overall appearance of the Marina.

Parking is available on most occasions providing one is willing to walk a short distance.

Major parking problems are associated with special event days when specific traffic management measures are put into effect.

Time-shared parking, peripheral parking and shuttle services linked to public transit provide the most promise for accommodating additional demand.

Adherence to required parking standards will be necessary to maintain adequate parking in the Marina and elsewhere in the LCP area.

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 5. 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 recreation 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 5, 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

6. All development, 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 B of the LIP Specific Plan. In addition, public recreation areas shall be supported with visible public parking, consistent with the standards of Title 22, 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

7. Parking facilities shall be integrated into the overall design of 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

8. 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 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.

9. 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. Parking agreements that predate the California Coastal Act, or which have been incorporated into a coastal development permit vested prior to LCP certification shall be exempt from this requirement.

10. 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.

11. The use of peripheral parking lots outside the Marina shall be instituted so that a convenient shuttle from the lots to key Marina points of interest can be provided.

12. No designated public parking areas, including, but not limited to Lots OT, UR or FF shall be converted to 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 basis, either on-site or elsewhere in the Marina.

Private Use Areas

13. Office and commercial development, where feasible 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.

14. 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.

15. 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.

16. 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.

EXISTING/PROPOSED VISITOR-SERVING FACILITIES

HOTELS

1. Marina del Rey Hotel
2. Ritz Carlton Hotel
3. Jamaica Bay Inn
4. Foghorn Inn
5. Marina International
6. Doubletree Hotel

RESTAURANT

VISITOR CENTER

PUBLIC BOAT LAUNCH

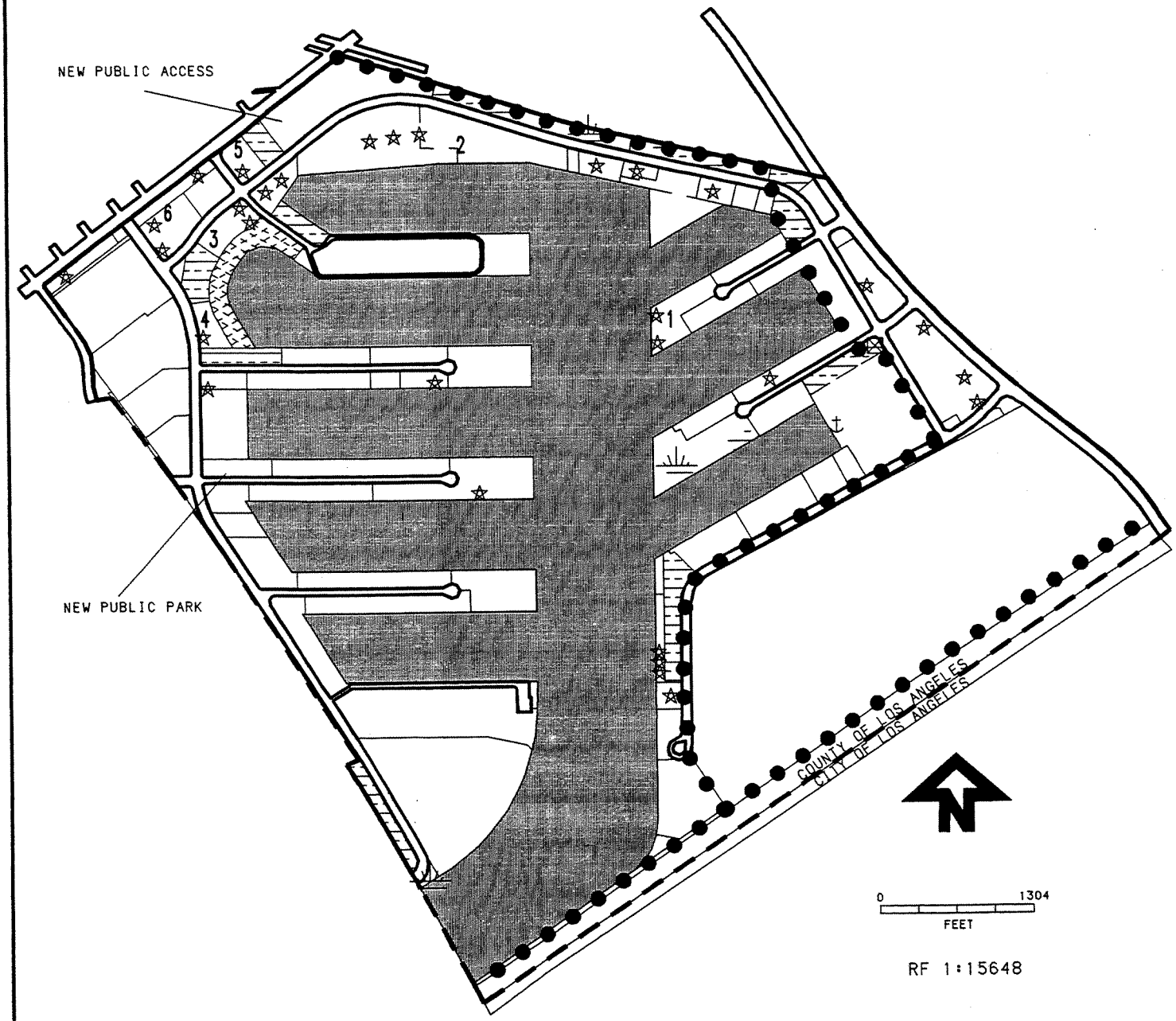
PUBLIC PARKING

PUBLIC PARK

PUBLIC BEACH

BIKE PATH

MAP 5



3. Recreational Boating

a. Coastal Act Policies

30224. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

30234. Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

b. Issues Identified

Marina del Rey was originally planned as a small craft harbor. Now, many other recreational, residential, and commercial uses have been developed, making it a multi-use area. SHOULD THE FUTURE USE OF THE MARINA FOCUS ON RECREATIONAL BOATING AS THE PRIMARY USE OF THE AREA?

A heavy demand exists for waterfront wet and dry boat storage in the Marina because of the limited amount of usable space. WHAT AND WHERE ARE THE BEST TECHNIQUES AND SITES FOR ADDITIONAL BOAT STORAGE?

Additional space for harbor expansion is available. Boat slips could therefore be created to increase the waterfront and anchorage. HOW CAN THE HARBOR BEST BE DESIGNED?

c. Research Analysis

Planned and developed as a recreational small craft harbor, Marina del Rey provides 5,923 berths on its 406 acres of water. Figure 4 identifies the parcel location and operator of the individual anchorages. Other boating facilities encompass 2,100 lineal feet of transient docks, a public launching ramp, charter and rental boats, harbor tours, sailing instructions, and repair yards. Public safety services for boaters are provided by the Harbor Patrol and, outside the Marina, by the U.S. Coast Guard and the Los Angeles County Lifeguards. Constructed in 1962, the harbor was originally funded by revenue bonds, County general funds, and the federal government. Most of the improvements, including 5,895 berths and 437 dry storage spaces, have been made by private investors under long-term parcel leases.

The County of Los Angeles maintains and runs the ten-lane public launching ramp in Basin H as well as the transient docks located in Chace Park. The County also provides 303 mast-up storage spaces. The Sheriff and Fire Dept. also maintain small docks for their operations. The remainder of the boating activities inventoried are handled by lessees and sublessees.

FIGURE 4

MARINA DEL REY ANCHORAGES

Parcel No.	Name	Berths
7	Tahiti Yacht Landing	225
8	Islander Marina	251
10	Neptune Marina	209
12	Deauville Marina	445
13	Villa del Mar Marina	215
15	Bar Harbor Marina	247
18	Dolphin Marina	489
20	Tradewinds Marina	157
21	Holiday Harbor Del Rey	211
28	Mariner's Bay	404
30	Del Rey Yacht Anchorage	317
41	Catalina Yacht Anchorage	174
42/43	Marina del Rey Hotel	367
44	Pier 44	410
47	Santa Monica Yacht Club	197
48	Sea Scout Base	39
53	Yahama Marina del Rey	108
54	Windward	51
56	Fisherman's Village	12
62	Los Angeles County Sheriff/Harbor Patrol	15
77	44 Stor-A-Boat	35
111/112	Marina Harbor Anchorage	653
125	Marina City Club	368
129	Los Angeles County Fire Station	3
132	California Yacht Club	311
EE	Chace Park	10
	TOTAL	5,923

Boat slip information from Department of Beaches and Harbors data and vacancy survey, February, 1993.

Harbor Focus: Satisfying Local Boating Needs

A primary purpose of the Marina remains provision of recreational boating opportunities to satisfy local needs. Within Los Angeles County, there were 102,000 registered boats in 1980. While many boats are stored on land, it is currently estimated that there is a shortage of 10,000 wet slips beyond the 14,508 currently provided. The shortage is exacerbated by restrictions--geographical, financial, or governmental--limiting the creation of new small craft harbors, marinas, or anchorages in Los Angeles County.

Although the recession of the last three years, 1991-93, has caused a temporary increase in slip vacancy rates, the number of vacancies are lessening as the economy begins to strengthen in 1994. The fact that there has been very little fluctuation in the vacancy rates of larger slips over 36 feet

in length during the recession indicates a strong constant demand for this size of slip. This trend is reinforced by the interest of Marina anchorages in converting some of their smaller slips into larger boat slips.

Dry Storage and Launching Options

The California Coastal Commission recommended in its final report to Governor Brown in December 1975, that the state "should initiate a dry storage program as a supplement to the state's support of small craft harbor development ". Dry land storage provides a viable alternative to more expensive, scarce wet slips and meets the public's need for low-cost accessible boat storage. According to a study made by Williams Kubelbeck Associates in 1975, boaters' first choice of a site for boat storage in Southern California was, by a large margin, Marina del Rey.

Sailboats and powerboats require different types of land storage. Sailboats, limited by keels and high masts, are usually best served with "mast-up storage", level yards without roofs and adjacent to launching ramps. Powerboats may also be accompanied by similar facilities. However, the most space efficient storage for powerboats is a "dry stacked storage building" in which boats are placed in pigeon-hole type racks with fork lifts or stacker cranes built into the structure. Usually limited to powerboats shorter than 26 feet, a dry stacked storage structure demands high capital investment and is economically feasible only if it holds more than 400 boats.

Within the Marina, provision of dry stacked storage and additional mast-up-storage is limited by space, existing development, allowable land uses specified in 60-year land leases, and financial feasibility. Public mast-up storage yards exist on parcels 44, 49 and 77.

Additional land storage is proposed for parcel 49 by the Department of Beaches and Harbors consistent with Coastal Act policy § 30224. Mast-up storage on parcel 49 will consist of a deck with ramps above the existing parking lot. Boats stored at parcel 49 will be launched from the ramp there. Boats stored at parcel 52 will be brought by trailer to the ramp or will use an on-site hoist. In addition, the lessee of parcel 53 is designing a 140 boat dry stacked storage facility.

Since more than one-third of the boats registered in Southern California can be brought by trailer to a launching site, the County-run launching ramp in Marina del Rey has proven a vital service to the boating public. Almost 20,000 launchings were made from the facility during 1980.

Wet Slips

Additional wet slips can result from placement of new slips in the existing harbor or from expansion of harbor waters into undeveloped areas. Current plans by the Department of Beaches and Harbors calls for new slips in the main channel in a "funnel" configuration (see Map 6, at the end of the chapter). The "funnel" concept rests on the assumption that there is less boat traffic as the main channel extends northward (several boats having exited into the southerly basins), thus providing additional main channel space for wet slips. The "funnel" concept will provide up to 20 acres for new slips pursuant to Coastal Act policy § 30224, but the actual number and size of the slips will be determined by the lessee of the water area and depends on the availability of supporting facilities such as parking. Similarly, any plans to expand the number of boat slips in

the basins, either by expansion into open water areas or by reconfiguration of existing dock area, must be accompanied with plans for adequate land side support facilities.

In all cases for expanding docks and wet slips, the lessee of the water area will provide funding and maintenance, as specified in their leases with the County.

Boating Support

Four land parcels in the Marina contain water-dependent support services for boaters. The fuel dock at the end of Bora Bora Way (parcel 1) and parcel 55 adjacent to Fiji Way provides diesel and gasoline fuels for all boaters. Boat yards on parcels 53 and 54 provide local haul out servicing and repairs, including a "do-it yourself" facility on each parcel.

Since these facilities are not presently used to capacity, retention of the fuel docks and the boat repair yards will provide the basic local boating services required in Marina del Rey and in any marina expansion within the Local Coastal Plan area.

d. Findings

A primary purpose of the Marina is to provide recreational boating opportunities for citizens of Los Angeles County.

Demand for boating recreation throughout Southern California historically has been very high, however, since the recession began in 1990, the demand for boat slips has slackened, boat slip rental rates have declined, and slip vacancies have risen. Once the economic recovery gets underway, the demand for boat slips and boat usage at the Marina is expected to rapidly increase.

Public demand for boating promotes the need for a wide range of boating services in terms of the time, resources, expense, and skill expected of the user.

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 6. 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.

Boating-Related Support Facilities

3. At a minimum, the 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, 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.

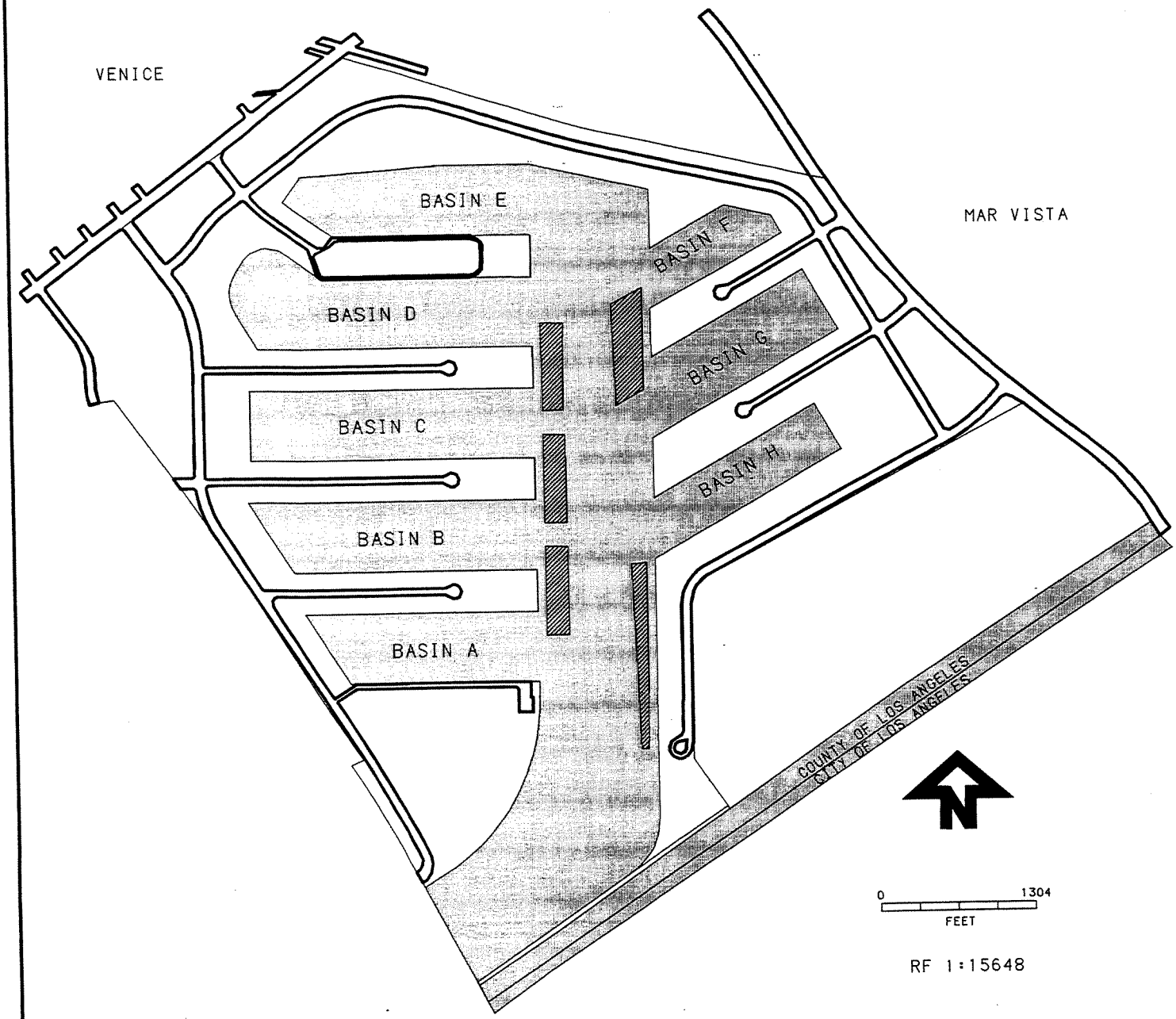
4. Additional boat storage facilities may be developed within Marina del Rey. Deck storage for sailboats may be constructed on a portion of parcel 49 and dry stack storage may be constructed on parcel 53 or on other parcels with a marine commercial or visitor serving commercial designation, as long as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

5. **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.

FUNNEL CONCEPT BOAT SLIP EXPANSION

MAP 6

NEW BOAT SLIP AREA



B. MARINE AND LAND RESOURCES

4. Marine Resources

5. Deleted

6. Deleted

7. Cultural Heritage Resources

4. Marine Resources

a. Coastal Act Policies

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.

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.

30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

b. Issues Identified

Water quality in the Marina del Rey Small Craft Harbor has been affected by the original construction of the harbor and its continued recreational use. GIVEN THE HEAVY RECREATIONAL USE OF THE HARBOR, HOW CAN WATER QUALITY BE MAINTAINED OR IMPROVED?

The Oxford Storm Water Retention Basin at the northern end of the Small Craft Harbor was designated as a bird conservation area in 1963. BASED UPON A SCIENTIFIC EVALUATION OF THIS SITE, SHOULD IT CONTINUE TO BE USED AS A BIRD CONSERVATION AREA (AND POSSIBLY IMPROVED) OR SHOULD IT BE CONVERTED TO ANOTHER USE?

Surface water runoff is the major source of pollutants in Marina del Rey, originating both from the Marina drainage area and Ballona Creek's drainage area. HOW CAN THE DRAINAGE REQUIREMENTS FOR FLOOD CONTROL WITHIN THE MARINA DRAINAGE BASIN BE SATISFIED WITHOUT DEGRADING WATER QUALITY IN THE MARINA AND SANTA MONICA BAY?

Marinas can provide habitat for fish and wildlife. WHAT MEASURES CAN BE INCORPORATED INTO THE MARINA DESIGN TO INCREASE BIOLOGICAL PRODUCTIVITY OF THE MARINA AS A MARINE HABITAT?

c. Research Analysis

Existing Authority and Regulations

State Water Resources Control Board (SWRCB): Pursuant to the California Porter-Cologne Water Quality Control Act and the Clean Water Act, the SWRCB approved the Water Quality Control Plan for the Los Angeles River Basin Plan in 1975. Embodied in this plan are objectives, standards and policies regulating such water factors as pH balance, temperature, suspended materials, turbidity and solid wastes. Essentially these standards seek to prevent water quality degradation and to protect the beneficial uses of water.

The Basin Plan also includes goals, management principles and policies applicable to the Marina del Rey area.

The SWRCB also adopted an amendment to the Water Quality Control Plan for Ocean Waters of California in March 1990 ("California Ocean Plan"). This plan is intended to protect the quality of ocean waters for the use and enjoyment of the people of the state. It embodies objectives, requirements and prohibitions for waste discharge to ocean waters. The California Ocean Plan is to be reviewed at least every three years to insure that the standards developed are adequate and are not allowing degradation of marine species or posing a threat to human health.

Pursuant to the Clean Water Act amendments of 1987, U.S. Environmental Protection Agency (EPA) developed regulations to control storm water discharges from municipal areas, industrial facilities, and construction sites of greater than five acres. The SWRCB was given authority by the EPA to implement this National Pollutant Discharge Elimination System (NPDES) program. SWRCB in turn delegated responsibility to the Regional Water Quality Control Boards (RWQCB) to implement at a local level.

Santa Monica Bay Restoration Project (SMBRP): The SMBRP was established following the inclusion of Santa Monica Bay in the EPA's National Estuaries Program. The purpose of the program is to document existing conditions in the Bay and the effects of pollution, evaluate its management and recommend future action to protect and enhance the Bay.

Los Angeles County Department of Public Works ("Public Works"): Public Works has liquid waste policies which apply to sewer discharges within the department's service area boundaries. Among the negative waste discharge impacts these policies prohibit are the following: interference with waste water-treatment processes; the endangerment of public health; the damaging of structures or the creation of a nuisance.

Public Works is also responsible for the County's flood control functions. Department policy is to "provide for the control and conservation of the flood, storm and other waste waters of the County for beneficial uses by spreading, storing, retaining or otherwise percolating these waters; and shall protect from damage from such flood or storm waters, the harbors, waterways, public highways and properties within the County".

The RWQCB has issued a NPDES permit for storm water discharge to the County of Los Angeles as the principal permittee, with a number of cities, including Los Angeles, Culver City and Santa Monica, as co-permittees. Unincorporated areas within these cities must comply with the

requirements of the NPDES permit through the development and approval of a Storm Water Management Plan.

Los Angeles County Code, Title 19 (Airports and Harbors): Water quality in the Marina is also protected by regulations contained in the Los Angeles County Code. These regulations relate to such uses and activities as sanitation, toilet fixtures, live-aboards, disposal/handling of dead animals or fish and the discharge of wastes, coal, petroleum or paint products.

Current Testing/Sampling Procedures

Los Angeles County Department of Health Services ("Health Services"): As of 1991, Health Services conducts a regular water sampling program in the Marina. The USC Harbors Environmental Projects also conducts regular monthly water sampling tests of the Marina waters.

Once each week, Health Services tests marina water quality at four locations: (1) the Marina beach; (2) just off the beach, between the lifeguard tower and the boat docks; (3) at the Fire Department dock; and (4) at the Sheriffs Department dock. Tests are performed for total coliform, fecal coliform and enterococcus. These coliform bacteriological counts analyze marina waters by ocean water standards and have shown Marina waters to be meeting these standards, with a few exceptions. No recent bacterial problems of significance have been found through these testing efforts.

Hyperion Treatment Plant, City of Los Angeles ("Hyperion"): Staff at Hyperion also conduct coliform bacteriological counts of marina waters on special request from Health Services.

Los Angeles County Department of Public Works ("Public Works"): Public Works conducts a regular sampling program in Ballona Creek for both storm and dry weather flow.

Harbor Water Quality

In 1976, the Department of Small Craft Harbors (now Beaches and Harbors) initiated a contract with USC Harbors Environmental Projects (HEP) to conduct a three year study of the Marina to determine harbor water quality, assess the faunal population and develop recommendations to improve the marine environment. Monthly testing has continued since 1984 in response to public health and environmental concerns dependent upon the availability of funding. The major research analysis and findings in this chapter relating to harbor water quality are adapted from the HEP study.[1]

Water quality in Marina del Rey is determined by both oceanographic conditions prevailing in the adjacent open coastal waters and the factors superimposed on those conditions by the rainfall, urban runoff and general uses of the marina waters. Water quality varies with rain and runoff frequency, rate and volume, with quality being poorest following a heavy rain after several dry years when pollutants have accumulated in storm drains and enter the runoff. Thus, only

[1] Special appreciation is extended to Dr Dorothy Soule, Director of the USC Harbors Environmental Projects, for reviewing and updating the factual content of this chapter. (March 1994)

organisms tolerant of a wide range of salinity, temperature, dissolved oxygen (D.O.) and the presence of various metals and other pollutants, particularly pesticides and polychlorinated biphenyls (PCBs), can survive this environment.

Marina del Rey has been rated as Class C (impaired) by the SWRCB. This is partly due to the introduction of Santa Monica Bay waters into the Marina, which are also rated Class C. Runoff from about 100 square miles of urban land uses also impacts the Marina, through the discharge of Ballona Creek into the mouth of the Bay and partial return of these waters into Marina del Rey due to tidal flow and wind action. Non-point sources of pollutants within the Marina and from adjacent developed land uses also contribute to the degradation of water quality within the Marina. This impact is most severe in areas of the Marina which are furthest from the Bay and its flushing action.

Temperature

The water temperature in Marina del Rey generally increases with distance from the Bay during the summer and decreases with distance from the Bay during the winter. Winter low temperatures have ranged from 11 to 14.4 degrees C and high temperatures from 22.6 to 26.0 degrees C, depending on whether cooler ocean temperatures or incursions of warm, tropical waters (El Niño events) prevail. The mean annual temperature in the ocean has ranged from 15.1 to 18.3 degrees C. Seasonal variation of 4.5 to 13.5 degrees C have been recorded during monitoring. Although impacts to aquatic life due to temperature fluctuations are possible, the aquatic life within Marina waters has adapted to such temperature fluctuations, although some fish species leave the area during warmer periods and may be replaced by other species.

Salinity

Salinity in ocean waters in Southern California generally range from 33 to 34.5 parts-per-thousand (ppth). Within the Marina, salinities are lower by one to two ppth. The salinity in Ballona Creek varies widely, and has fallen to 2 ppth during a storm event and to 0.1 ppth at the Oxford Retention Basin. These discharges, along with runoff from surrounding land uses during rainfall events, has been shown to have a temporary impact on Marina salinities, lowering the mean to about 26 ppth.

Dissolved Oxygen (D.O.)

D.O. levels in surface waters is considered by regulatory agencies to be an indicator of the water quality for aquatic life. Levels usually range from 6.0 to 8.5 mg/l along the coast, depending on temperature. A D.O. concentration of 5 mg/l is considered to be acceptable for fish survival; however, many invertebrates can survive almost down to a point of anoxia.

In general, the monitoring of D.O. levels in Marina del Rey indicates that sufficient dissolved oxygen is available to support aquatic life. The potential for low D.O. concentrations exists during the summer months when the temperature is elevated and waters become stratified, and following storms when the organic and nutrient loading of runoff into the Marina exerts a high chemical oxygen demand. This potential is most significant for portions of the Marina which are furthest

from the flushing action of the Bay.

Some of the water-borne pollutants may enter the Marina from Ballona Creek because of the effects of southwest winds and tides on water currents and floating trash. However, sewage overflows from Hyperion do not normally impact internal Marina waters. Proportionally, more pollutants appear to enter the Marina from the Oxford Retention Basin than from Ballona Creek in spite of the much smaller volume of flow.

Nutrients

Inorganic nitrogen and phosphorus are essential nutrients for microorganism growth. In high concentrations, however, excess microbiological and phytoplanktonic growth may occur, depleting dissolved oxygen and creating odors and eutrophication. The ocean water in the Bay is generally nutrient poor. Elevated concentrations in the Marina result from storm runoff, from Ballona Creek and directly from surrounding uses. Inorganic nitrogen concentrations in the Marina average 0.266 mg/l as nitrogen, primarily in the form of ammonia, in 1992-1993, compared with 0.03 mg/l in the Bay. Nutrients also increase in the winter when phytoplankton crops are lower and are not using as much nitrogen.

Phosphate concentrations range from 0.024 to 0.073 mg/l in the Marina in 1992-1993, much lower than when phosphate detergents were in use. Phosphate in the Bay is generally not a limiting nutrient, at concentrations in surface waters of about 004. to 0.1 mg/l.

Sediment and Pollutants

Following the initial period of heavy runoff after a dry season, finer sediments appear to dominate in the inner slips (away from the entrance channel) and along the main channel, which lies in a north-south direction. In subsequent storms, finer sediments may be swept from the Marina unless flow is impeded by sand bars deposited near the Marina mouth. This suggests that sand may originate in flows from Ballona Creek as well as being carried from the beach by prevailing winds and storms. Sand settles out near the entrance to the harbor. The finer materials tend to deposit in areas where reduced turbulence permits settling. Heavy runoff tends to resuspend and sweep the finer sediments out of the Harbor.

Concentrations of heavy metals found in the Marina sediments have generally been proportionate to their concentrations in local soils. The exceptions are copper and iron, which are found in concentrations in the Marina interior that are several times higher than in ocean sediments. The source of these metals is primarily leaching from boat surfaces. Elevated levels of lead and zinc have also been found in areas which receive large amounts of surface runoff.

Pesticide concentrations in the sediment have generally not decreased appreciably with time. DDT and its derivatives were still being detected in 1992, although widespread use ceased in 1972. Chlordane was banned from general public use in 1988, but it is still entering the marina and is present in toxic, inhibitory concentrations. Polychloridated byphenyls (PCBs) have in recent years been found in separate episodes coincidental with large excavations nearby.

Concentrations of some metals (particularly copper, iron and zinc) in mussel tissue from the State Mussel Watch Program in the Marina are higher than typical soil concentrations. A major non-point source for these metals is leaching of anti-fouling bottom paints from the many boats moored in the Marina. State Mussel Watch results have also revealed high levels of DDT, Chlordane, and PCB's, in a gradient from low to high when going from the channel entrance to side basins. Elevated levels of lead and zinc have also been found in areas which receive large amounts of surface runoff.

Overall, populations of benthic organisms have remained stable over the years, but have decreased in periods immediately following heavy rainfall, and species composition may change temporarily. The number of species is stable having ranged from 25 to 41, with an average of 32.3 per square meter. Fish populations are considered to be stable, although they also are affected by heavy rains, and fluctuate greatly, depending on the presence of young pelagic fish that feed in the Marina and depart. The mean number of species since 1984 is 39, with a range of 28 to 45. Some 90 species have been recorded during that period, with the species composition changing according to temperature preferences.

Although there are elevated concentrations of some parameters in Marina sediments, there does not appear to be pronounced related toxicity. Long-term toxicity tests, however, have indicated slightly higher than normal mortality in two polychaete species and decreased byssal thread production, anchoring fibers in mussels. Tributyl tin was banned in California in 1988; in 1987, the mean concentration in Marina water samples was 0.155 μg/l, and in sediments it was 535 μg/kg (dry wt). The peak value in water in 1987 was 1,070 μg/kg, dropping to 5.57 μg/kg in 1988 and continuing to decline to a peak of 2.2 μg/kg in 1992 and a mean of 0.57 μg/kg. These levels should now be below concentrations considered to be inhibitory to larval mussels, crustaceans and polychaete worms. Tributyl tin in water may have been the reason for decreased mussel production in the Marina in the 1980s, since mussels bioaccumulate pollutants. It is more likely that the synergistic effects from the interaction of multiple pollutants, are responsible for inhibition of some species. Tin in sediments, like many metals, may be more or less inactive when complexed to sediments in the bottom.

Microbiota and Phytoplankton

Bacteria and microheterotrophs (non-photosynthetic organisms) such as some protozoans are important constituents of the food web, especially for bottom dwellers and bottom feeding fish. Together with phytoplankton, they form the base of the macroscopic food web and, thus, provide food for fishes and invertebrates. In general, the Marina waters are more productive than the adjacent coastal waters, although the productivity of phytoplankton drops markedly during periods of low D.O. levels such as those following storms. Excess phytoplankton (blooms) can drive dissolved oxygen up to supersaturated levels, but the subsequent death of the bloom and bacterial degradation of it uses up oxygen, sometimes depleting the D.O. drastically.

Zooplankton

Zooplankton are tiny organisms permanently or temporarily suspended in a water mass which do not produce oxygen by photosynthesis. Approximately 95 percent of the total zooplankton found

in the Marina in 1976-1979 were *Acartia californiensis*, a crustacean species which prefers shallower, warmer and more turbid bottom waters and is believed to be more tolerant to environmental stress than other plankton. In the 1976-1979 surveys, less than 0.04 percent of the total consisted of ichthyoplankton, fish egg or larvae, which suggested that the Marina was not a center of fisheries reproduction. Zooplankton levels were high, but due to low species variety, it appeared not to be attractive to fish species. (A total of 36 fish species were found.)

A better understanding of the food web suggests that the Marina is more dependent on the microheterotrophs (bacteria, fungi, protista) than it is on phytoplankton, as USC-HEP studies demonstrated in Los Angeles-Long Beach Harbors.

In fish surveys since 1984, the techniques for sampling and identification have been much improved and standardized. Sampling only twice a year, in May and October, may sometimes miss the main reproductive period, which is temperature dependent, but counts have ranged from 1,714 to 68,756 ichthyoplankton (eggs and larvae) per cubic meter. The mean number of fish species per survey is 39 between 1977 and 1993.

Benthic Fauna

These invertebrates that live in or on substrate at the bottom of areas such as Marina del Rey give indications of long-term water and sediment quality conditions and kinds of food available for fish. A mean number of species in fall surveys since 1976 is 32, and the mean number of individuals is 15,611, per square meter of bottom sampled. The principal species are polychaete worms, which are good fish food, due to the soft bottom, low energy environment and the frequency of disturbances, ranging from propeller wash to storms and runoff volume.

In 1984, species diversity was greatest at a collecting station at the mouth of Ballona Creek but the site of highest diversity varies from year to year, depending on the amount of flushing or impacts of pollutants. Diversity indices were generally better than those in Los Angeles/Long Beach Harbors.

Flushing

The existing Marina design is generally directed toward protection of boats. The criteria involved achieving the least water movement while accommodating the highest number of vessels feasible.

Flushing in Marina del Rey's side basins is much lower than in the Entrance or Main Channels. To a large extent, this is due to the greater distance of these basins from the open ocean, the angles at which the basins are set and the dead end configuration of basins. The placement of pollution injection points (storm drains) at the inner ends of Basins E, G and H where the solid basin boundaries restrict dispersive transport of pollutants has exacerbated the situation. (There are also storm drains in the Oxford Retention Basin). Therefore, any future drainage should be connected to the main channel or Ballona Creek consistent with Coastal Act policy § 30231 rather than diverting it into boat basins.

It should be noted that the Department of Public Works recently constructed a pump station and

intake line adjacent to the Oxford Retention Basin. The facility collects water from Oxford Street and discharges it into the retention basin. Since this project was considered to be merely an improvement to the existing drainage system, it discharges into the retention basin rather than Ballona Creek.

Additional studies, aimed at limiting non-point high-oxygen demand or toxic materials from entering the Marina through the storm drains, should be pursued.

Marina Fish and Wildlife Resource

Marina del Rey provides habitat for numerous fish and wildlife species. Over 90 species of fish have been reported in this artificial bay since surveys began. In a 1990-91 survey, 22 species of fish were collected from the Entrance Channel, while the mean number of species throughout the Marina is 39 per survey, of which 20 are almost always present in the Marina, and the remainder are composed of various species that change according to temperature preferences or are simply more rare and/or not often captured. Of note are forage fish such as top smelt and northern anchovy, and sea bass, halibut, mullet, turbot and surfperch. Also, the now rare bone fish, *Albula vulpes*, is sometimes found in the Marina.

In addition, Marina del Rey provides habitat for many species of water-associated birds. The endangered California brown pelican rests and forages in the Marina's water. The endangered California least tern also forages in the Marina. The Dept. of Beaches and Harbors has begun a fish breeding project in the Marina to further enhance the biological productivity of the Marina habitat.

Oxford Retention Basin

The Oxford Retention Basin (also designated as a bird conservation area by the L.A. County Board of Supervisors in 1963) occupies the 10.7 acres at the northwest corner of Marina del Rey. Its primary purpose is a storm water retention facility (also identified as the Oxford Street Flood Control Basin).

Although various proposals have been advanced over the years to improve the area as a wild bird habitat, the L.A. County Natural History Museum conducted a 17-month long study of the area (*The Birds of the Conservation Area* by Ralph W. Schreiber and Charles F. Dock) which described the area as "not an important component of the overall pattern of avian distribution in the L.A. area".

Among the drawbacks of this area cited in the report were its limited size and isolation and its proximity to tall apartment complexes cutting it off from the general path of bird movement in the surrounding vicinity.

The report concluded that it is very unlikely that the area could ever be improved to serve as a wild bird habitat regardless of the funding level assigned to the project. At the present level of pollutants including pesticides and PCBs in the sediments, it could be harmful to birds to feed on the invertebrates for which they forage in the mud along the banks.

However, as the study notes, small populations of birds, including abandoned ducks, do use the area. The opportunity exists to use the area as a public park with improved maintenance, landscaping and bird feeding locations provided. Restrooms are essential, since high enterococcus and coliform counts are often found in the basin, indicating the entry of fecal wastes into the water. Public Works has indicated its willingness to support any reasonable use of this area which preserves its flood control function. Possibility exists to provide a marine-oriented public museum on the site.

d. Findings

The Marina del Rey area provides habitat to many fish and wildlife species, including endangered species.

Water quality in the Marina is heavily impacted by storm drain run off and pollutants introduced from Ballona Creek and the Oxford Retention Basin, as well as the effects of anti-fouling paints leached and scraped from boat hulls and oily films from refueling or seepage.

Overall population of benthic organisms has remained relatively stable over the years, decreasing during times of heavy runoff, and possibly during incursions of pollutants. The number of species also fluctuates but is considered stable.

The fish population has remained stable, but has a wide range of fluctuation, depending on the presence of pelagic species feeding in the Marina at the time of surveys. The mean number of species dropped from 40 to 39 because of the dredging operations in October 1992.

State Mussel Watch results have indicated bio-accumulation of contaminants by mussels in the Marina occurs in these filter feeding organisms, resulting in higher concentrations of contaminants in mussels than in typical bottom sediments. Some terrestrial soils near the marina have higher concentrations than do Marina sediments.

Flushing in the Marina could be improved by diverting storm water flow into Ballona Creek.

An incremental increase in the potential for non-point source pollution will be created by the additional boat usage planned for the marina.

The Oxford Retention Basin has been judged not to be an important component in the overall avian distribution in the Los Angeles area.

The Oxford Retention Basin is a more significant source of pollutants for the Marina than is Ballona Creek, relative to their respective volumes of flow. Potential exists for the use of the Oxford Retention Basin as a public open space area or marine-oriented public museum as long as its flood control function is preserved.

Present standards, regulations and requirements of the Porter-Cologne Water Quality Control Act, State Water Resources Control Board, Regional Water Quality Control Board and Los Angeles County Department of Public Works will govern any development plans which could impact water

quality in the LCP area.

Harbor water quality is controlled by applicable codes in the Los Angeles County Code, Title 19 (Airports and Harbors).

The U.S. Environmental Protection Agency in conjunction with the State Water Resources Control Board has brought storm water runoff systems under waste discharge requirements.

e. Policies and Actions

1. The existing wetlands, including the flood control basin in parcel PP, the Marina waters, 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 Department of Public Works to reduce contaminated runoff into bay and Ballona Creek waters, 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.

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

6. 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 of the Local Implementation Program.

5. Environmentally Sensitive Habitat Areas

[Test of this chapter deleted, as no longer applicable.]

6. Agriculture

[Test of this chapter deleted, as no longer applicable.]

7. Cultural Heritage Resources

a. Coastal Act Policies

30116. "Sensitive coastal resource areas" means those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. "Sensitive coastal resource areas" include the following:

(d) Archaelogical sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer.

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

b. Issues Identified

A limited number of possible archaeological sites have been identified in the LCP area and may experience possible disruption by new development. WHAT IS THE BEST WAY TO PROTECT THESE RESOURCES?

c. Research Analysis

Cultural heritage resources, as protected by the Coastal Act, are those of archaeological and paleontological values as identified by the State Historic Preservation Officer. These resources, particularly ones relatively undisturbed, must be considered when planning new development and protected through reasonable mitigation measures.

The Ballona Creek area, which includes the land within the LCP study, is the lower portion of the Los Angeles River drainage system, once an unaltered and non-channelized flood plain. Some of the oldest human fossils in North America, including the Los Angeles man fossil and the Haverty skeleton, have been found along this drainage system indicating that early people on this continent occurred locally and that more of this type may still lie deeply buried in the area. Other artifacts also indicate an extensive time depth. Cogged stones and extensive mano-metate components suggest a time period between 8000 to 5000 years ago while flexed burials underlying cremations in stratified deposits represent the Middle Period, from 5000 to 3000 years ago. The most numerous deposits are late period Canalino and Shoshonean sites dated 3000 to 150 years old.

The State Historic Preservation regional office is UCLA's Institute of Archaeology where archaeological site survey records are maintained. One study, "Archaeological Assessment of the Summa Corporation Property, Culver City, Los Angeles County, California", March 5, 1979 by archaeologist R.L. Pence, identifies sixteen (16) known sites in the general vicinity although only two relate directly to the study area. Sites in the Ballona Creek area have produced quartzite debitage, pismo and chione clam shells, a temporary campsite, artifact materials plus burials and

cremations, food, fish, and mammal remains and arrowheads.

Since Pence's survey, there have been a large number of projects conducted in and around the Ballona Lagoon. One recent survey, conducted by Peck and Associates in conjunction with the development of a fiber optics line, was restricted to a narrow corridor along Lincoln Boulevard. One new site, CA-LAn-1698 which consisted of a shell scatter with no observed artifactual remains, was recorded within the study area.

Because of the area's water dispersion function during heavy rains, the low-lying areas were not popular for permanent residences. Instead, as the recorded site locations demonstrate, they were built up along the bluffs overlooking the marsh area.

Another known site located near the County LCP area and one of the few sites in the lower elevations, was recorded by Hal Eberhart on November 27, 1949 as a probable village. Located east of Lincoln Boulevard near the upstream banks of the previously free-flowing Ballona Creek (within Area C in the City of Los Angeles), most of it is presently under ten (10) feet of fill. It was partially disturbed when recorded and has been built over by Culver Boulevard, Pacific Electric Railroad right-of-way, and the Blue Goose Packing House.

Potential impacts on known and unknown archeological and paleontological resources are reviewed by the County through permit processing and environmental procedures. When it is determined that a project may pose adverse impacts on archaeological and/or paleontological resources, a survey prepared by a qualified archaeologist, paleontologist or geologist is required.

Future impacts on archaeological and/or paleontological resources, if any, will depend on where development occurs. Protection measures shall be determined through County environmental procedures and by the State Historic Preservation Office.

Any resources on Marina land already altered or designated for development have been or probably have been already impacted. The existing land mass within the marina facility has been covered with fill material from channel construction and developed with residential and commercial buildings, thereby destroying or burying any potential resources. Anticipated second generation development should not impose any further impacts unless mass excavation is proposed. A qualified archaeologist, paleontologist, and/or geologist should be contacted if any resources are uncovered during construction and depending on the importance of the find, as determined by Regional Planning and the State Historic Preservation Office, salvage of the resources shall be considered.

d. Findings

There are two known archaeological sites partially within the LCP study area and two partially adjacent to the study area.

There is a limited potential for additional archaeological and paleontological finds.

If any resources exist, they would more likely be discovered and/or impacted in those areas

planned for development.

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 an application for a coastal development permit involving disturbance of native soils or vegetation, the County shall notify applicants that, in the event of discovery of Native American remains or of grave goods, § 7050.5 of the Health and Safety Code, and § 5097.94, § 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 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.

C. NEW DEVELOPMENT POLICY

8. Land Use Plan

9. Coastal Visual Resources

10. Hazard Areas

11. Circulation Plan

12. Public Works

13. Diking, Dredging, Filling and Shoreline Structures

14. Industrial Development and Energy Facilities

LAND USE PLAN FOR MARINA DEL REY NEW DEVELOPMENT POLICY

The two previous policy sections, **Coastal Access and Recreation,** and **Marine and Land Resources,** contained policies and actions for public access, recreation and resource protection. Recognizing these concerns, the Land Use Plan for Marina del Rey was developed addressing future land use, new access, recreation and resource protection areas, and improvement of existing facilities.

The map entitled "Land Use Plan" presents in visual terms the policies and actions found in this LCP. Physical changes engendered by this plan are detailed in the balance of the New Development Policy section:

Chapter 8. Land Use Plan
Chapter 9. Coastal Visual Resources
Chapter 10. Hazard Areas
Chapter 11. Circulation Plan
Chapter 12. Public Works
Chapter 13. Diking, Dredging, Filling and Shoreline Structures
Chapter 14. Industrial Development and Energy Facilities

8. Land Use Plan

a. Coastal Act Policies

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 percent 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 of visitors.

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.*

30252. *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision of 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.*

30253. *New Development shall:*

(1) Minimize risks to life and property in areas of high geologic, flood and fire hazard.

(2) Assure 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.

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

(4) Minimize energy consumption and vehicle miles traveled.

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

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.

30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

b. Issues Identified

Leases on most parcels in the Marina expire after the year 2020. AS THE LANDOWNER FOR THE EXISTING MARINA, WHAT OPTIONS FOR RECYCLING AND CHANGING DENSITIES EXIST FOR THE COUNTY?

Coastal Act provisions specify a priority for "marine dependent developments". However, non-marine related uses exist in the Marina and are complementary to the overall marine environment. WHAT CONSTITUTES A MARINE DEPENDENT DEVELOPMENT? WHAT BALANCE OF USES SHOULD EXIST?

Public uses such as beaches, bikeways, boat launching, storage and parks exist in the Marina alongside leased uses of yacht/sailing clubs, dock and residential. Likewise, some non-marine dependent commercial retail shares waterfront space with marine dependent commercial uses. WHAT BALANCE BETWEEN PUBLIC AND LEASED, COASTAL AND NON-COASTAL DEPENDENT USES SHOULD BE DEVELOPED?

The extent of compatibility of development with Coastal Act provisions and existing use of the Marina is dependent on the design and integration of new development with the adopted standard in the LCP. To a larger degree this is a product of trade-offs between development priorities (recreation access, traffic, boating, etc.). WHAT TRADE-OFFS ARE THEN NECESSARY FOR COMPATIBILITY?

c. Research Analysis

Policy Framework for Phase II Development

Under County guidance over the past 30 years, Marina del Rey has developed into one of the largest man-made multi-use recreational small craft harbor facilities in the world. During this time period, the County of Los Angeles has evolved broad policies for the use of Marina waters and land areas.

In terms of use, the first priority of the Marina is to maximize public boating facilities; the second

priority is to provide boating-related facilities and services for the boating public and for traditional boating organizations. The water areas are reserved for boating uses, and recreational activities which require a water surface, such as swimming and wind surfing. County parcels, not leased to private developers, are dedicated to public uses such as dry boat storage, public boat ramps, public park areas including a public beach, public parking, a segment of the coastal bike path, dinghy storage at the beach, and view piers on the north jetty.

Above all, the County has sought to maximize revenues from the Marina by entering into long-term leases for private development of land areas, and for construction of boat anchorages. These revenues are intended to provide an on-going stream of revenue for the County, and to pay off bonded indebtedness.

Within the Marina, most structural improvements, beyond construction of the harbor, have been made by private entrepreneurs, operating under long-term land leases. Lease termination dates for most parcels will occur after 2020. Leases typically specify a range of primary and related uses appropriate for a parcel, the minimum cost of improvements, and the allowable maximum height. All leases include a section on "active public use", assuring public use of the premises without discrimination as to race or religion.

Within the existing Marina, development of some kind has occurred on all leasehold parcels. This development cycle is generally referred to as Phase I development. Recycling, intensification, or conversion of these initial uses on leased parcels is referred to as Phase II development. Phase II development will be encouraged and permitted, subject to the individual leaseholders demonstrating consistency with the policies of this LCP, which include priority consideration for development of boating, and visitor-serving facilities.

Design requirements for Marina structures on leased parcel are set forth in the Specifications portion of the County leases. The Marina del Rey Design Control Board, whose five members are appointed by the Board of Supervisors, reviews building plans, sign and facade designs, and renovation plans. Both existing and future structures must meet requirements of the Board's guidelines, as contained in the *Specifications and Minimum Standards of Architectural Treatment and Construction*.

A program of public improvements is intended to maintain the Marina in first class order, and provide the impetus for, and support of Phase II development by the private sector. This program calls for expanded boat storage facilities, a sand screen project to minimize shoaling in the main channel, new facilities at the beach playground, expanded dinghy and/or rowing shell storage and restrooms near the beach, and various road improvements. A major repair and replacement program is intended to strengthen bulkheads throughout the Marina. Additional boat slip construction is encouraged in the main channel, using the "funnel" concept. Such slips may be constructed by the lessees of parcels contiguous to the funnel expansion areas.

Identification of reasons for Change in the Existing Marina

Phase I development of the Marina is now complete. This LCP presents the next phase of development (Phase II) for the Marina in which existing uses may be recycled or intensified, and

new uses may be created. The Land Use Plan for the LCP is based on the need for making necessary changes and improvements in land uses to ensure that recreational boating, visitor-serving accommodations, and other recreational and commercial facilities are made available to the public on an orderly basis. Consequently, the significant reasons for change and expansion of the existing Marina include:

- Implementing objectives of the California Coastal Act;
- Encouraging 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
- Correcting existing problems, and mandating the replacement of physically obsolete structures.

A Look at the Future Marina

This LCP establishes the following principles regarding future development in the existing Marina portion of the LCP study area:

The future Marina will offer:

- Increased boating opportunities;
- Increased visitor-serving facilities;
- Enhanced coastal access and harbor view opportunities; and
- Additional residential units.

High-rise development generally will be permitted in appropriate locations on the periphery of the Marina, provided that such development will be sited such as to allow for adequate passage of prevailing off-shore winds into the Marina waters. Flexible height limits are intended to encourage a variety of building types. Winter shadow effects are an important concern in the location of taller buildings.

New development in the existing Marina area is expected to occur incrementally over the next 30 years, thus minimizing significant disruption from construction and related impacts.

The design and appearance of new development will be controlled by requiring conformity to the LCP, and by adhering to the *Specifications of Minimum Standards of Architectural Treatment and Construction* which will be embodied by reference in new or revised lease agreements.

In the final analysis, future development in the existing Marina can be viewed as an evolutionary process which builds upon a successful base, and creates opportunity for selective reconstruction at higher intensities, while enhancing visitor-serving, public access and coastal view opportunities within the Marina.

Determination of Land Use Intensities

The following factors were considered in assigning Land Use Categories to individual parcels:

- Requirements of the California Coastal Act, as amended.
- The historic development pattern of the existing Marina, which emphasizes marine commercial and visitor-serving uses on the eastern side of the Marina, and residential uses on the western side.
- County's commitment to provide more public boating facilities.
- Plan amendment requests from individual lessees.
- Traffic studies conducted for the LCP study area by Gruen Associates, Barton-Aschman, and DKS Associates.

Conclusions by the County related to the above considerations have led to a determination of the types, locations and intensities of land use based on the need to:

- Optimize boating opportunities, low cost recreation opportunities, and diverse visitor-serving facilities in the existing Marina.
- Relate land use proposals to capacity of existing and planned circulation facilities in the LCP study area.
- Provide for new residential construction consistent with circulation capacity, coastal access and low-cost recreation goals and opportunities, and environmental objectives.

Establishing the Appropriate Level of Intensification

In order to determine the particular level of intensification to be encouraged, certain criteria for each parcel within the existing Marina must be examined. These criteria include:

- Public Access and Pedestrian Amenities
- Architectural and Urban Design Quality
- View Corridors
- Effect on Marina and Regional Traffic Flow
- Parking Requirements
- Added Boating Facilities
- Height Limits
- Setbacks
- Solar Access

The criteria and rationale for allocating intensified land uses in the existing Marina is based on the nature and intensity of existing uses. Proposed changes that complement desired public improvements and enrich the existing environment are given priority. It is not the intent of these

intensified uses to detract from the main function of the Marina, which is recreational boating and visitor-serving commercial facilities.

Phasing of Development

New development and reconstruction in the existing Marina is divided into two phases. Apart from design considerations, traffic capacity is the key factor in determining intensities and phasing. Development intensity is carefully linked to traffic capacity so that sufficient capacity must be added via traffic improvements before development may proceed.

The completion of Phase One development consisted of three hotel projects on parcels 9, 125 and 141. Two of three hotels were constructed (parcels 125 and 141). A hotel was approved for parcel 9, but because of bankruptcy proceedings, the project was never completed, and the parcel has reverted back to control by the Dept. of Beaches and Harbors.

Phase Two development consists of a mix of visitor-serving uses, residential uses and office uses which are detailed in the parcel-by-parcel description which follow in the policy section.

Original approval of Phase II development in 1984 was conditioned upon construction of the Marina Bypass and four intersection improvements at various Marina intersections. However, the DKS Traffic Study (1991) identified alternative improvements which could substitute as mitigation measures to provide the new traffic capacity, in lieu of the Bypass and original intersection improvements. The alternate circulation system improvements are defined in Chapter 11, *Circulation*. Additionally, alternative circulation improvements or other mitigation measures may be suggested to offset the impacts of a particular development project. A project approved under these conditions shall not be exempt from paying the appropriate development impact fees for the circulation system improvements program.

Development Zones Created

To relate specific development proposals to their impact on the circulation system, the DKS Traffic Study divided the LCP study area into fifteen traffic analysis zones (TAZs). Each TAZ measures traffic impacts on a specific intersection or major segment of a roadway within the Marina area. Because development potential is closely tied to the traffic capacity of the TAZ, the decision was made to use the zones for the basic allocation of potential new development. While each individual parcel will be assigned a principal permitted use, the actual development available to each parcel is dependent upon the total development potential allocated to each Development Zone (DZ), which is coterminous with a TAZ.

"First Come, First Served" Development Priority

Development potential in Phase II will be granted on a "first-come, first-served" basis until the maximum development threshold is reached in each DZ. Total development potential for each DZ is allocated on the basis of the zone's maximum capacity to accommodate traffic.

Phasing Mechanism and Funding

The intensity of development in each phase is carefully coordinated with the available capacity of the circulation system. This is to insure that additional development will not result in a level of traffic congestion which would detract from the liveability of the Marina or constrain public access to coastal resources. Development which would generate traffic which would exceed these transportation capacities will not be permitted until it can be demonstrated that sufficient traffic capacity will be available through transportation improvements.

Circulation improvements required to mitigate Phase II development will be funded through developer contracts negotiated at the time that new development is approved. Developer contracts will require either the payment of fees, on a fair share basis, or the actual construction of new improvements. Other possible funding mechanisms such as revenue bonds, assessment districts, and general road funds also may be used.

d. Findings

Future development of the Marina until the third decade of the next century will be influenced by the long-term land leases presently in existence.

Revisions to the land leases require the participation and agreement of both the County and the lessee.

Parcels which have not been leased are being developed by the County to respond to the needs of the boating public as well as the needs of non-boaters using the Marina for recreation.

Long term leaseholds, while providing opportunities to increase County revenues, should not compromise the County's flexibility to manage activities on the water oriented moles.

New development and recycling of existing uses in the Marina will provide opportunities to (1) improve the Harbor for recreational boaters and other recreational visitors and, (2) improve coastal access.

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

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.

- Development 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.

4. **Development Zones Created.** Twelve Development Zones (DZs) within the Marina del Rey segment 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, the certified LCP shall control.

   - 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.

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.

7. **Entitlement Process.** All applications for development on a specific parcel shall provide evidence of consistency with all of the following: 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 the principle permitted land use assigned to that parcel, permitted in the Waterfront Overlay Zone, or 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 the coastal development permit process as contained in Part 17 of Chapter 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 shall be required of an applicant.

NON-PRIORITY USES

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 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 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 § 65590.

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 7, 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.

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.[1]

— **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

[1] See policy 9 of Chapter 9, *Coastal Visual Resources*, regarding special optional height standards applicable to loop and mole roads.

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.

— **Visitor-Serving Commercial:** Permitting dining facilities, retail and personal services and youth hostels. Height limit of 45 feet.

— **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 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 10 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 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, nature/interpretive centers, associated surface parking and landscaping. Height limit of 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. 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, with this overlay zone designation, 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 area is divided into twelve 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 5). 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 8, 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[2]	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
13	North Shore	18	23
14	Fiji Way	25	25
15	(Reserved)		

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. 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.

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

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 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.

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 the Waterfront Overlay Zone, regardless of the principal permitted use designation on their parcel.

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

1. **Bora Bora DZ** ~ ~ See Map 9
   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 -

	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 10
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 11
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
	Parcel FF	- Open Space

4. **Panay DZ** ~ ~ See Map 12
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 13

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
	Parcel 91	- Boat Storage
		- 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
	Parcel N	- Parking

6. **Oxford DZ** ~ ~ See Map 14

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

Park Area lost in Admiralty park for road widening must be replaced on an acre per acre basis.

7. **Admiralty DZ** ~ ~ See Map 15
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
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 16
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 and 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
	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
	Parcel UR	- Marine Commercial

9. **Mindanao DZ** ~ ~ See Map 17
Parcels: 47, 48, 49M, 49R, 49S, 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
Principal Permitted Use by Parcel -

WOZ	Parcel 47	- Marine Commercial-
		- Water
	Parcel 48	- Water
	Parcel 49M	- Parking
	Parcel 49R	- Boat Storage
	Parcel 49S	- 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
	Parcel 77	- Boat Storage
		- Water
	Parcel 83	- Visitor-serving Commercial
	Parcel EE	- Open Space
		- Water
	Parcel GG	- Public Facility
		- Water

10. **Fisherman's Village DZ** ~ ~ See Map 18
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
	Parcel W	- Parking

11. **Harbor Gateway DZ** ~ ~ See Map 19
Parcels: 62, 64, 65
Development Potential for Zone -
Residential Units: 255 dwelling units
Land Use Conversion Option if WOZ noted
Water: 34 boat slips
Principal Permitted Use by Parcel -

	Parcel 62	- Public Facility: Sheriff, Harbor Patrol, Lifeguard, Open Space
		- Water
		- Playa Vista Marina Main Channel Entrance
WOZ	Parcel 64	- Residential V Open Space
		- Water
	Parcel 65	- Boat storage
		- Water

12. **Via Marina DZ** ~ ~ See Map 20
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. **North Shore Development Zone** ~ ~ See Map 21
Parcels: XT
Development Potential for Zone -
Principal Permitted Use by Parcel -
Parcel XT - Open Space

14. **Fiji Way Development Zone** ~ ~ See Map 22
Parcels: 51, 200
Development Potential for Zone -
Visitor-serving Commercial: 2,000 sq. feet of retail space
Principal Permitted Use by Parcel -
Parcel 51 - Visitor-serving Commercial
Parcel 200 - Public Facility

15. (Reserved)

FIGURE 6

Summary of Development Potential[3]

Existing Small Craft Harbor ~ ~

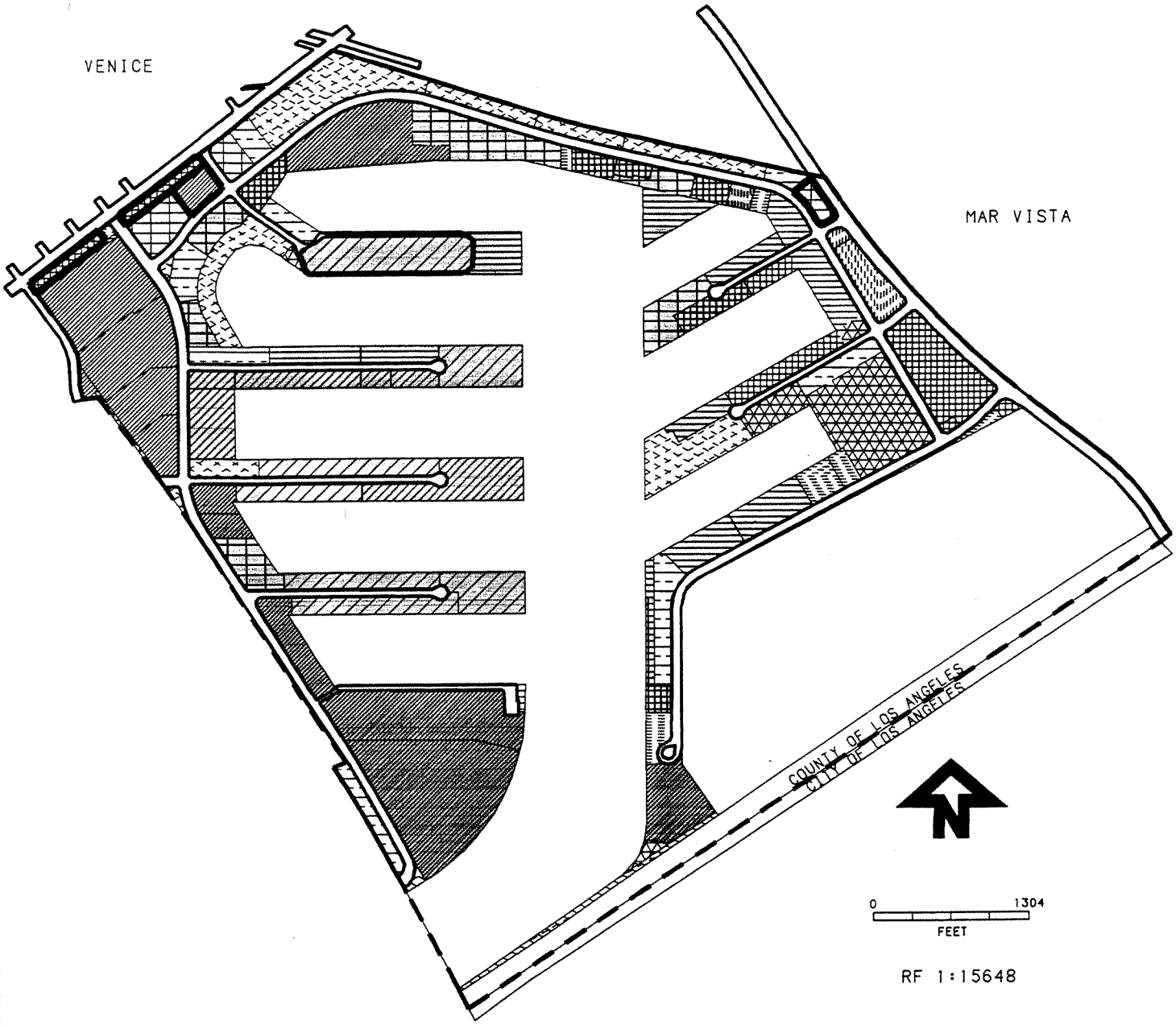
Residential Units:	2,420 dwelling units 75 congregate care units
Hotel Rooms:	1,070 rooms, or motel units
Visitor-serving Commercial:	1,875 restaurant seats 206,500 square feet of retail space
Office:	58,000 square feet of office space
Marine Commercial:	3,000 square feet of marine science museum
Boat slips:	348 boat slips

[3] Note: The development potential for each land use category may slightly change due to potential conversion of up to 10 percent of residential or office commercial potential uses to visitor-serving, marine commercial, or hotel uses.

LAND USE PLAN

MAP 7

- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY

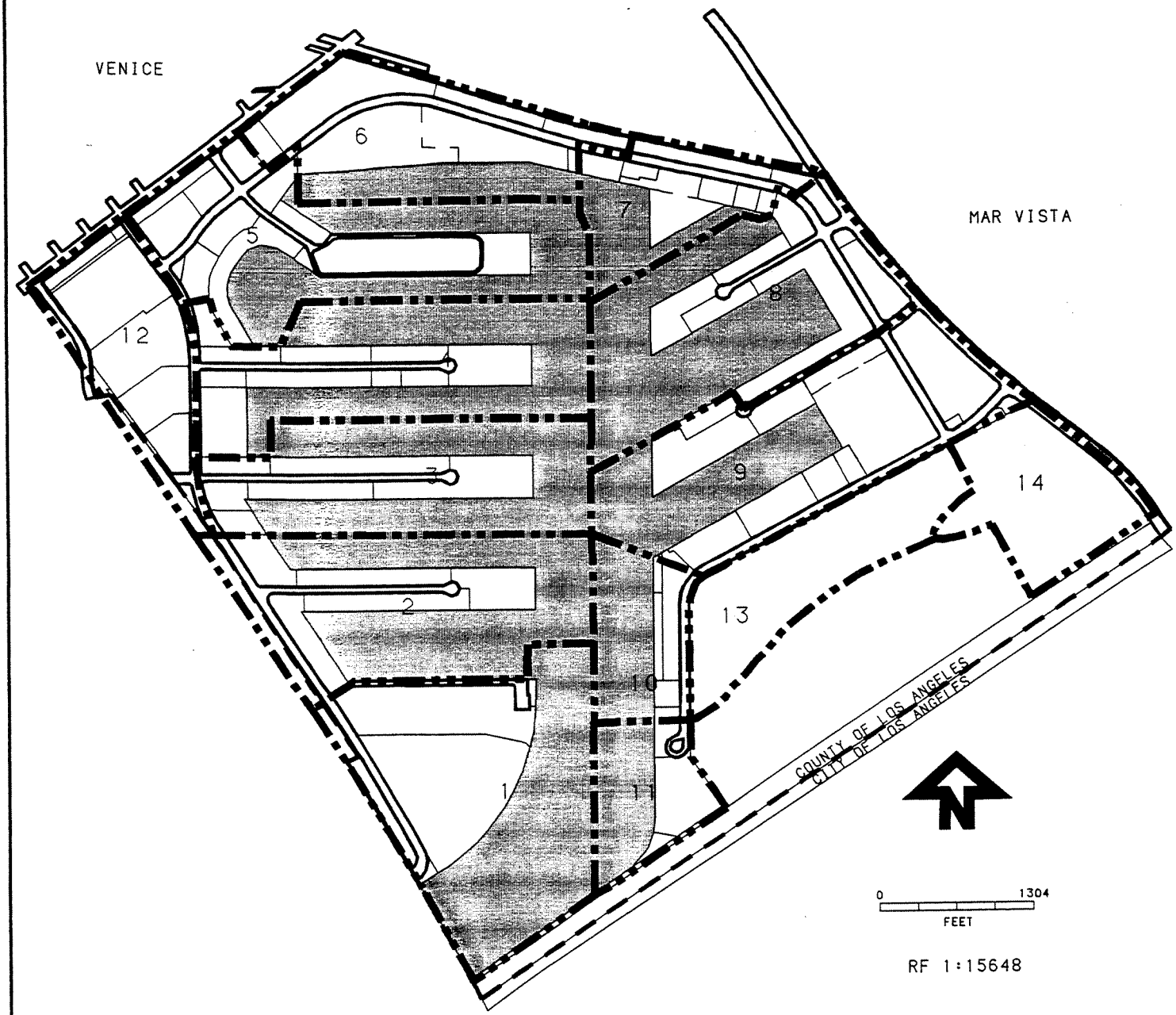


DEVELOPMENT ZONES

MAP 8

1) BORA BORA
2) TAHITI
3) MARQUESAS
4) PANAY
5) PALAWAN/BEACH
6) OXFORD
7) ADMIRALTY
8) BALI
9) MINDANAO
10) FISHERMAN'S VILLAGE
11) HARBOR GATEWAY
12) VIA MARINA
13) NORTH SHORE
14) FIJI WAY

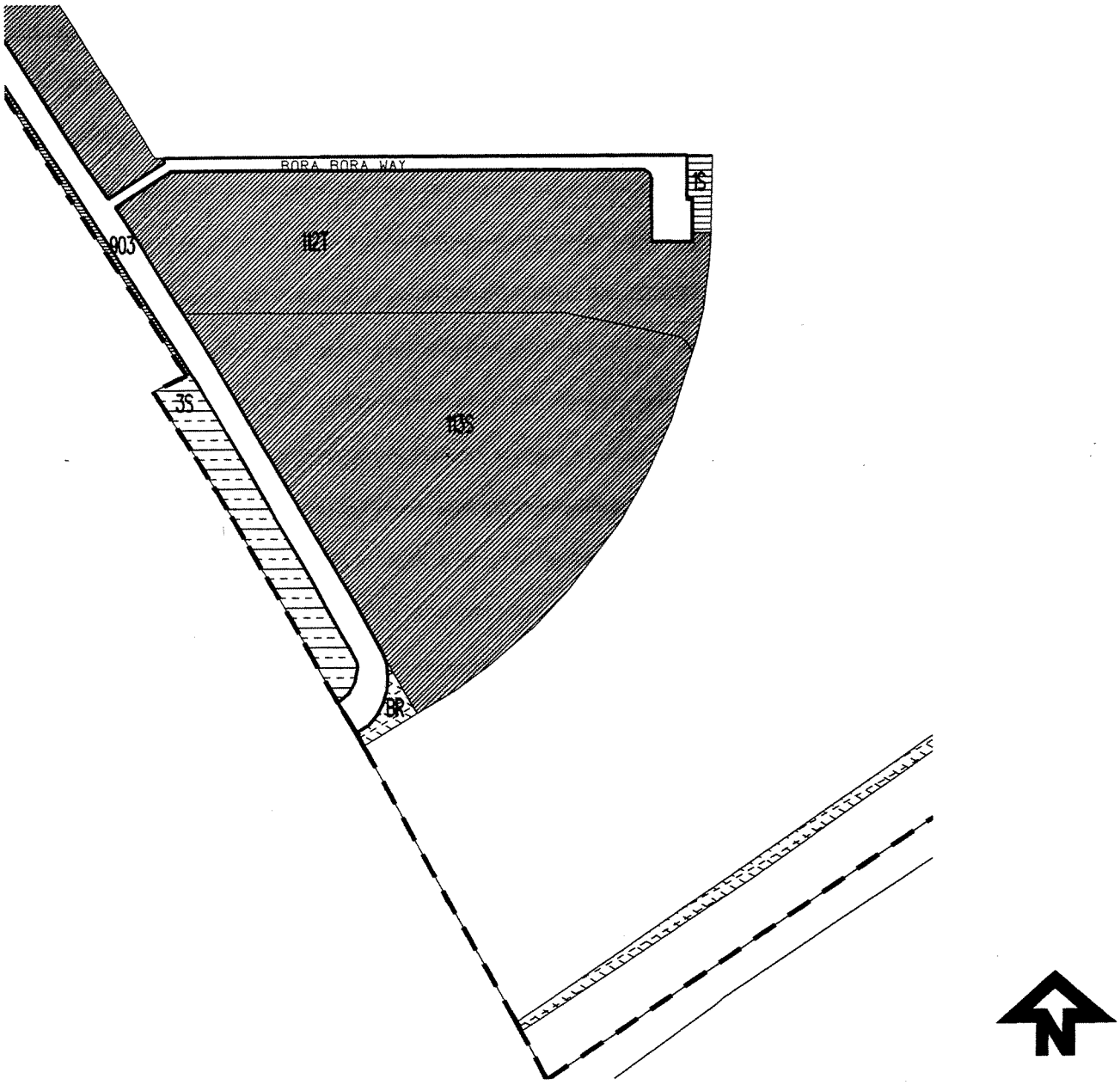
ZONE BOUNDARY



BORA BORA DZ LAND USE

MAP 9

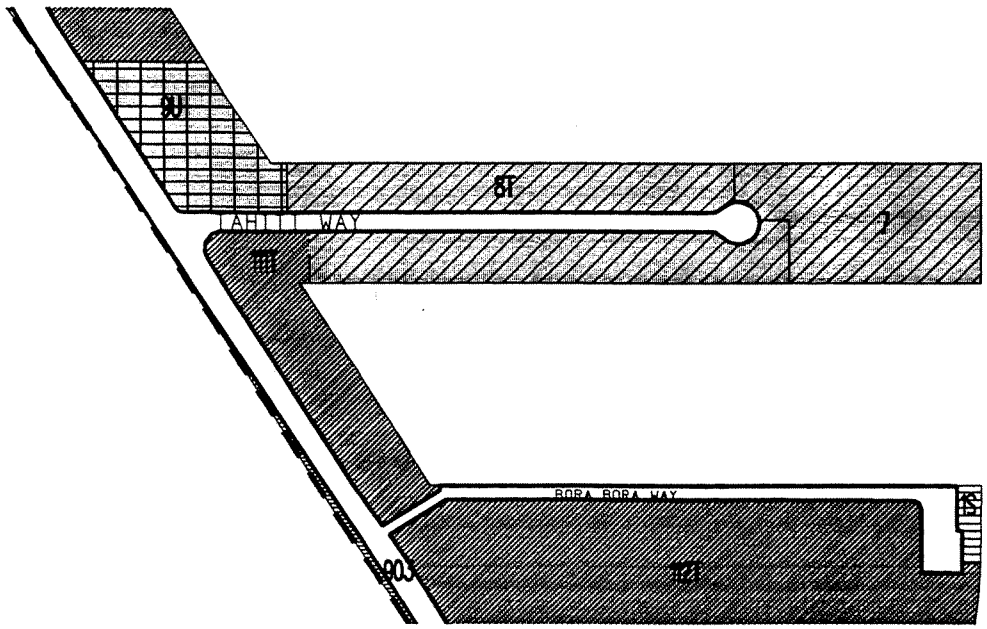
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



TAHITI DZ LAND USE

MAP 10

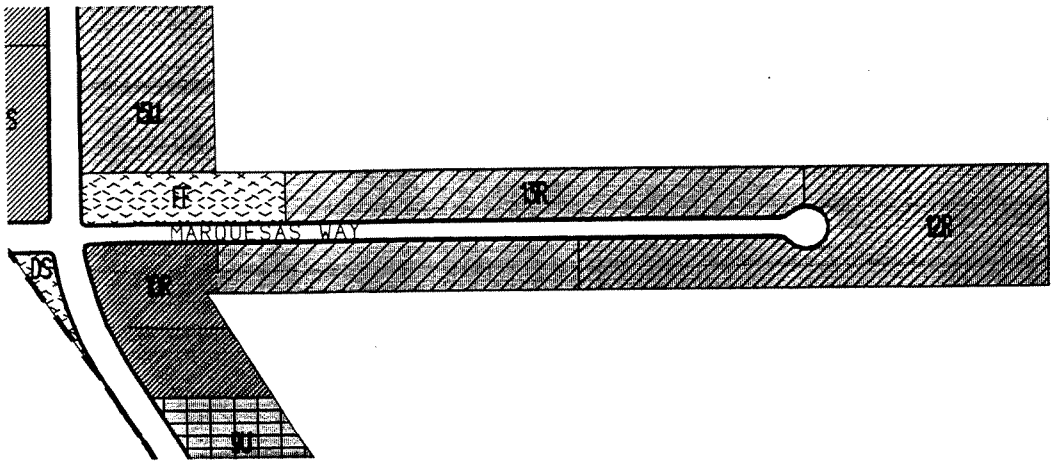
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



MARQUESAS DZ LAND USE

MAP 11

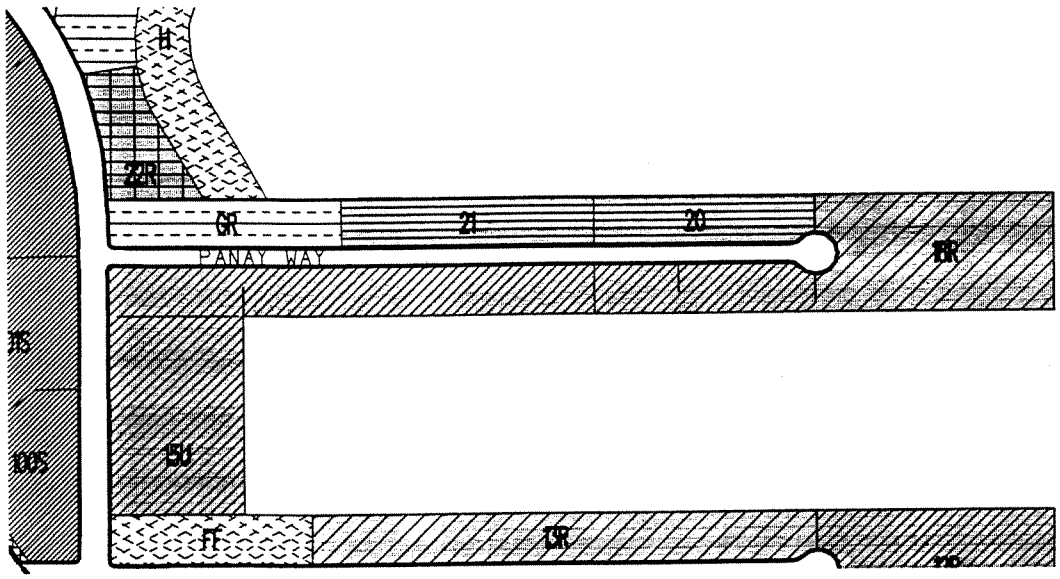
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



PANAY DZ LAND USE

MAP 12

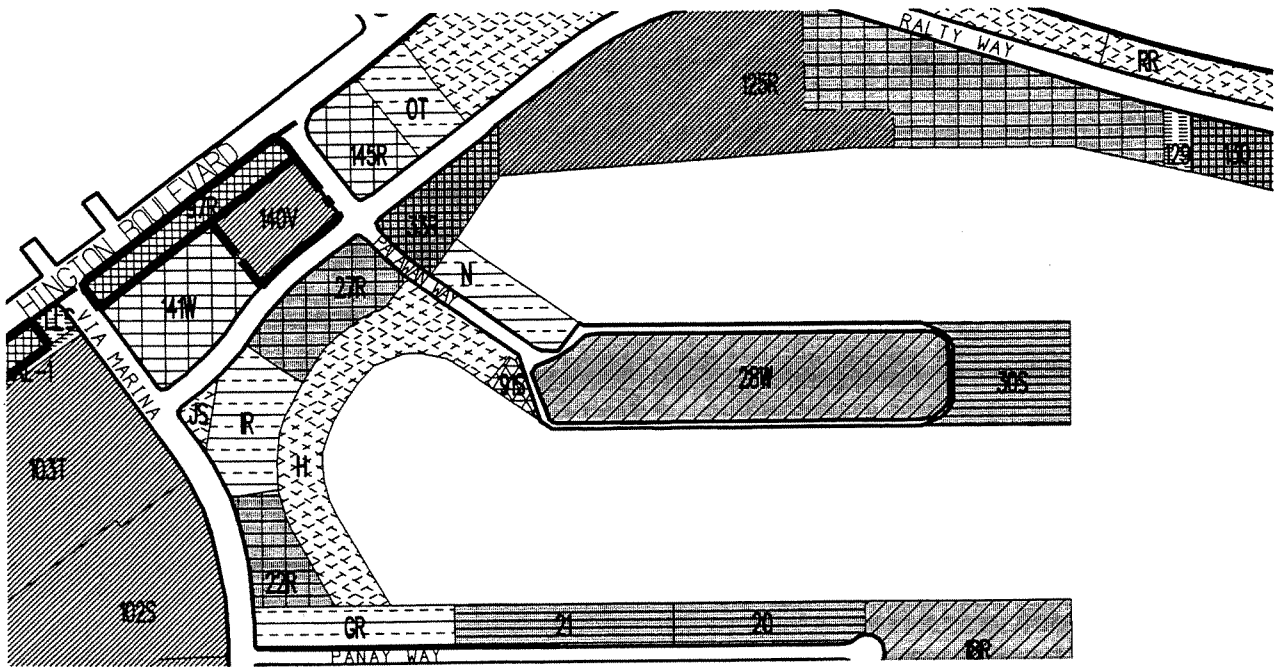
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



PALAWAN/BEACH DZ LAND USE

MAP 13

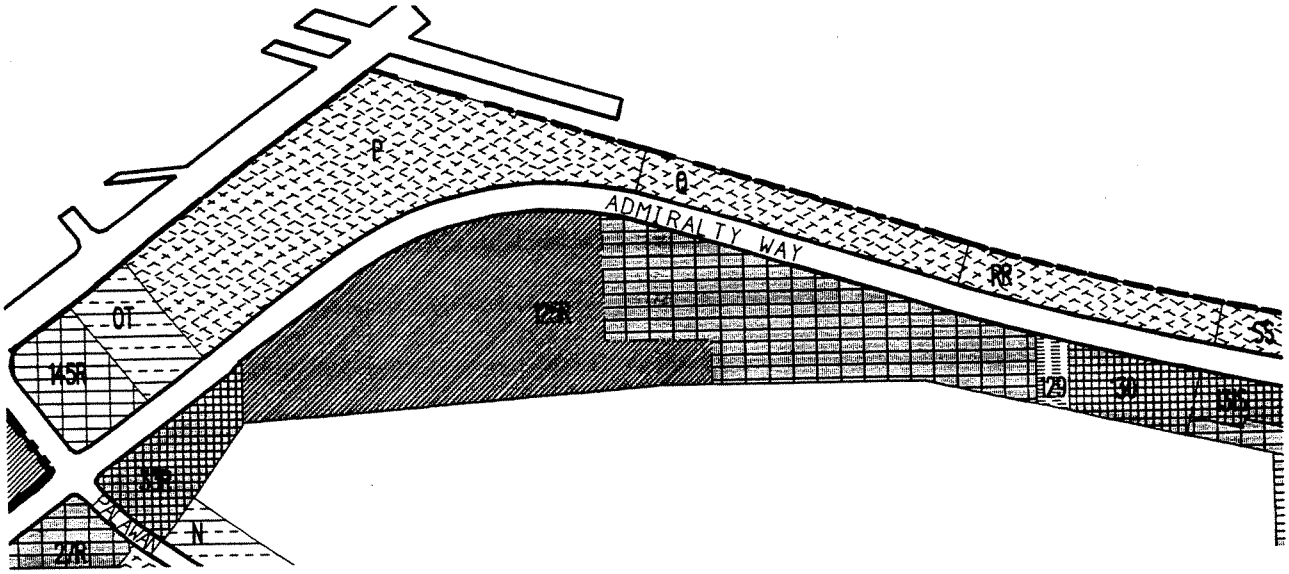
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



OXFORD DZ LAND USE

MAP 14

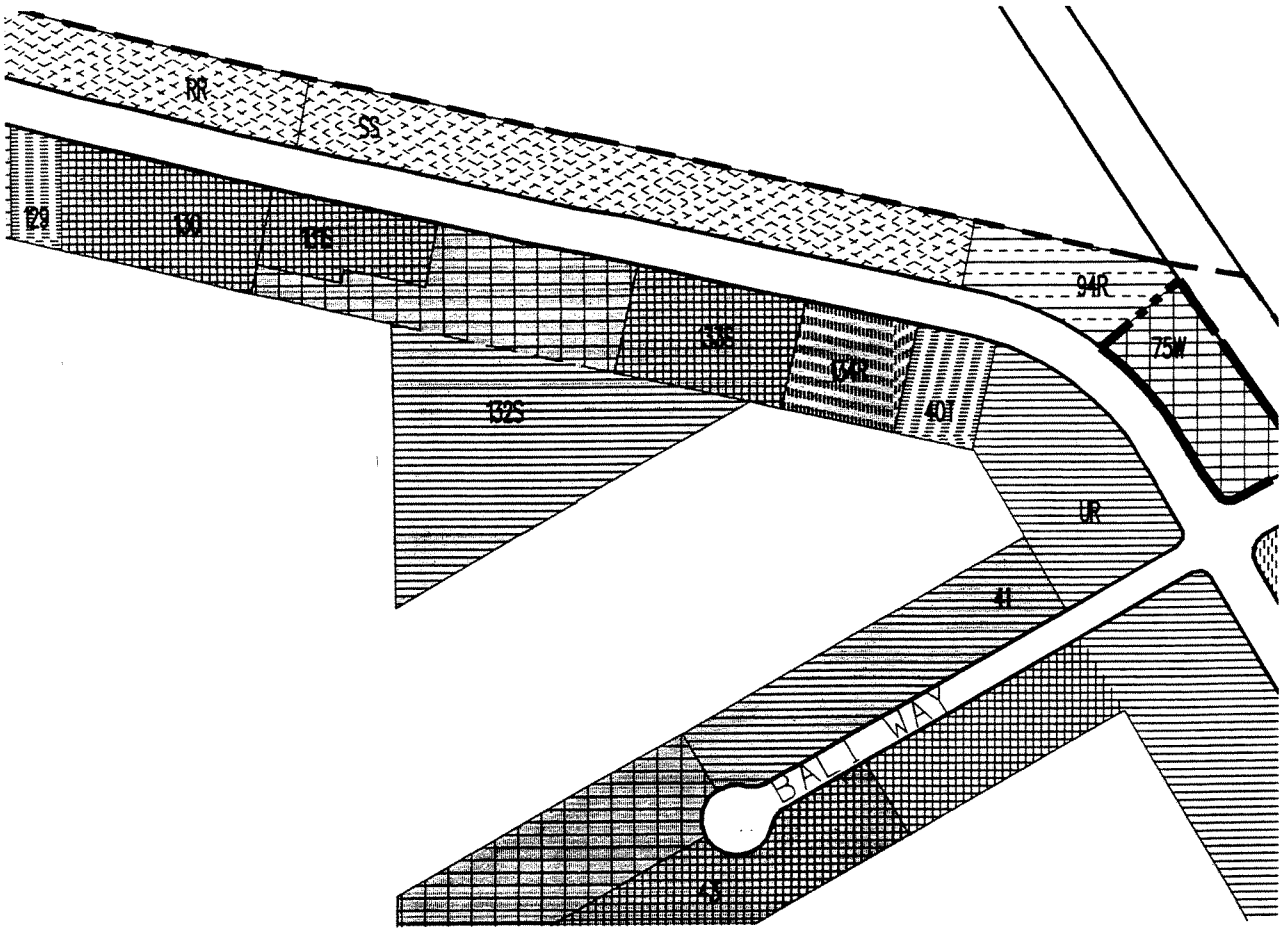
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



ADMIRALTY DZ LAND USE

MAP 15

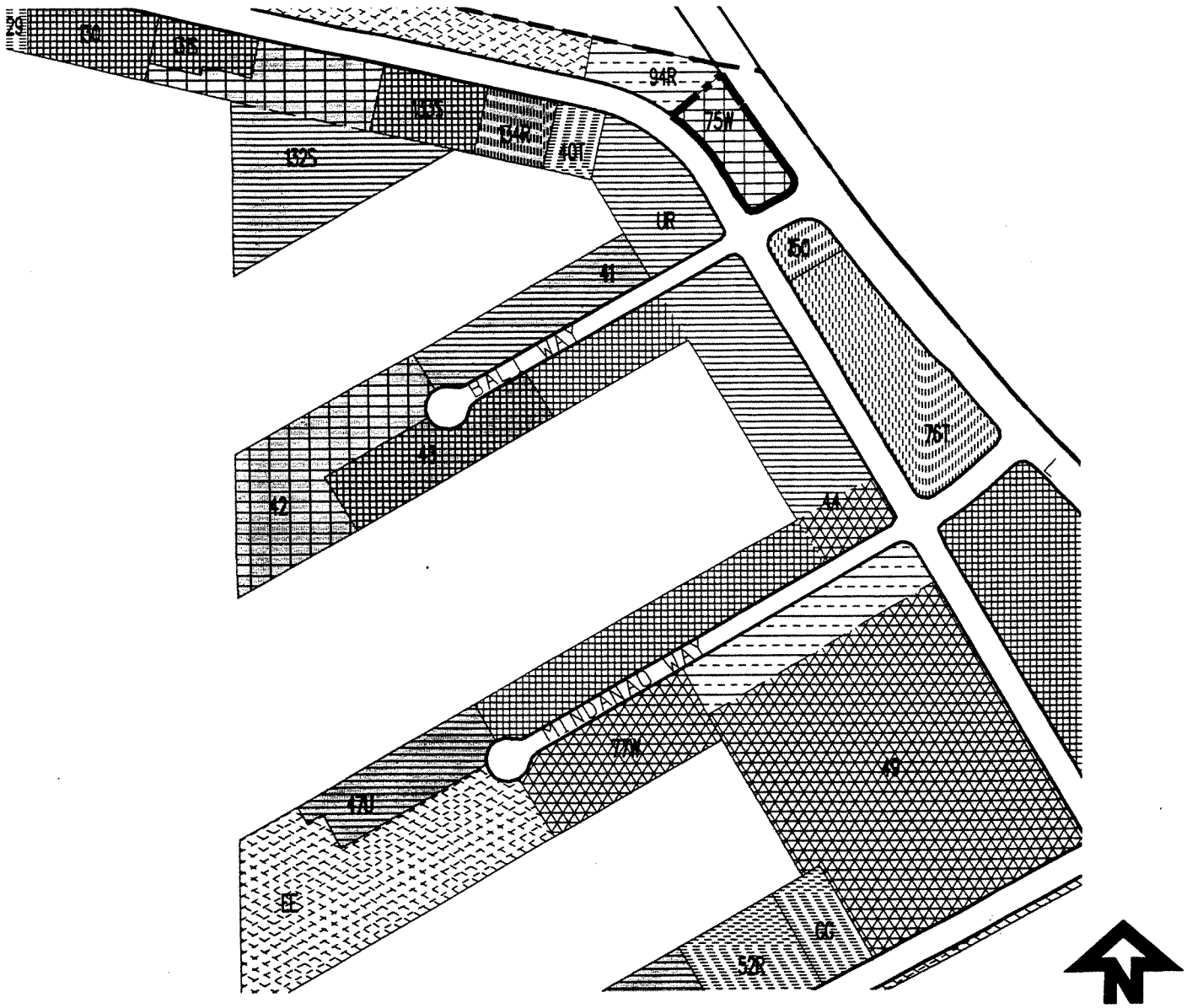
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



BALI DZ LAND USE

MAP 16

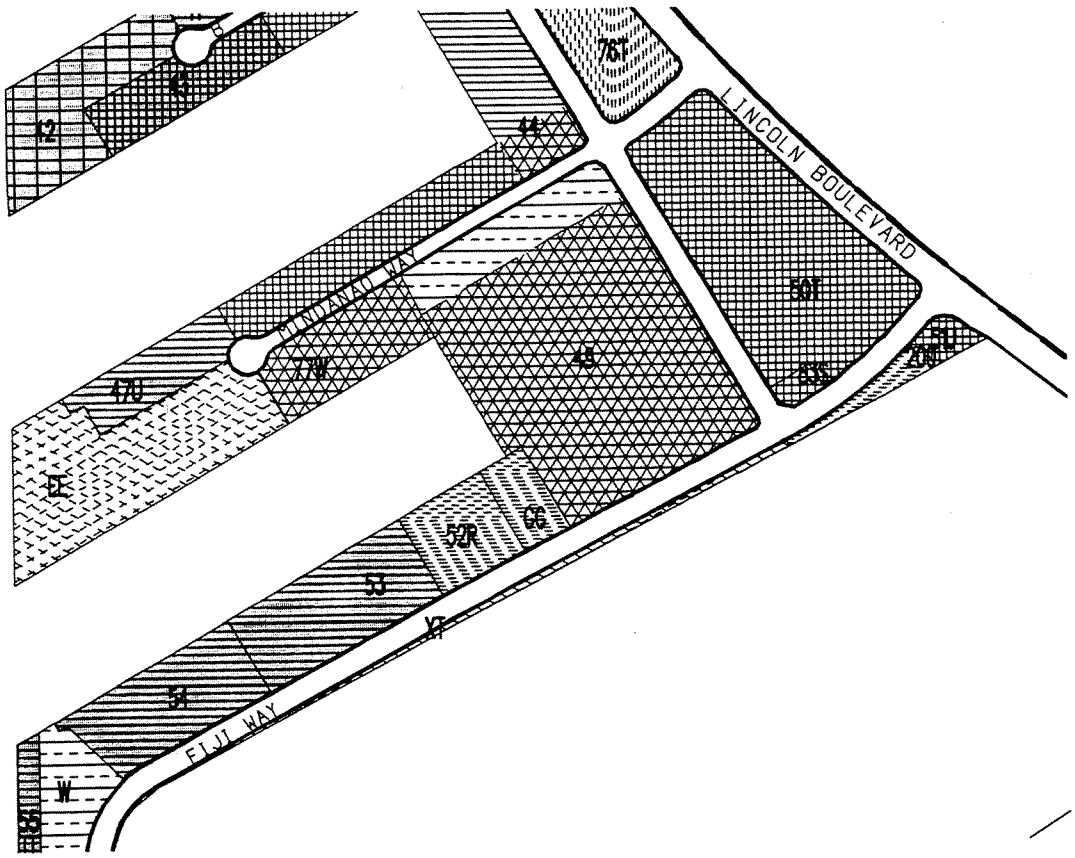
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



MINDANAO DZ LAND USE

MAP 17

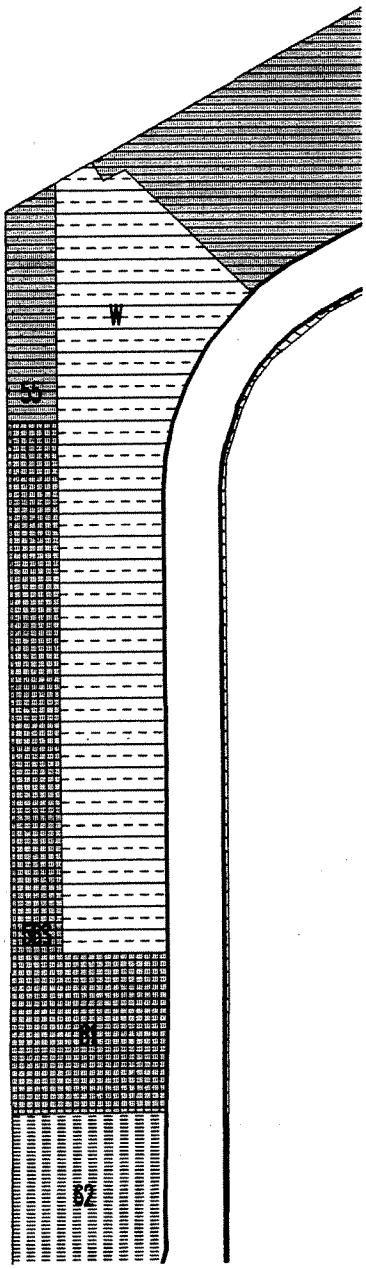
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



FISHERMAN'S VILLAGE DZ LAND USE

MAP 18

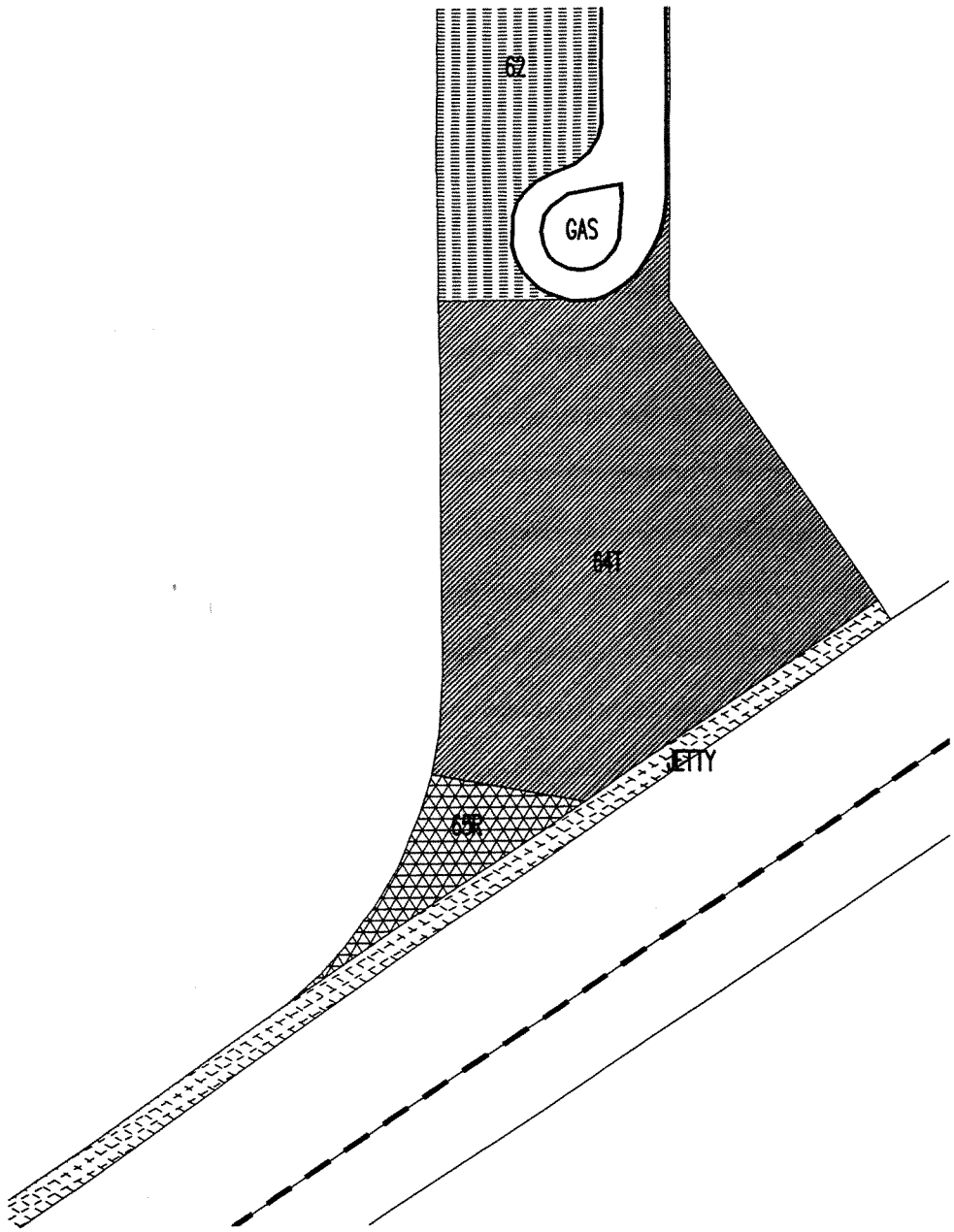
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



HARBOR GATEWAY DZ LAND USE

MAP 19

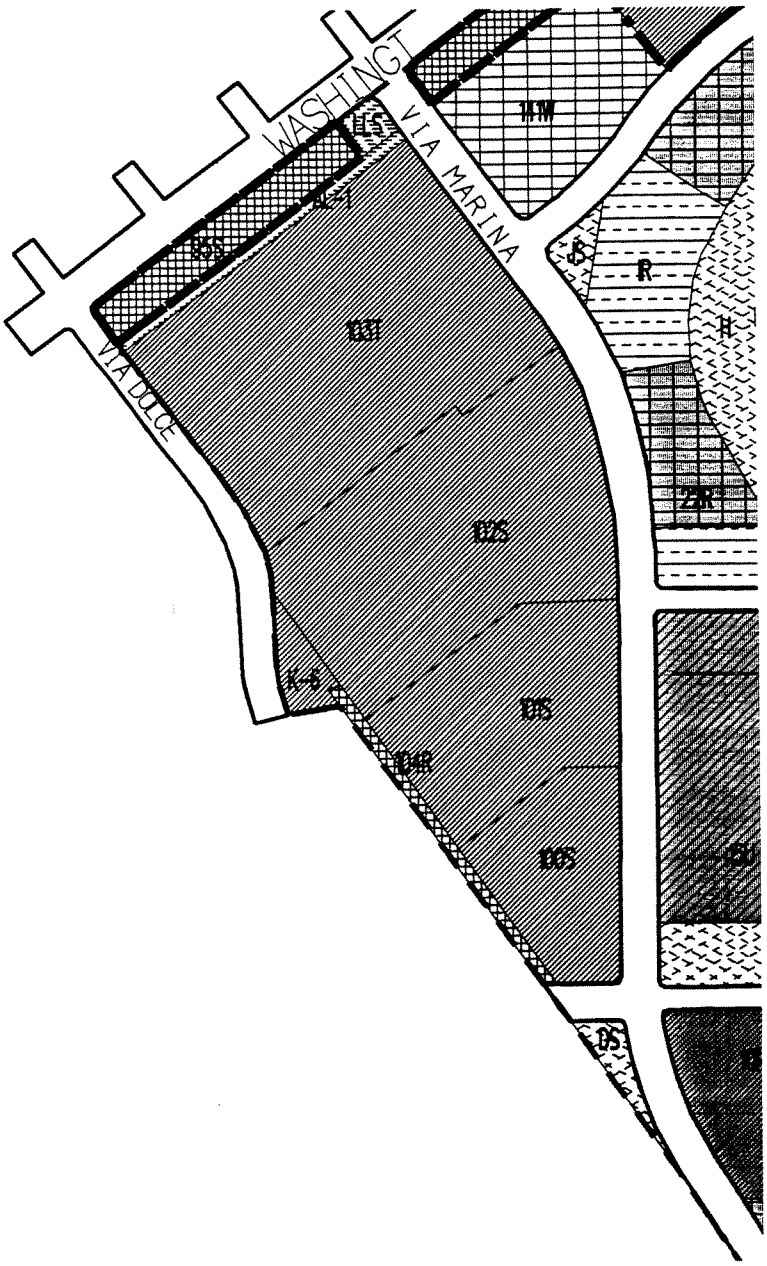
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



VIA MARINA DZ LAND USE

MAP 20

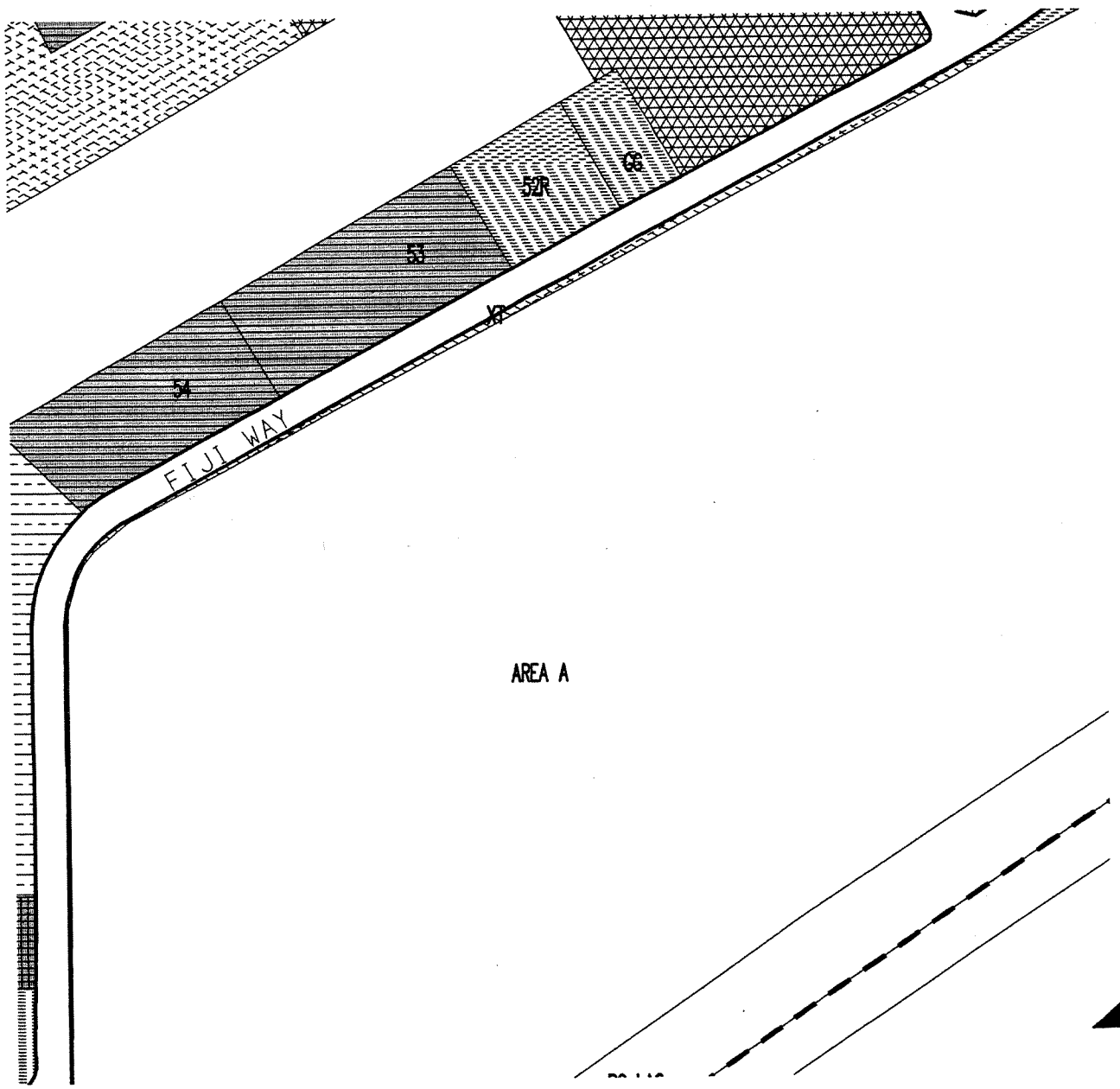
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



NORTH SHORE DZ LAND USE

MAP 21

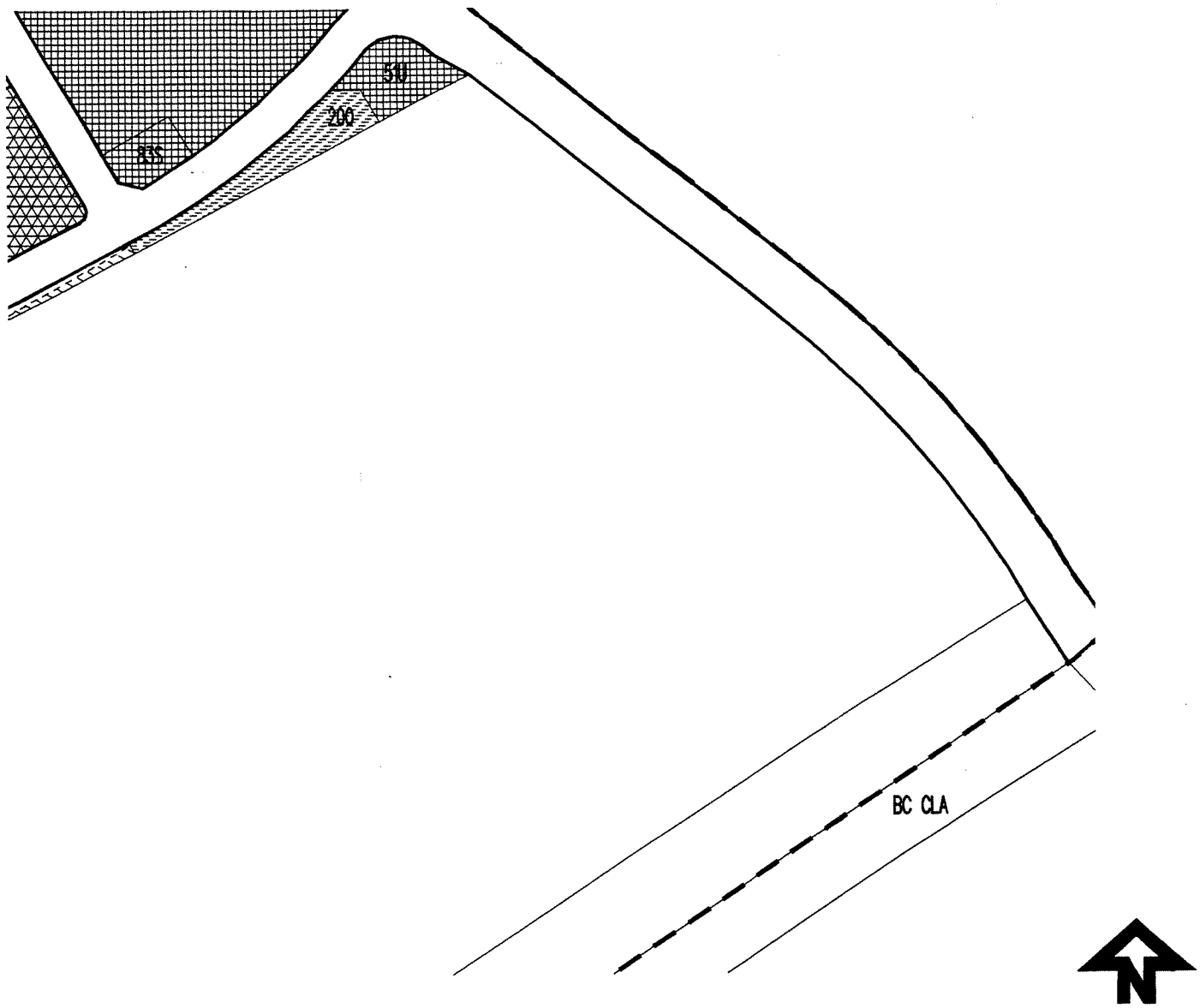
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



FIJI WAY DZ LAND USE

MAP 22

- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- BOAT STORAGE
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- PARKING
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY



9. Coastal Visual Resources

a. Coastal Act Policies

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.

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.

b. Issues Identified

The existing Marina is known for its scenic harbor views. HOW CAN THE HARBOR VIEWS BE PROTECTED AND MAINTAINED WHILE ALLOWING REASONABLE NEW DEVELOPMENT?

Sharp contrasts exist in the visual amenities of the existing Marina and Area A. HOW CAN VISUAL COMPATIBILITY OF NEW DEVELOPMENT WITH EXISTING NATURAL AND MANMADE ENVIRONMENTS BE ENCOURAGED?

c. Research Analysis

Introduction

Identification and description of coastal visual resources in the Marina del Rey LCP study area will address the existing Marina del Rey Small Craft Harbor area.

Visual Resource Descriptions

The Marina del Rey Small Craft Harbor represents a land use of tremendous significance and distinction to Los Angeles County. As a whole, it symbolizes a lifestyle based upon coastal amenities. For this reason, the most significant qualities of the area in terms of visual resources are the waters within the small craft harbor, the boats, and boating related elements (e.g., masts, sails, moles, slips, etc.). Boats in motion provide a particularly pleasant viewing experience. Undoubtedly, this visual setting is one of the major factors in the area's very high popularity for non-boaters as well as boaters.

Other positive scenic elements in the Marina include Burton Chace Park, Fisherman's Village, Admiralty Park, the Marina beach, the jetties and the breakwater. Although the Marina is characterized by low-rise buildings, within the low-rise range there is sufficient height diversity to allow for visual interest and variety. At the northern end of the main channel, the high rise Marina City complex and Promenade Apartments provide an example of architectural diversity.

With respect to public viewing locations, all moles within the Marina allow opportunities for public viewing -- the seaward ends allow vistas of greater than 180 degrees. Landscaping is provided along many of these walkways which softens the profile of the bulkheads.

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; and
- Ends of moles, and lands adjacent to the 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; and
- Provision of new park and open space areas along the waterfront and Main Channel.

Flexibility of Design Desirable

The design of existing development, particularly several residential projects on the west side mole roads, have 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 forty-five 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" view shed, 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 suppose 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 corridor would be required. Otherwise, the existing forty-five 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 of the waterfront more than offset the loss of the original design concept.

Existing Visual Resource Protection

Scenic Highway Element (Los Angeles County General Plan):

The following route within the Marina del Rey LCP study unit has been designated as a scenic highway meriting first priority status for further study; Via Marina to Admiralty Way to Fiji Way (west, then east), then extended Admiralty Way south to Ballona Creek. It is recommended that the portion within the study area most frequented by visitors (Via Marina, Admiralty and Fiji Way) be designated as a Scenic Drive, and signed appropriately.

Included among the recommendations in the element's action program are proposals to (1) prepare ordinances and amendments to protect scenic highways and, (2) to direct County departments to give special consideration to esthetics in the planning, design, and construction of public facilities along scenic highways.

Specifications and Minimum Standards of Architectural Treatment and Construction (Department of Beaches and Harbors) previously served as guidelines and requirements (in addition to existing building laws, zoning ordinances and other applicable ordinances) for construction and established 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 Marina del Rey are found on pages 16 through 26 of Appendix C of the LIP.

The Design Control Board (appointed by the L.A. County Board of Supervisors), using the aforementioned specifications as a guide, reviews and approves the architectural design and arrangement of facilities in the Marina del Rey Small Craft Harbor.

d. Findings

Man-made factors (telephone poles and wires, litter) have negatively impacted the visual experience of these areas.

The Small Craft Harbor represents a highly significant, "sea-oriented" recreational resource to the County.

Marina waters, boats, and boating-related elements are the most positive scenic resources in the harbor and should merit highest priority for view shed protection.

Landscaping along moles aids in softening harsh visual impacts of bulkheads and marine service facilities.

The existing height limit of forty-five feet for mole road projects often leads to large, low-rise rectilinear buildings that create a tunnel vision effect and inhibit the public's view of the waterfront. To accommodate enhanced views of the waterfront from mole roads, more flexibility in the design of structures, especially taller and narrower buildings, could be effective in achieving this objective.

Mid-rise or high-rises would be appropriate for outer periphery where little view obstruction would result.

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 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. 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.

3. **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.

4. **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. In reviewing signs, the Design Control Board may refer to the Permanent Sign Controls and Regulations of September 16, 1971, as amended on July 19, 1973, and the *Specifications and Minimum Standards of Architectural Treatment and Construction* of this certified LCP. (Note: The relevant parts of these two documents are found on pages 1 through 15 and 27 through 70 of Appendix C of the LIP. It should be noted that pages 16 through 26 of Appendix C, referring to land use and height standards, shall not govern

redevelopment in Marina del Rey.)

All approvable development shall include modifications to ensure consistency with all policies and development standards of the certified LCP.

View Protection

5. 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); and
   - Main channel view from Admiralty Park.

6. All development shall incorporate 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 20 percent of the parcel's water front providing public views of the Marina boat basins and/or channels.

7. **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 mole ends, and to office uses seaward of the loop roads, public parking lots, 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.

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. 8 below.

8. **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 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 75 feet when a 40 percent view corridor is provided. Height above 45 feet shall be permitted at the ratio of 1.5 feet of additional height for every additional 1 percent of view corridor provided in excess of the 20 percent 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 45 foot maximum height standard applies.

   b) Via Marina and Admiralty Way Optional Height Areas. Except as noted in Policy No. 7 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 40 percent view corridor is provided. Height above 140 feet shall be permitted at the ratio of 4.25 feet of additional height for every additional 1 percent of view corridor provided in excess of the 20 percent 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 45 feet in height. Such projects shall be required to meet the mandatory 20 percent "open viewing area" requirement for all projects on the seaward side of any roadway within the LCP study area.

9. **Wind Factor.** Development shall not significantly increase infringements of wind access for boats in their berths, in the fairways, or in the Main Channel. Wind studies 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 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.

10. **Parcels 64, 112 and 113.** Continuous waterfront pedestrian access and a small waterfront viewing platform adjacent to the main channel shall be provided on parcels 64, 112 and

113 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.

11. **Main Channel View Corridor.** To preserve views of the Santa Monica and San Gabriel Mountains from the Main Channel, no structure over 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).

12. 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.).

13. 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 foot wide corridor seaward of the fire access road.

10. Hazard Areas

a. Coastal Act Policies

30253. New Development shall:
(1) Minimize risks to life and property in areas of high geologic, flood and fire hazard.
(2) Assure 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.

b. Issues Identified

Geologic hazards may exist in the Marina Coastal Zone; ground shaking, liquefaction and tsunami are possible hazards. ARE THERE SPECIAL PRECAUTIONS THAT SHOULD BE MADE BEYOND NORMAL BUILDING AND SAFETY STANDARDS?

c. Research Analysis

In the Marina del Rey LCP study area, flood and geologic forces exert sufficient impact to be of potential concern.

Assessment of Flood

The study area has an urban watershed of about 129 square miles which includes the West Central Los Angeles area, Benedict Canyon, Sawtelle/Westwood, and Centinela Creek, and numerous small canyons on the southern slopes of the Santa Monica Mountains. Drainage results from rainfall (average 10 to 15 inches per year), channel stream flow (Ballona Creek), storm drains and tidal action. Discussion of flood hazard will focus on Area A since development of the Marina segment has eliminated flood hazard to the Los Angeles County Department of Public Works' ("Public Works") satisfaction.

Public Works is responsible for planning, development, and operation of County facilities connected with flood prevention, such as the control channel drainage systems and tidal gates.

Assessment of Geologic Hazards

Although no active or potentially active earthquake fault traverses the study area, some potential geologic hazards could result from seismic activity centered in adjacent areas. The Charnock fault and Overland fault, which lie respectively 2.75 miles and 5.5 miles easterly of the study area, are part of a major fault system — the active Newport-Inglewood Fault Zone. Also, the Malibu Coast fault, which lies about 7 miles to the northwest, is a potentially active fault (see Map 23, at the end of the chapter). The following descriptions are taken from the Los Angeles County General Plan, Seismic Safety Element.

Newport-Inglewood Fault Zone (Active Fault)

The Newport-Inglewood Fault Zone is a series of "en echelon" northwest-trending, vertically dipping faults extending from the southern edge of the Santa Monica Mountains southeastward to the offshore area near Newport beach. Numerous recent shocks greater than magnitude 4.0 and also the historic magnitude 6.3 Long Beach Earthquake on March 11, 1933, centered offshore near Newport Beach suggest an active seismic history. Although there has been no observed ground surface displacement associated with the Newport-Inglewood Fault Zone, there may have been subsurface fault displacement of approximately 7 inches associated with the October 21, 1941, earthquake (Magnitude 4.9) and with June 18, 1944, earthquake (Magnitude 4.5). This fault zone could generate a 7.0$\pm$ Magnitude earthquake within the next 50-100 years.

Malibu Coast Fault (Potentially Active Fault)

This fault extends from West Hollywood westward to Leo Carrillo Beach where it continues westward offshore. The latest movement on this fault may have been more than 5,000 to 6,000 years ago (Rzonca and others, 1991). Some seismologists and geologists believe that the 1972 Point Mugu earthquake was a result of movement along the Malibu Coast Fault. The Malibu Coast Fault is approximately 43 miles long, is a north-dipping thrust fault and could be capable of generating a 7.0 Magnitude earthquake.

The degree of hazard inherent in any seismic event will depend upon the magnitude, location, and frequency of the fault displacement as well as the local potential for damage due to soil type, geologic structure and existing building structures. The hazards for this area include earthquakes (ground shaking and liquefaction) and tsunamis (tidal waves).

Ground Shaking

Should a seismic event occur, the most widespread and damaging effect of an earthquake would be ground shaking. Ground shaking during an earthquake is largely due to the release of seismic energy during periods of sudden displacement along a fault. The amount of shaking sustained in any locality will depend upon (1) local geologic deposits (for example, the intensity of ground shaking can be several times larger on sites underlain by thick deposits of saturated sediments than on bedrock), (2) characteristics of the earthquake source (magnitude, location, and area of causative fault surface), and (3) distance from fault. As the greatest damage to life and property from ground shaking is the failure of buildings, the extent of damage will depend upon the structural integrity of buildings as well as where they are sited.

According to the Los Angeles County General Plan (1980), the maximum credible (expected) earthquake that may occur on the Charnock fault would have a Richter magnitude of 6.6 and Newport-Inglewood fault zones (those closest to the study area) would have a Richter magnitude of M 7.0. The 1920 Inglewood earthquake (1969 Richter estimated magnitude of M 4.9) was most likely located on a strand of the Newport-Inglewood fault zone near Inglewood or in the Baldwin Hills. In addition to the 1920 event, numerous other epicenters have occurred on the Newport-Inglewood Fault System. Among these are the 1933 Long Beach Earthquake (M 6.3), and the 1944 Dominguez Hills Earthquake (M 4.5).

Figure 7, below, lists other active and potentially active faults that may produce strong earthquake-induced ground accelerations (Greensfelder, 1974).

FIGURE 7
POTENTIAL EARTHQUAKE MAGNITUDES

Fault	Distance	Maximum Credible Earthquake Magnitude
San Andreas	43 mi.	M 8.25
Santa Susana-San Fernando Sierra Madre Fault System	21 mi.	M 6.5
Whittier-Elsinore	24 mi.	M 7.5
Malibu	7 mi.	M 7.5
Palos Verdes	12 mi.	M 7.0

The maximum bedrock acceleration, according to Greensfelder, 1974, in the Venice area is in excess of 0.5 g (force of gravity). This acceleration may be modified by the several hundred feet of soft sediment overlying the bedrock. Modified Mercalli Intensities for a postulated M 7 earthquake on the Newport-Inglewood fault in the Marina del Rey area are inferred to be VIII and, locally, IX (according to California Division of Mines and Geology Special Publication 99).

Liquefaction

Liquefaction is the result of strong ground shaking of water-saturated, loose to moderately dense sand and silty sand. It occurs because the instantaneous random accelerations of the sand caused by an earthquake occur so rapidly that the water around the sand particles cannot drain away as it normally does in other deformation processes (e.g., placing a footprint on a sandy soil). The result is that water pressure builds up to the point where soil particles no longer rest against each other but are separated by water. At this point, the entire mass becomes fluid-like and cannot support loads. Lateral spreading, a hazard associated with liquefactions is an incident where a body of compacted fill moves laterally upon the failure of the liquefaction prone soils surrounding it.

The United States Geological Survey map in Professional Paper 1360 (1895) designates the study area as having "very high" susceptibility to liquefaction. Further, the Los Angeles County General Plan, Seismic Safety Element in the Seismic Zone map shows the study area to be within a "Potential Liquefaction Zone" (4L) and defines this zone as follows:

Liquefaction and Landslide Potential

The area shown as "High Liquefaction or High Landslide Potential" on a Seismic Zone Map will be subject to liquefaction, acceleration of active landslides, renewed movement of inactive landslides, and to original movement of rock material. Geologic-seismic and soils reports should

be required within these zones for high-cost or high-occupancy facilities, critical-use facilities, and for subdivision-type residential developments. The findings should demonstrate the geotechnical feasibility for the proposed use.

In the study area the potential for liquefaction resulting from seismic activity may be high in portions of the undeveloped area due to the shallow depth to the water table and the loose fine-grained alluvial deposits that underlie the site. Liquefaction and/or lateral spreading may cause local ground instability which could result in the collapse of bridges or buildings. However, modern day building techniques are designed in accordance with state Building Codes to provide foundations and structures able to compensate for liquefaction problems and/or underlying soils will be properly prepared.

Tsunamis and Seiches

Seismic sea waves (tsunamis) are a series of traveling ocean waves of extremely long length and period. Tsunamis are believed to originate as vertically displaced columns of ocean water, resulting from phenomena such as; vertical displacement of the ocean floor, submarine avalanche and long period earthquake waves.

The effect of a tsunami reaching a coastal area can range from indicators measurable only by instrument, to waves that crest to heights of more than 100 feet, and strike with devastating force.

Seismic sea waves pose a potential hazard to the low-lying portions of the study area, because of their minimal elevation and proximity to the ocean. Earthquakes with epicenters anywhere in the Pacific Ocean may generate such waves. No existing proposals are known which would provide protection to physical structures, although warning systems are in effect which allow persons time to vacate the area.

According to the J.H. Wiggens' *Seismic Safety Analysis, City of Los Angeles*, the maximum expected run-up of a tsunami wave in the Venice Beach area is 9.6 feet in a 100-year interval and 15.3 feet in a 500-year interval. These values are based on vertical height above mean sea level and have an average maximum error of ± 40 percent. Other data suggests that a 100-year run-up of 7.9 feet and a 500-year run-up of 12.5 feet (Houston & Garcia, 1974). Moreover, the run-up figures are computed for tsunamis generated from distant earthquakes. Tsunamis generated from local earthquakes (faults in Santa Monica Bay for example) may be larger than from distant earthquakes but are less likely to occur. However, finished pad and street elevations will be 20 and 10 feet above mean sea level, thereby minimizing any potential damage.

Seiches or "sloshing" of captive bodies of water such as the Marina del Rey Small Craft Harbor due to seismic activity usually occur in moderate to great earthquakes(magnitude 5.0 and above). Seiches may raise and lower a water surface from a few inches to several feet, and may occur several thousand miles away from the earthquake epicenter. The possibility of seiches occurring in Ballona Creek is considered remote because the height of a seiche is a function of the size of the water body, and the channel is relatively narrow. Potential impacts to the planned marina similarly are considered minimal due to its relatively limited surface area.

d. Findings

Public Works considers the developed portion of the Marina del Rey LCP area as reasonably free of flood hazards.

Public Works considers the undeveloped portion of the study area as reasonably free of major flood hazard and will exercise jurisdiction for local drainage requirements.

The undeveloped portion of the study area will require flood control improvements.

The study area is susceptible to ground shaking from earthquake.

Damage from ground shaking can be mitigated through the use of earthquake-resistant design and construction and site selection.

The study area has a high potential for liquefaction and lateral spreading should a seismic event occur.

Hazards from liquefaction can be mitigated by stabilizing development sites if adequate geologic and soils investigations are utilized.

While low lying areas are statistically endangered by tsunami, they are isolated from the shoreline by distances of from 1,500 feet to 6,000 feet and are not considered directly exposed to tsunami hazard.

The Marina del Rey Small Craft Harbor has sustained only minor damage in the past due to tsunami and seiche because of special design standards embodied in the moles, docks and breakwater.

e. Policies and Actions

1. As a prerequisite to all development 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 development shall utilize earthquake resistant construction and engineering practices particularly those intended for high density of human occupancy. All development 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.

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 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;
- Channels constructed in areas of liquefiable soils shall be engineered to preclude or mitigate the impacts of liquefaction; and
- No development in which the hazard to life and property cannot be fully mitigated shall be approved.

4. Require that 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.

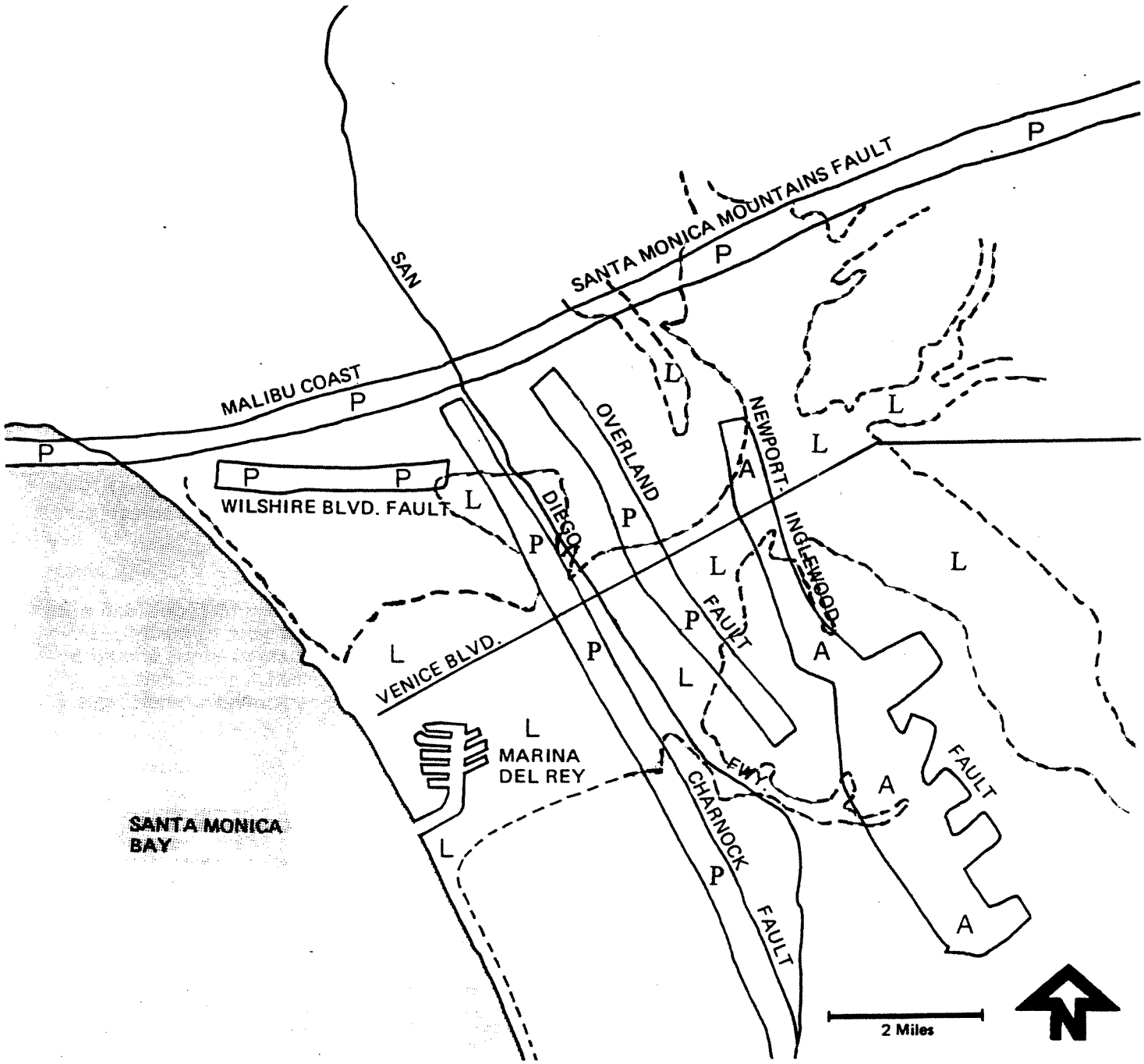
SEISMIC HAZARDS

MAP 23

A — Active Fault

P — Potentially Active Fault

L — Potential Liquefaction Zone



11. Circulation

a. Coastal Act Policies

30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision of 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.

30254. New or expanded public works facilities[1] 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.

b. Issues Identified

The present circulation system in the LCP area handles local and pass-through traffic for recreational, work and shopping purposes. WHAT IS THE CURRENT LEVEL OF SERVICE OF THE EXISTING CIRCULATION SYSTEM?

Future development will increase traffic on this circulation system which has a limited flow capability. CAN A CIRCULATION SYSTEM BE DESIGNED TO MINIMIZE CONGESTION AND INCREASE TRAFFIC EFFICIENCY?

New development will have an impact upon traffic circulation in and around the study area. HOW CAN THESE TRAFFIC IMPACTS BE MITIGATED?

c. Research Analysis

Introduction

Future development in the Marina del Rey LCP study area depends to a large extent upon the

[1]Coastal Act policy § 30114(b) defines public works to include all public transportation facilities, including streets, roads, highways, public parking lots and structures.

ability of the circulation system to accommodate existing traffic and new traffic generated by new development projects. The potential for development in the LCP area is directly linked to the present and future capacity of the circulation system. Future development will consist of the recycling of existing Marina leasehold uses. The circulation policies that are set forth herein are designed to meet the multiple objectives of enhancing recreational access to Marina del Rey, accommodating new development in the LCP area, and mitigating future traffic impacts resulting from development.

Traffic Studies

Traffic studies are an important planning tool. They serve to assess the traffic impacts of existing and proposed development upon the circulation system. Through computerized models, various land use scenarios can be tested, and their future traffic impacts calculated. The traffic study facilitates the optimum allocation of future land use, and promotes traffic mitigation measures that are demonstrated to have a beneficial effect on existing and future traffic flow.

To determine the extent of existing traffic capacity, the degree of congestion on local streets, and to define a range of possible mitigation measures, a number of previous traffic studies were reviewed. The County, in preparing this revised Marina del Rey LCP, utilized the studies listed below:

- City of Los Angeles, *Western Area Transportation Study 1977-1985*.
- Gruen Associates, *Marina del Rey Traffic Study*, 1982.
- The Mall Company, *Travel Patterns and Transportation Study for Playa Vista, California*, February 1981.
- Barton-Aschman Associates, *Traffic Circulation/Overview Playa Vista Master Plan*, May 1981.
- PRC Voorhees, *Draft Playa Vista Traffic Analysis*, October 1982.
- Barton Aschman Associates, *Playa Vista Study Area/Transportation Analysis - 1995*, November 1982.

In addition to the above studies, new traffic studies were conducted for the purpose of assessing the traffic impacts contemplated by changes in this LUP. Los Angeles County and Maguire Thomas Partners-Playa Vista have conducted new traffic studies for the LUP area to provide an assessment of current traffic flows within the LUP area and to study potential mitigation measures to support new development in the Small Craft Harbor and in Area A. These studies include:

- Barton Aschman Associates, *Playa Vista Transportation Analysis*, 1991.
- DKS Associates/Gruen Associates, *Marina del Rey Traffic Study*, 1991 and the *Addendum* to this study by DKS Associates, 1994.

Existing Circulation System

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.

Outside the Marina, two state highways serve the LCP study area. They are the Marina Freeway/Expressway (Route 90) and Lincoln Boulevard (Route 1). The Route 90 Freeway and its extension to Lincoln Boulevard serve as the main access to the Marina from the east. Connections between Route 90 and the San Diego Freeway provide access to the Westside and Southbay. Mindanao Way is the only Marina street that connects directly with the Route 90 extension, but some Route 90 traffic uses Lincoln Boulevard to Bali Way as an alternate route to the Marina.

As originally planned, the Marina Freeway was to extend to Lincoln Boulevard and provide for an extension to Washington Boulevard along the former Pacific Electric right-of-way. This connection, known as the Marina Bypass, would provide a through highway corridor directly from the San Diego Freeway into Venice. Since this extension has not been built, an undesirable at-grade intersection exists at Culver Boulevard. An expressway currently extends along the segment from the present terminus of the freeway to Lincoln Boulevard.

Lincoln Boulevard serves north and southbound traffic along the eastern boundary of the Marina and provides access to the Marina via three connecting local streets (Fiji Way, Mindanao Way and Bali Way). Culver Boulevard and Jefferson Boulevard serve as the major east-west corridors linking the LCP study area to communities east of Lincoln, and south to Westchester.

Access to and from Venice is provided via Palawan Way and Via Marina connections to Washington Blvd. Outlets to the Venice Silver Strand community are provided at Marquesas, Tahiti, Bora Bora Way, and the south exit of Via Marina.

Circulation Issues

Past traffic studies have identified two primary traffic issues affecting the Marina and its future development plans. The first issue concerns access into the Marina. How can traffic destined for the Marina most efficiently travel from adjacent arterial highways, including the Marina Freeway, into the Marina? The second issue concerns the impacts of pass-through traffic using Marina streets. Because of the heavily congested intersection at Washington and Lincoln, Marina streets are used by pass-through traffic to circumvent this congested intersection. Are there alternative routes that could be constructed that would alleviate the pass-through traffic pattern? The existing Regional Circulation System is shown on Map 24, located at the end of the chapter.

Past Mitigation Proposals

Past studies have attempted to deal with the above cited traffic issues by offering two types of

circulation improvements. The first set of improvements were designed to enhance direct access into the Marina. These measures include a number of internal intersection improvements, use of synchronized traffic lights, and improved direct access from connecting arterial highways into the Marina. These improvements have assumed that new and improved access routes through Area A, primarily from enhanced interchange movements at the critical Lincoln/Culver overpass, would be part of an overall traffic circulation solution.

The second set of improvements have been targeted at relieving the use of internal Marina street for pass-through traffic. Foremost among the proposals considered has been the Marina Bypass. This Bypass route has two elements: upgrade of the existing Marina expressway from Culver to Lincoln to full freeway status, and extension of the freeway via construction of a new overpass across Lincoln, and thence continuation of a grade-level roadway along the northern edge of the Marina to a terminus at Washington. The Bypass was intended to provide direct freeway access from the Marina Freeway into Venice, to relieve the congested Lincoln/Washington intersection, and to reduce the use of Marina streets for pass-through traffic.

Marina Bypass Proposal Deleted

Although several past traffic studies have concluded that the construction of the Marina Bypass would improve the subregion's traffic and circulation, it has not been built. Several factors including cost, environmental impacts on an adjacent neighborhood, and opposition of Venice residents have played roles in preventing the roadway from being built. Cost alone is estimated at over $30,000,000, a factor that makes the project nearly prohibitive.

One of the primary objectives of the DKS traffic study was to examine the feasibility of substituting an alternative traffic mitigation measure for the Bypass. The DKS study has determined that the Marina Bypass improvement is not needed, and that an alternative mitigation measure is available.

DKS Traffic Study[2]

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 LCP, and to determine the changes in conditions since the Gruen Associates traffic studies were conducted in 1982. To achieve this purpose, the following sequential steps were undertaken for this study:

- Review past traffic studies and other relevant documents;
- Analyze existing traffic conditions within the study area;
- Analyze the level of service at intersections for future forecasts;

[2]This study is incorporated into this LUP 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.

- Develop traffic forecasts for future base conditions and various alternative land use scenarios;
- Develop circulation improvement measures to mitigate the impacts of additional development in the LCP area; and
- Develop costs, phasing schedules, and funding proposals for these improvements.

DKS Study Methodology

The technical analysis for this study was primarily undertaken using a local area traffic impact analysis model specifically developed for this study. This model is based on TRACS (TRaffic Analysis Computer Software), a computer traffic model developed by DKS Associates in 1986. The two main components of the TRACS model are the study area zones (units of trip generation) and study intersections.

Traffic Analysis Zones (TAZs) Defined

For analytical purposes, it was necessary to aggregate the Marina parcels into logical and practical groupings. These groupings define the Traffic Analysis Zones (TAZs). After analyzing several different zonal arrangements, a final zone configuration was arrived at which divided the study area into 23 TAZs. Of these 23 TAZs, 12 were within the LCP study area, and the remaining 11 were immediately outside the study area.

Subsequently, it became necessary to modify the zone system in order to be able to analyze the revised Area A proposal of MTP-PV. Based upon the new Area A design for the new marina, the Area A zone was divided into three TAZs and former zone ten, that includes Fisherman's Village, was divided into two zones. Thus, the final zone configuration for use in the DKS Traffic Study defines 12 zones in the existing Marina area, and three zones for Area A, for a total of 15 zones. Fourteen of these 15 zones are shown on Map 8 in Chapter 8, *Land Use*. The one zone not shown is reserved pending final action by the Coastal Commission on Area A.

Existing Traffic Conditions at Intersections

In order to assess local traffic conditions, the DKS study selected 19 intersections for analysis, of which 10 were internal to the Marina, and seven were outside but adjacent to the County island (see Map No. 25, Location of Study Intersections, at the end of the chapter). Traffic counts were measured for these 19 intersections. Figure 8 shows the traffic counts derived for the morning (am) and evening (pm) peak hour periods.[3] The counts indicate the volume of traffic moving through the intersection using all turning movements. The peak period is assumed to measure the greatest demand for a given intersection during a typical day. This measure of weekday peak period traffic flows will be used in the traffic model to measure the traffic impacts of new development. It is against this traffic standard that the impacts of new development are analyzed.

[3]Peak hours vary according to intersection, but are most common between 7:45-8:45 AM and 5:30-6:30 PM. See the technical supplement to the 1991 DKS Traffic Study for the exact peak hour for each intersection.

The concept of traffic mitigation relates to this standard.

The goal of the mitigation measure is to provide additional capacity to improve the volume to capacity (V/C) ratios at the study intersections to 0.85 (Level of Service "D"), or to the pre-development ambient V/C ratio if the ambient ratio exceeds 0.85. In other words, the intersection will not be allowed to worsen beyond a Level of Service of "E". If service at a particular intersection is already above this level, then the intersection cannot be allowed to worsen beyond its existing condition.

It should be pointed out, however, that the periods of heaviest traffic congestion in the Marina often occur on weekends, especially during summer recreational periods, at holidays, and during special Marina events.[4] Special traffic handling and parking procedures are put into place during these periods. Likewise, it should also be noted that throughout most of the year, weekday Marina traffic during the non-peak periods are relatively light. Thus, access to the Marina's coastal waterfront is relatively unimpeded at these times.

[4]The heaviest congestion is during the 4th of July fireworks show and during the Christmas boat parade. Outside of these two events, the weekday P.M. peak hour has the highest consistent congestion. Summer weekend traffic volumes approach the weekday P.M. peak, but are typically slightly lower in volume.

FIGURE 8

PEAK HOUR TRAFFIC COUNTS FOR DKS STUDY INTERSECTIONS

		AM PEAK	PM PEAK
1	Via Marina & Washington Blvd.	2,835	3,358
2	Via Marina & Admiralty Way*	2,542	3,289
3	Via Marina & Panay Way*	2,036	2,385
4	Via Marina & Marquesas Way*	1,739	1,885
5	Via Marina & Tahiti Way*	1,162	1,527
6	Via Marina & Bora Bora Way*	850	1,103
7	Palawan Way & Admiralty Way*	2,640	4,116
8	Lincoln Blvd. & Washington Blvd.	6,100	5,358
9	Lincoln Blvd. & Marina Expressway	4,675	5,358
10	Admiralty Way & Bali Way*	2,639	3,876
11	Lincoln Blvd. & Bali Way*	3,630	4,635
12	Admiralty Way & Mindanao Way*	2,538	3,316
13	Lincoln Blvd. & Mindanao Way*	4,659	5,400
14	Admiralty Way & Fiji Way*	1,248	2,124
15	Lincoln Blvd. & Fiji Way*	4,555	5,988
16	Mindanao Way & Marina Expwy EB	3,105	3,549
17	Mindanao Way & Marina Expwy WB	2,515	3,440
18	Culver Blvd. & Jefferson Blvd.	3,868	4,184
19	Lincoln Blvd. & Jefferson Blvd.	5,441	6,828

* Intersections within County jurisdiction are indicated with an asterisk; all others are in the City of Los Angeles.

Levels of Traffic Service - Existing Marina Area

Analyses of existing traffic conditions focus on the quality of service at specific intersections in the Marina area. Figure 9 produces standard definitions of "Levels of Service" (LOS) with level "A" being free flowing traffic and "F" being total congestion.

Figure 10 summarizes the existing (1990) peak hour "Levels of Service" for the 19 study area intersections. The most intense traffic occurs frequently during the 7:45-8:45 a.m. peak hour and the 5:30-6:30 p.m. peak hour period. See Figure 10 for more detailed traffic volume information at study area intersections.

FIGURE 9

INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Interpretation	Volume/Capacity Ratio
A, B	Uncongested operation; all vehicles clear in a single cycle.	0.00 - 0.70
C	Light congestion; occasional backups on critical approaches.	0.71 - 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long standing lines formed.	0.81 - 0.90
E	Significant congestion with some long standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 - 1.00
F	Forced flow operation at low speed where volumes are below capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion. In the extreme, both speed and volume can drop to zero.	Greater Than 1.00

Note: "Level of Service" is a qualitative measure that represents various driving factors such as speed, travel time, freedom of maneuver, and safety under a particular volume of traffic conditions. Speed and the ratio of volume to capacity are the criteria most frequently cited because of their relative ease of measurement.

FIGURE 10

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 Expressway	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	O.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 Expressway EB	0.86	D	0.93	E
Mindanao Way & Marina Expressway 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 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.

Future Traffic Conditions in Marina del Rey

Development possibilities are extensive in and around Marina del Rey; however, the capacity of the circulation system is the predominate factor which will determine what levels are appropriate to maintain generally congestion-free travel for residents and visitors, alike. In order to assess the impacts of land use intensifications or changes on the circulation system, it is necessary to inventory the extent of these changes by focusing (1) on the existing Marina del Rey area and (2) on the Marina expansion area.

ATSAC Intersection Improvements or Other Synchronized Signalization

ATSAC (or Automated Traffic Surveillance and Control) provides traffic signal interconnection and complete computerized synchronization of the signal system and the real-time coordination of the timing of the signals according to the actual traffic demand. Thus, ATSAC increases traffic

throughput, improves system-wide traffic flow and reduces traffic stops and delay. The "optimum conditions" assumptions in intersection levels of service analysis refer to an optimally timed signal rather than an intersection having an ideal capacity or an efficiently operating system. An individual signal may be timed ideally, but it may not be operating efficiently in relation to adjacent signals. ATSAC actually improves the traffic flow, coordinates traffic arrivals, reduces the needed clearance times and provides more system-wide capacity. The referenced operational benefits of an ATSAC system have been empirically tested and proven in Los Angeles City. The application of ATSAC at County maintained intersections is subject to County, City and State agreement.

Trip Generation Rates

Based on a combination of Marina-specific rates from the DKS Study (1991) and rates from the Institute of Transportation Engineers (ITE) Manual, Fourth Edition, Figures 11 and 12 shall be used to estimate the number of pm peak hour trips generated by each type of land use[5]:

FIGURE 11
TRIP GENERATION RATES

Rate	PM Peak Hour		
	In	Out	Total
Residential	.223	.103	.326/dwelling unit
Hotel	.159	.194	.353/room
Restaurant Seats	.159	.091	.250/seat
Berths	.050	.087	.137/berth
Retail	See Table 1		
Office	See Table 1		
Marine Commercial[6]			

Notes: Trip rates for land uses not identified above -- such as ferry terminals, congregate care housing, libraries, public facilities, and museums -- shall be the rates set forth in the latest published ITE Trip Generation Manual.

[5]For additional trip generation information, consult the DKS Associates, *Marina del Rey Traffic Study*, 1991.

[6]For marine commercial/office uses, the peak hour trip generation factor for office applies. In cases where the marine commercial use is not feasibly expressed in terms of square footage (hoists, launches,etc.), the developer of such uses will be required to submit information which will indicate the amount of additional peak hour trips likely to be generated by their project.

Figure 12

Trip Generation for Shopping Center and Office Land Uses--Peak Hour

Shopping Center

Size	Units	PM PEAK Rate In	Rate Out	PM Total Rate
50	KSF	6.651	6.390	13.042
100	KSF	4.895	4.703	9.598
150	KSF	4.309	4.140	8.450
200	KSF	4.017	3.859	7.876

Average Weekday	Equation	Proportion of Trips Entering	Exiting
AM Peak Hour	Trips = 2.48(x) + 305.15	.52	.48
PM Peak Hour	Trips = 6.15(x) + 344.38	.51	.49

KSF = 1,000 square feet
X = area in 1,000 gross square feet of leasable area

Office

Size	Units	PM PEAK Rate In	Rate Out	PM Total Rate
50	KSF	0.354	1.860	2.214
100	KSF	0.315	1.653	1.968
150	KSF	0.294	1.543	1.837
200	KSF	0.280	1.470	1.749

Average Weekday	Equation	Proportion of Trips Entering	Exiting
AM Peak Hour	Ln(T) = 0.86Ln(A) + 1.34	.87	.13
PM Peak Hour	Ln(T) = 0.83Ln(A) + 1.46	.16	.84

KSF = 1,000 square feet
Ln = Natural Logarithm
T = two-way volume of traffic or total trip ends
A = area in 1,000 gross square feet of building area

Conclusions and Recommendations of DKS Traffic Study

The key conclusions and recommendations from the Marina del Rey Traffic Study are as follows:

Existing Traffic and Levels of Service:

- Traffic counts indicated that the peak hours are generally between 7:45 to 8:45 in the AM and 5:30 to 6:30 in the PM during weekdays.

- Existing available capacity on the Marina's circulation system is limited. Several key intersections are currently operating within unacceptable (Volume/Capacity ratios over 0.85) levels of service.

Pass-Through Traffic:

- A majority of the total traffic entering Marina del Rey via Fiji, Mindanao and Bali has a destination in the Marina. Only a relatively small portion (about 7 percent) passes through without stopping.

- Through traffic in the evening peak constitutes only 8 to 9 percent of the peak period and peak hour traffic volumes on major segments of Admiralty Way. Relatively speaking, this is generally considered a small percentage for through trips.

- Overall, the amount of through traffic has remained relatively constant since 1976.

Trip Generation:

- Special trip generation surveys indicated that several types of land uses within the Marina are unique in terms of trip generation and therefore specific locally developed trip generation rates can be used to analyze future development and its impacts.

- Some Marina trip generation rates are shown to be lower and some higher than ITE rates. Hotels and residential developments (apartments and condominiums) are lower and commercial, restaurant and boating facilities are higher than ITE rates.

- Given the mix of land uses proposed in Phase II development in the Marina LUP, new trip generation rates result in a 33 percent reduction in number of trips compared with rates used in the certified LUP.

Future Land Development and Mitigation Measures:

- Any additional amount of future Marina development would result in needed mitigation measures to the Marina's roadways and intersections.
- A total of eight of the 12 Marina intersections will need mitigation measures due to additional developments considered by the revised LCP.

- A series of intersection-specific and system-wide mitigation measures are proposed.

The policy section identifies the specific recommended circulation improvements, the desirable phasing strategy, and potential funding mechanisms.

Funding of Improvements

The improvements may be paid for by impact fees charged when new development is approved. Revenue bonds, an assessment district or some other funding method will be needed to finance the Stage I improvements, but will later be reimbursed as new development occurs after Stage I in the other successive stages. Alternate funding measures may be proposed, and if found viable, used to finance the circulation improvements.

Additionally, alternate circulation improvements or other mitigation measures may be suggested to offset the impacts of a particular development project. If it is determined that the measure(s) fully mitigate(s) a project's impacts, the project may be exempted from conformance with the circulation staging program outlined above. In such cases, the approved alternate mitigation must be consistent with the circulation staging program so as not to prevent the future implementation of all other mitigation measures in the staging program. Also, a project approved under these conditions shall not be exempt from paying the appropriate development impact fees for the circulation system improvements program.

Deletion of Falmouth Avenue

As indicated earlier, revised development plans have been proposed for portions of the Playa Vista property outside County jurisdiction. One of the objectives of the revised plans was to reduce overall traffic impacts of the development by reducing office and retail development, increasing the balance of jobs to housing, and redistributing the reduced commercial space throughout the property in such a way as to reduce traffic impacts on Lincoln Blvd. and other coastal access corridors. A key purpose of these reductions was to eliminate the need for the extension of Falmouth Ave. across the Ballona wetlands which had been approved previously by the Coastal Commission as a part of the certified Marina LCP.

An analysis conducted by Barton Aschman Associates[7] concludes that the Falmouth Ave extension can be deleted without unduly impacting traffic operations on surrounding streets through the combined effects of adequate mitigation along the Culver corridor and the reorienting and down-scaling of the Playa Vista land use mix. The analysis further concludes that traffic volume on Lincoln Blvd. both north and south of the Ballona Creek would remain essentially unaffected by the deletion of Falmouth. In effect, this means that the land use changes proposed by Maguire Thomas Partners for Areas B and D of Playa Vista would be sufficient to offset the additional traffic on Lincoln that would result from deleting the Falmouth extension. Traffic volumes on Mindanao west of Lincoln would also be relatively unaffected by the deletion of the Falmouth extension. Volumes on Culver west of Jefferson would increase by about 800 to 1,000 vehicles per hour (two way) with the deletion of the extension of Falmouth, which will require mitigation

[7]Barton Aschman Associates. *Playa Vista Transportation Analysis*, 1991.

along that corridor including the widening of Culver itself between Jefferson and Nicholson Street from the existing four lane cross section to six lanes. In addition, improvements to the Culver/Nicholson/Pershing intersection and the Culver/Vista Del Mar intersection will be required to mitigate the capacity bottlenecks at these locations.[8]

d. Findings

Lincoln Boulevard, the only major north-south arterial west of the San Diego Freeway, experiences heavy peak period congestion at all intersections in the LCP area. Mitigation of these intersections are crucial to improving circulation access to the Marina.

Spill-over or bypass traffic from Lincoln Boulevard has relatively minor impacts within the Marina.

Recent traffic studies indicate that the Marina Bypass is not essential to mitigate traffic impacts generated by Marina development.

Widening of Admiralty Way to five lanes has been determined to be an affective means of increasing traffic capacity within the Marina. This improvement would be a viable alternative to the Marina Bypass.

The traffic impacts generated by Phase II development proposed by this LUP can be affectively

mitigated if a coordinated package of circulation improvements are undertaken, including selected intersection improvements, widening of Admiralty Way, signal light synchronization, improved transit services, and initiation of shuttle bus services.

There are many local and regional circulation improvements under study by various local agencies. Many of these improvements could enhance access to coastal areas including the Marina. The costly nature of many of these projects require an equable funding arrangement. The County's share of these costs should be established by a direct connection (or nexus) between the traffic impact generated by the development and the cost to the County.

Several future fixed-route transit way proposals, that would serve the Marina area, are under consideration by various transportation agencies. None of these proposals are at a stage where precise alignments have been determined. It is not feasible to reserve right-of-way for a future transit way until more detailed plans have been approved.

As formerly proposed by the 1984 certified LCP, the extension of Falmouth Avenue through the Ballona Wetlands in Area B can be deleted without unduly impacting traffic operations on local streets, nor access to coastal areas.

Certain traffic mitigation measures, primarily affecting Culver Blvd., that were approved by the City of Los Angeles as part of Playa Vista Phase I, may be crucial to the effective functioning of

[8] Ibid.

the proposed internal Marina street improvements.

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 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 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 26, located at the end of the chapter.

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 southbound 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 of approval 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.

2. **Phasing of Internal Marina del Rey Improvements.** The following 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 with 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 Category I traffic improvements are completed is shown in Figure 13.

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.

FIGURE 13

Phase II Development:
Levels of Service (LOS)
With Category I Traffic Improvements

Intersection	Existing	Ambient[9]	LCP Development After Mitigation[10]
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
22 Lincoln/Culver West	----	----	0.72
With Category 3 Traffic Improvements			
23 Lincoln/Washington[11]	1.19	1.67	2.03

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

[9] 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.

[10] 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.

[11] Lincoln/Washington Intersection: 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 an 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 and 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 measures is outside the scope of this plan. However, developers in the Marina are required to contribute their proportionate share toward the improvements.

Way, and Fiji Way.

3. **Category 3 Sub-regional Transportation and Circulation Improvements – Cumulative Impacts**

Development shall not be approved that will significantly exceed the capacity of the sub-regional 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 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 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 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.

Category 3 Improvements are discussed in greater detail in the Transportation Improvement Program. 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 Blvd.

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) 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 Blvd. through parcel OT. This improvement shall

go forward only with the agreement of all three agencies.

6) Provision of other coastal access or public transportation improvements 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.

7) Construction of a Lincoln Blvd. people mover system between Westchester and Santa Monica.

8) Construction of a light rail line from Westchester/Los Angeles International Airport to Venice.

4. **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 sub-regional 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) **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 sub-regional improvements before 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 so that the road improvements specified in Category 1 occur in

phases coinciding with 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 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. Development shall not be permitted to exceed the corresponding phase of road improvements.

e) **Improvement Phasing Schedule For Sub-regional 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 sub-regional traffic routes will occur, the applicant shall: 1) pay a proportional fair share of necessary sub-regional 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 percent 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) **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, 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 Sub-regional 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.

5. **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.

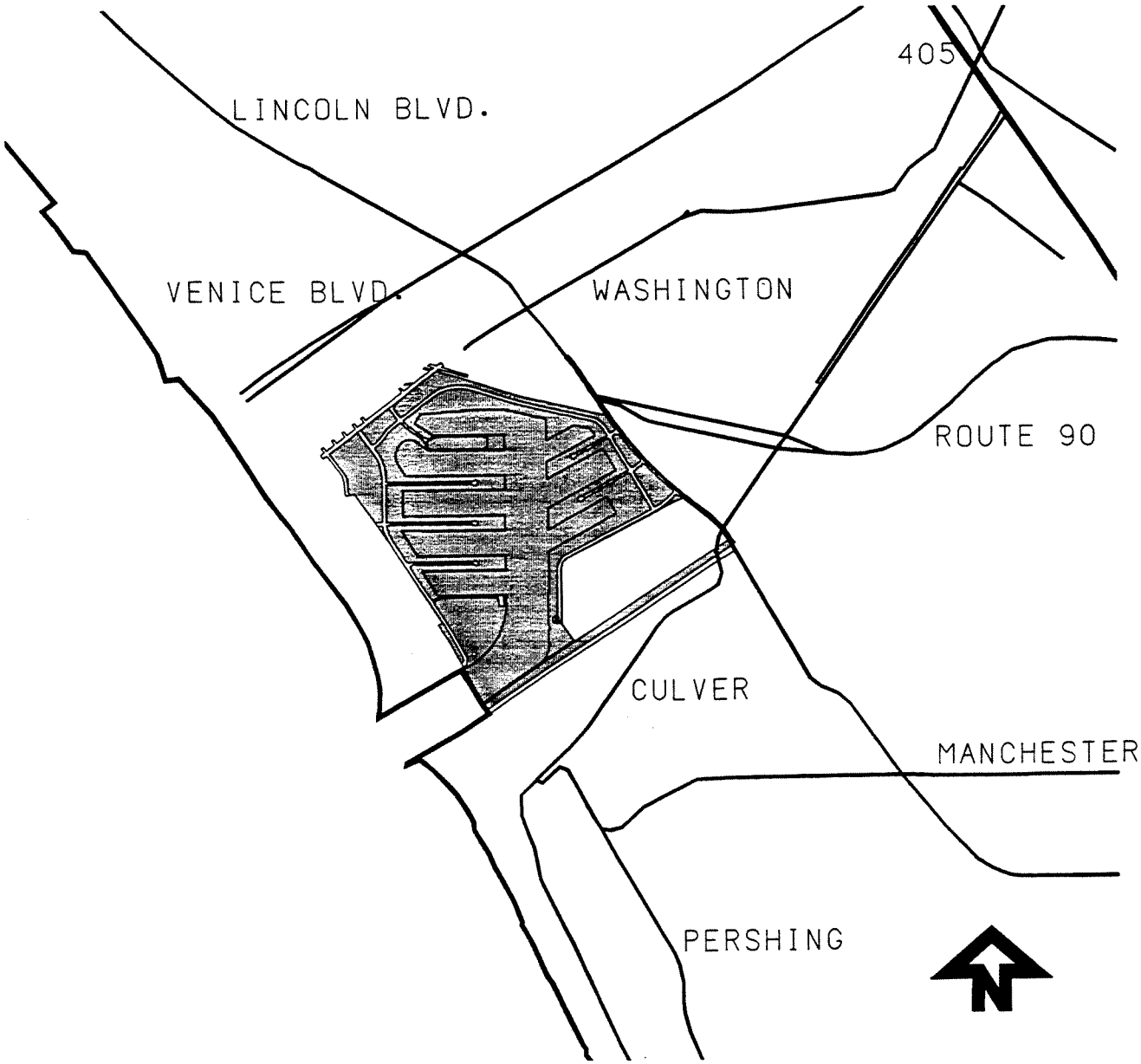
   b) **Sub-regional Improvements.** Improvements required by this plan to be accomplished outside of the County area shall be coordinated with the appropriate transportation agencies having jurisdiction over the improvement.

6. The Dept. of Public Works will consult with and coordinate its review with the City Dept. of Transportation and Caltrans. This information shall be provided during the environmental review process.

REGIONAL CIRCULATION SYSTEM

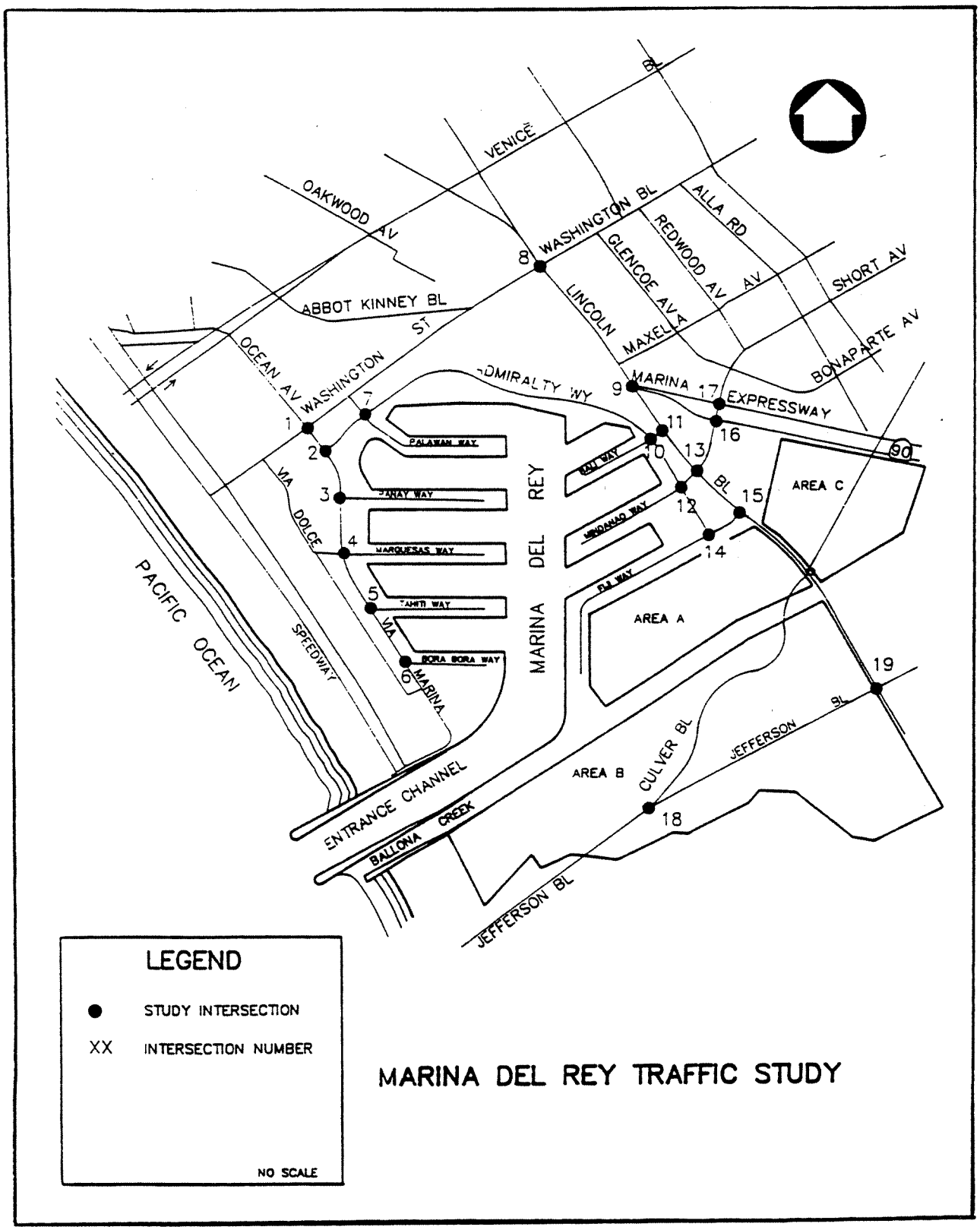
MAP 24

COUNTY UNINCORPORATED LAND - MARINA DEL REY LCP



MAP 25

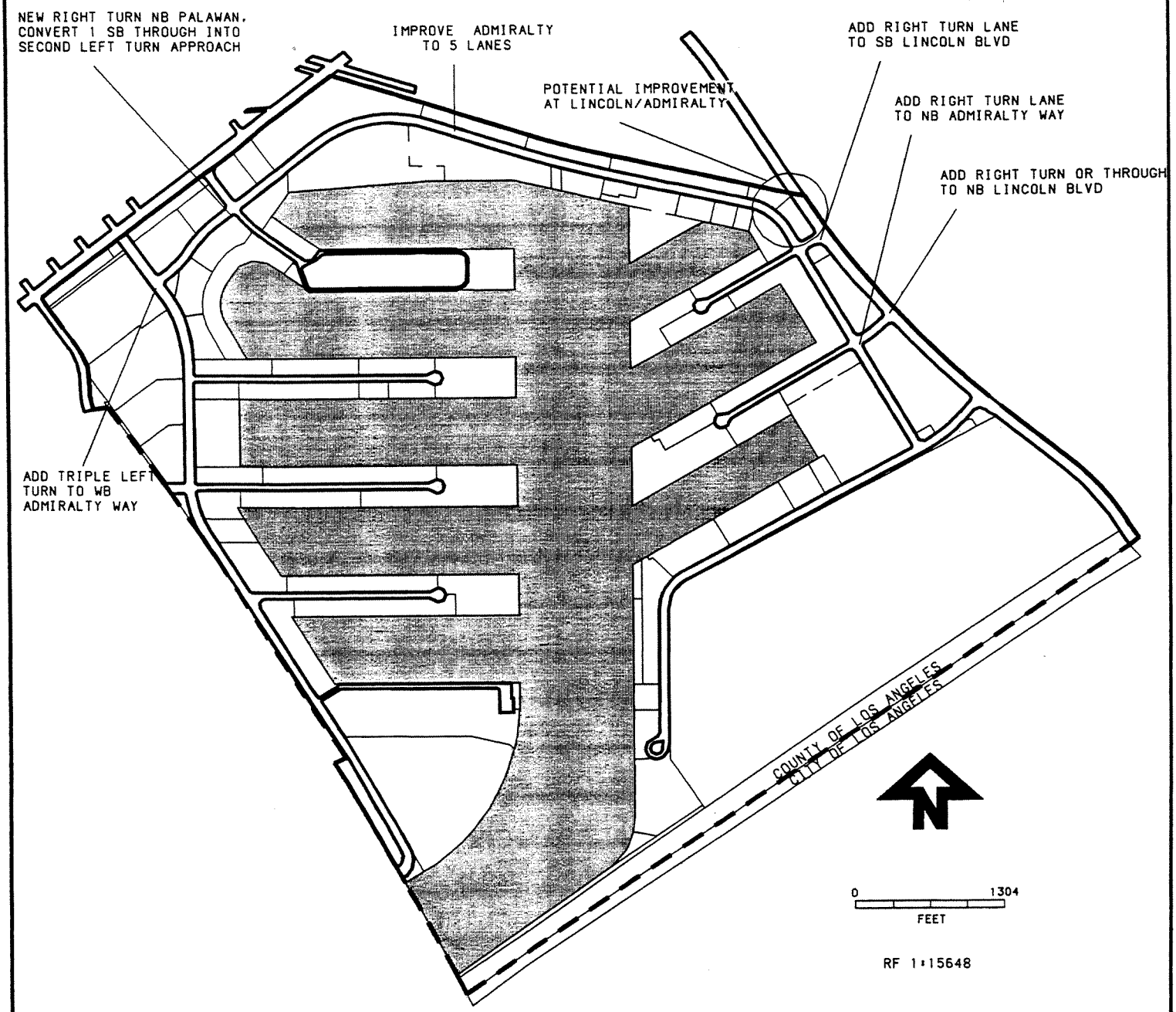
LOCATION OF STUDY INTERSECTIONS



CIRCULATION SYSTEM IMPROVEMENTS

MAP 26

AUTOMATED TRAFFIC SURVEILLANCE AND CONTROL (ATSAC) OR A SIMILAR SIGNAL SYNCHRONIZATION WILL BE INSTALLED ALONG ADMIRALTY WAY INTERSECTIONS AND AT LINCOLN/BALI, LINCOLN/MINDANAO AND LINCOLN/FIJI.



12. Public Works

a. Coastal Act Policies

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.

b. Issues Identified

Assessment of sewerage and water systems. CAN ADEQUATE WATER AND SEWER SERVICES BE PROVIDED TO ALLOW ADDITIONAL DEVELOPMENT TO TAKE PLACE?

c. Research Analysis

Adequacy of Sewer System in the Marina Area

The existing sanitary sewer system for the Marina consists of about eleven miles of 8-, 10-, 12- and 15-inch lines extending around Via Marina, Admiralty Way, and Fiji Way. From this perimeter, 8-inch lines reach into each of the moles to collect sewage from the parcels located there. A pump station with a capacity of 970 gallons per minute is located near the intersection of Bali Way and Admiralty Way to serve the eastern portion of the Marina. This system discharges to the City of Los Angeles system through metering stations at Washington Street near Palawan Way and at 30th Street near Pacific Avenue, site of the Venice Pump Station. Parcels 95 and 97 connect directly to the city system.

Within the city's network, the sewage becomes part of the Coastal Interceptor Sewer (CIS) System, which runs from the city's northwest boundary to the Hyperion Treatment Plant ("Hyperion") near Imperial Highway.

The Marina area holds contractual flow rights, purchased from the city, for use of the pipe and pumping system, as well as treatment at Hyperion. Payment for these rights is based on the proportionate share of capital costs and annual costs for the system used, based on the relation of its contractual capacity to the design capacity of the system. The Marina Sewer Maintenance District has a 0.97 mgd (million gallons per day) purchased capacity right into Hyperion. The remaining 2.13 mgd must be purchased at their current rate.

Maintenance of the sanitary sewers within the Marina is handled by the Los Angeles County

Department of Public Works (DPW), Waterworks and Sewer Maintenance Division. Apart from conventional maintenance, this system has had the problem of seawater infiltration, which results in corrosion and capacity losses. A recent sealing program substantially reduced infiltration, but additional sealing will be necessary in the future. In addition, sections of the Marina along Admiralty Way have experienced odor problems from the sewer system. This resulted from low flow velocities due to flat grades, high sewage strength, and warm temperatures. Continuing and successful remedies include cleaning certain sewers every two months, pumping hydrogen peroxide into the system, and maintaining deodorant blocks in affected manholes. The Marina del Rey seawater infiltration study has recently been completed. Plans for lining sewer lines starting with sewer lines with the most significant amount of infiltration is underway.

Adequacy of Water System in the Marina Area

The Department of Public Works operates and maintains the Marina del Rey water system for the Department of Beaches and Harbors.

The Marina purchases its water from the Los Angeles County Waterworks District No. 29, which is the purveyor for the Metropolitan Water District of Southern California. The amount of water available for purchase is established by an entitlement agreement, negotiated between the Dept. of Beaches and Harbors and the district. The current entitlement provides for a maximum capacity of 5 cubic feet per second (cfs). The Dept. of Beaches and Harbors sets the water rate schedule for the Marina.

Water enters the system via a 14" service line on Washington Street near Palawan Way. Water mains along perimeter roads connect to lines for each mole, as well as a pipeline crossing under the main channel between parcels 62 and 113.

Emergency service is provided by the City of Los Angeles water system. Connections for this purpose are located at Marquesas and Via Dolce and at Mindanao Way and Lincoln Boulevard.

The present water usage in the Marina is near the entitlement limit, and thus surplus water is not available to serve significant new developments within the Marina. To augment the water supply to serve additional development, the following actions need to be taken:

- negotiate an increase in water entitlements with Waterworks District No. 29;
- fund the expansion of water storage tanks at the Topanga Canyon waterworks facilities; and
- upgrade the local water storage and conveyance capabilities to meet both domestic and fire flow water demands.

Other Public Services:

Electricity

The Southern California Edison Company provides electricity for the Marina del Rey area. The present substation, located on Fiji Way, can handle a certain amount of additional load. If development generates demand beyond this existing unused capacity, a new substation would need to be constructed.

Health Services

Public health services are provided to the Marina del Rey area by the L.A. County Department of Health Services (West District, 2509 Pico Boulevard, Santa Monica). Two sub-centers (4150 Overland Boulevard, Culver City and 905 Venice Boulevard, Venice) provide general health services and clinics.

Harbor General at 1124 West Carson Street in Torrance is the closest public hospital to the LCP area. Daniel Freeman Marina Hospital located at 4650 Lincoln Boulevard provides private medical services to the Marina area and other adjacent communities.

Police

Law enforcement in the Marina del Rey area is provided by the L.A. County Sheriff's station at 13851 Fiji Way (parcel 62). Although the administrative functions of the station are based at the Lennox Sheriff's station, the Marina station is a 24-hour, full-service police facility.

The station is staffed with 65 sworn, fourteen reserve, and eight civilian personnel who use fifteen cars, one van, and six boats to perform their duties. The station provides: a 24-hour public counter for service, information and dispatching; 911 emergency operators; Harbor Patrol rescue services; detective services; and complete land side law and parking enforcement services.

Any substantial development would necessitate additional staff, and patrol vehicles.

Fire Department

Marina del Rey has its own County-supported fire department located at the end of the Main Channel. It is anticipated that intensified Marina development may necessitate expansion of the existing fire department services. This expansion could involve a cooperative agreement with the City of Los Angeles Fire Department to handle a certain portion of the service area.

The option, permitted by this Land Use Plan, to construct taller multi-story structures on the moles increases fire safety concerns. The single means of access along lengthy mole roads presents greater risks of fire equipment being delayed in reaching a fire site, and potentially hampers emergency evacuation of persons located seaward of a site on fire. For these reasons, the Fire Dept. recommends more stringent standards. These standards include providing for greater access adjacent to structures on mole roads, and mandating that emergency evacuation plans be established for residents of new multi-story structures.

Schools

The Marina del Rey area belong to the L.A. Unified School District. Additional needs for school sites, if any, based on residential development as authorized through this certified LCP will be determined by the district.

d. Findings

Contracts with the City of Los Angeles for use of the Coastal Interceptor Sewage System and Hyperion Treatment Plant determine the capacity of the Marina's sewer system.

Apartments and restaurants place the greatest demand on sewage systems. Offices and commercial developments require less capacity.

The existing water supply system is at near capacity. Any significant new development in the Marina will require extensive and costly upgrades to the Waterworks District No. 29 conveyance system.

As a result of intensified levels of growth being permitted in the LCP study area, the Fire Dept. finds that an additional fire station may be necessary as new development takes place to maintain emergency response times, and that more stringent requirements for evacuation plans and for emergency access to multi-story buildings on mole roads should be included in the LCP.

Other public works and services in the area appear adequate and no major problems appear imminent.

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. Necessary 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 as described in Chapter 8, *Land Use*, (on pages 8-6 and 8-7 of the text, in policies 4 and 7, and outlined in the "development potential by zone" section beginning on page 8-13 (Figure 5)), and further described in § 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, *Circulation*, of this LUP, and § 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 (such as 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 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.** On property fronting on mole roads the developers shall provide fire clear zones on the water side of the buildings. These fire access roads shall be reached by vertical fire access roads no less than 28 feet in width and shall be a minimum of 20 feet wide. All fire access routes shall be constructed and maintained clear to the sky, with no benches, planters or fixed objects. The Fire Dept. access roads shall be dedicated for public pedestrian access and shall make up the greater part of the required pedestrian promenade. The Fire Dept. access roads shall maintain unimpeded access to both pedestrians and emergency vehicles on 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 10 by 10 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. **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. **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 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, Dredging, Filling and Shoreline Structures

a. Coastal Act Policies

30233. *a. The diking, filling, or dredging of open coastal waters, wetlands, estuaries and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities shall not exceed 25 percent of the degraded wetland.

(5) Incidental public service purposes, including but not limited to, burying cables, and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

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 longshore current systems.

30235. *Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.*

b. Issues Identified

As a result of adverse runoff, tidal influences and wind erosion, shoaling conditions frequently create real hazards to navigation in Marina del Rey. These shoals must be removed from time to time by dredging operations in the main channel and other locations. WHAT STEPS CAN BE TAKEN TO PROTECT THE MARINA FROM SHOALING?

The County anticipates construction of a new recreational marina in Area A requiring extensive diking, dredging and filing. HOW AND WHERE CAN THESE EXTENSIVE DREDGE SPOILS BE DEPOSITED IN A SAFE AND ENVIRONMENTALLY SENSITIVE MANNER? WHAT IMPACT WILL THE NEW MARINA HAVE ON WATER CIRCULATION AND QUALITY?

c. Research And Analysis

Remedial Dredging

Because eroded land materials constantly settle in the Marina main channel and basins, remedial dredging is anticipated to be an on-going task.

Removal of accumulating sediment in the Marina channel and basins has been necessary from time to time since the harbor was created in the late 1950s. Two specific shoaling locations in the entrance channel have caused hazards to navigation. Runoff in the Ballona Creek flood control channel continues to deposit material at its mouth near the Marina breakwater and entrance. Tide and runoff movements combine to shift sediment into the southern channel entrance. This area has been dredged in 1963, 1969, and in 1981, after the entire entrance was closed to boats for a year. The second site for shoaling is located along the north jetty where wind-driven beach sand settles in the channel narrowing the critical north navigation lane for power boats. This location has been dredged in 1958, 1969, 1973 and 1978. Current plans call for a screen to block sand movement across the jetty into the channel. Other areas may require dredging such as the basin near the beach in Basin D inasmuch as sand is eroding from the beach. Dredging is accomplished by water-based equipment hauling the spoils to an approved ocean disposal site.

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (the "Corps") has jurisdiction over the construction of shoreline structures and other activities in waters of the U.S.. The Corps administers this authority by two permit programs:

1. § 10 Permit: Pursuant to the U.S. Rivers and Harbors Act of 1899, the Corps handles permits for any structures (e.g., docks, piers, bulkheads not requiring fills, buoys, moorings, etc.) and activities in traditional navigable waters by permits for any connections to these waters.

   Applicants must first obtain approval from the California Coastal Commission and the California Water Quality Control Board (WQCB).

2. § 404 Permit: Pursuant to the U.S. Clean Water Act of 1972, the Corps controls filling operations in waters of the U.S., including any streams or wetlands.

   As part of the permit process, the Corps issues a public notice to interested public agencies and private individuals including National Marine Fisheries Services, U.S. Fish and Wildlife Service, the Environmental Protection Agency, the Coast Guard, and the California Department of Fish and Game.

If any objections are raised, the project may be rejected or the project may be modified to satisfy the objections.

If all objections are satisfied, a permit is issued and a certain time is designated within which the project must be completed.

Finally, the Corps is responsible for enforcement; assuring that projects and activities conform to Corps guidelines and permit provisions.

d. Findings

Marina waters provide foraging habitat for the California least tern, a state and federal endangered species, that nests immediately north of the Marina del Rey entrance channel at Venice Beach.

Remedial dredging is necessary on an as-needed basis in the Marina's Main Channel and basins to insure safe, navigable water for boaters.

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.

6. The departments of Public Works and Beaches and Harbors will fully participate in the Marina del Rey task force established by the U. S. 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 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 LCP 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

a. Coastal Act Policies

30255. *Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.*

30260. *Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Section 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.*

30262. *Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:*

(a) The development is performed safely and consistent with the geologic conditions of the well site.

(b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.

30263. *(a) New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this division shall be permitted if (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.*

(b) In addition to meeting all applicable air quality standards, new or expanded refineries or petrochemical facilities shall be permitted in areas designated as air quality maintenance areas by the State Air Resources Board and in areas where coastal resources would be adversely affected only if the negative impacts of the project upon air quality are offset by reductions in gaseous emissions in the air by the users of fuels, or, in the case of an expansion of an existing site, total site emission levels, and site levels for each emission type for which national or state ambient air quality standards have been established do not increase.

(c) New or expanded refineries or petrochemical facilities shall minimize the need for once-through cooling by using air cooling to the maximum extent feasible and by using treated waste waters from in-plant processes where feasible.

30610. *Notwithstanding any provisions in this division, no coastal development permit shall be required pursuant to this chapter for the following types of development and in the following areas:*

(d) Repair or maintenance activities that do not result in an addition to, or enlargement or expansion of, the

object of those repair or maintenance activities; provided, however, that if the commission determines that certain extraordinary methods of repair and maintenance that involve a risk of substantial adverse environmental impact, it shall, by regulation, require that a permit be obtained under this chapter.

(f) The installation, testing, and placement in service or the replacement of any necessary utility connection between an existing service facility and any development approved pursuant to this division; provided, however, that the commission may, where necessary, require reasonable conditions to mitigate any adverse impacts on coastal resources, including scenic resources.

b. Issues Identified

The Southern California Gas Company (the "Gas Company") facility and its associated network of storage and transmission lines are crucial to natural gas for a large segment of the Los Angeles area. HOW WILL LAND USE DECISIONS IN AREA A ENSURE CONTINUATION OF THESE FACILITIES AND THEIR VITAL FUNCTIONS?

c. Research Analysis

The Gas Company operates a large natural gas processing, storage, and transmission facility south of the LCP study area, part of which is located in Playa Vista Area B in the City of Los Angeles. This facility provides natural gas, withdrawn from storage, for a major portion of the Los Angeles area. Associated with this facility is an extensive network of subsurface storage and transmission lines in the area.

Gas Company access for operating and servicing the lines in the County area is assured via an easement granted in perpetuity in 1948. Gas Company property within the City of Los Angeles is held by the Company through fee ownership. (See Map 27, Southern California Gas Company Property, at the end of the chapter.) Due to pipeline deterioration, the Gas Company line under the main channel was capped and rerouted around the Marina to Area A in 1983.

The Marina del Rey Small Craft Harbor area is served by Gas Company lines. At present, unused capacity exists to provide some additional and/or intensified development with natural gas. If proposed development exceeds this capacity, additional supply lines or other methods would be necessary to meet the additional demand. The Gas Company has indicated that ample natural gas could be supplied to major new development in this area via main extensions.

Given the significance of the Gas Company's underground gas storage facility to a major segment of the Los Angeles area, continuance and proper functioning of the facility must be assured. This activity includes, but is not limited to, operation and maintenance of surface and subsurface facilities, the replacement of facilities for the injection, storage, and withdrawal of natural gas and associated liquids in and from subsurface strata, including the drilling of new wells, maintenance, testing and reconditioning of existing wells, structures, and other facilities, and performing operations incidental thereto. There are about 34 existing gas storage, fluid removal and observation wells in the study area as well as about 38 abandoned oil wells. The 34 active wells are essential to the operation of the gas storage facility.

d. Findings

If new and/or intensified development in the Marina area exceeds existing natural gas capacity, additional natural gas supply needs will be met by line extensions and/or other methods.

On September 5, 1978, the California Coastal Commission adopted a guideline interpreting the exclusionary provisions of Coastal Act policy § 30610, subsection (d) and (f). This document, entitled *Interpretive Guideline on Exclusions from Permit Requirements*, should be incorporated into ordinances implementing this plan.

The Gas Company, supplier of natural gas in the area, has indicated that new development in Area A could be provided with ample natural gas via main extensions and/or other methods.

As Gas Company's gas storage facility provides natural gas for a major portion of the Los Angeles Area, continuance of this energy facility at its present or greater storage capacity is vital.

Access to active and abandoned gas, oil and storage observation wells and facilities associated with such wells in the area by service personnel and servicing equipment must be assured. The Gas Company must retain its rights to perform maintenance and rework activities to replace facilities, to drill new wells, to recondition existing wells and structures, and to perform functions incidental to operating its gas storage field.

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.

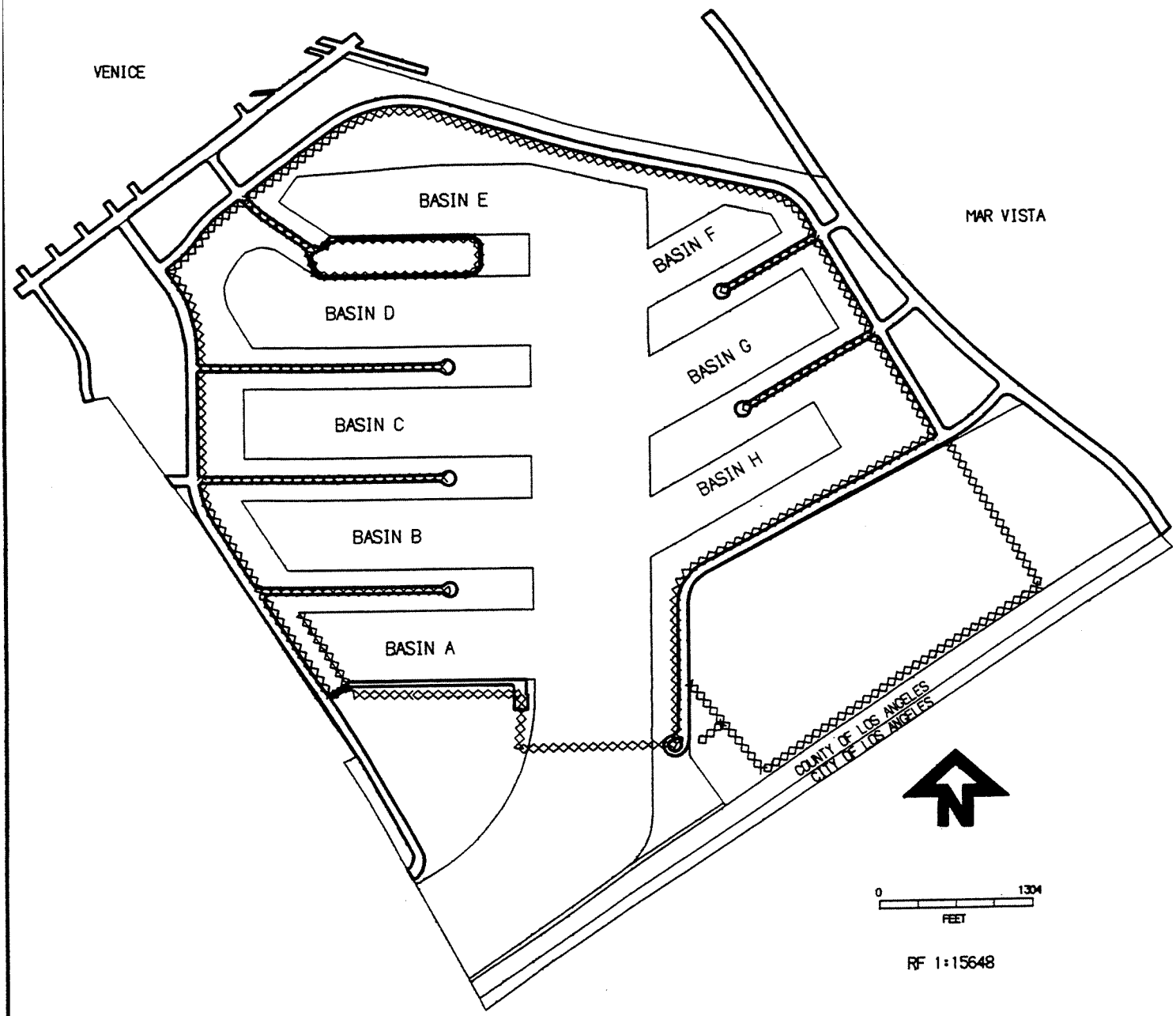
2. Development in the Marina del Rey LCP area shall not interfere with access to gas or oil wells, to observation wells associated with gas storage, nor to other facilities associated with the gas storage field operation by service personnel and servicing equipment.

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. The Department of 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.

GAS UTILITY EASEMENTS

MAP 27

EASEMENT OF SOUTHERN CALIFORNIA GAS COMPANY