

**MARINA DEL REY LOCAL COASTAL PROGRAM (LCP)**  
**MAJOR AMENDMENT FOR PIPELINE PROJECTS**

**FREQUENTLY ASKED QUESTIONS**

The Department of Beaches & Harbors has received some questions from members of the community concerning the landside and waterside redevelopments included in the Major Amendment to the Marina del Rey Local Coastal Program (LCP), for which there will be a hearing on Tuesday, February 1, 2011, at 9:30 AM before the Board of Supervisors.

As a result, we have created this FAQ in order to help clarify some of the issues that have been raised by the public concerning the Major Amendment to the LCP.

***Is there a Master Plan for redeveloping Marina del Rey?***

Yes, the plan for redevelopment in Marina del Rey is set forth in the Marina del Rey Local Coastal Program (LCP).

***Is there an increase in the amount of development contemplated in the proposed LCP Major Amendment?***

No. The 1996 LCP provided for the following development over and above what existed at the time:

Residential Units	2,420 Dwelling and 75 Congregate Care
Hotel Rooms	1,070
Visitor-serving Commercial Office	1,875 Restaurant Seats and 206,500 SF of Retail
Marine Commercial	58,000 SF
Boat Slips	3,000 SF of Marine Science Museum
	348

The LCP Major Amendment only contemplates 759 more dwelling units, 116,000 SF of visitor-serving commercial, 30,000 SF of office and 3,000 SF of retail. An additional project including 292 apartments, 323 restaurant seats and 32,400 SF of restaurant/retail space is not being recommended for inclusion in the LCP Major Amendment. Even if

included, the total development contemplated is still well below the development allowed.

***Is there enough water and sewer system capacity to handle the demands created by the Pipeline Projects?***

Yes, as determined by the Department of Public Works.

***Are increased public benefits contemplated with the Pipeline Projects?***

Yes. Public benefit improvements include promenade upgrades with water fountains and benches, improved pedestrian access from Washington Boulevard to Admiralty Way along Oxford Basin, new community and pocket parks, and plazas.

***Were the proposed expansion of parks, the enhancement of Marina Beach and other public benefit improvements considered in right-sizing the number of public parking spaces in MdR?***

Yes. *The Right-Sizing Parking Study for the Public Parking Lots in Marina del Rey, California* considered all of the proposed public benefit improvements and leasehold developments out to the year 2030.

***How will the traffic measures in the Local Coastal Program Amendment address the cumulative impacts of developments inside and outside the Marina?***

There are traffic improvement projects along Admiralty Way underway. The traffic study for the Local Coastal Program Amendment showed that these traffic improvements, which will be at intersections along Admiralty Way, would provide sufficient capacity at all the intersections in the Marina to accommodate the full build-out of developments in the Marina and the cumulative impact of development outside the Marina. The improvements at these intersections are scheduled for construction beginning in 2012.

The Lincoln/Washington intersection and Lincoln Boulevard adjacent to the Marina are located within the boundaries of the City of Los Angeles. As indicated in the Marina del Rey Land Use Plan (LUP), the County cannot control the level of development outside its jurisdiction, nor can it alone plan traffic improvements outside its jurisdiction. Therefore, the County is working with the other involved jurisdictions to address the

impacts of traffic on roads and intersections outside the Marina. Several years ago, the County formed the Lincoln Corridor Task Force to work with other jurisdictions to improve transportation in the region. The Task Force recommended a rapid bus line along Lincoln Boulevard as a short-term goal and a light-rail line along Lincoln Boulevard as a long-term goal. The rapid bus line has since been implemented.

More recently, the County is working with the cities of Los Angeles and Culver City and other involved agencies on the Regional Development and Traffic Mitigation Working Group, with the goal of improving mobility in the region. They are in the process of developing several projects, including improved transit in the region and the improvement of Lincoln Boulevard.

***What is the County doing to improve traffic in the Marina?***

In addition to the Admiralty Way traffic improvement projects, the County is moving ahead with non-automobile transportation improvements in the Marina, including public transit, shuttle, bicycle, pedestrian travel and water taxi travel. For improved public transit, the County is coordinating with the transit operators to maintain and improve bus access to the Marina. For shuttle service, the County has partnered with Playa Vista to provide a summer weekend shuttle service. The County will expand this shuttle service when there is sufficient demand in the future. For improved pedestrian access, the County recently installed signalized crossings across Admiralty Way at Mindanao Way, at the Library, at the fire station and at the Marina City Club. For improved bicycle access, the County will widen Fiji Way and install bicycle lanes by 2012. Also, the County is in the process of updating its Bicycle Master Plan and will explore the possibility of additional bicycle routes in the Marina. In addition, the County operates a very successful water bus service on summer weekends.

***Has the traffic cap in the Marina been eliminated?***

No. The traffic cap of 2,821 peak hour trips provided in the current LCP will not change.