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March 20, 2012

Agenda No. 52  
11/29/11

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

**Re: MARINA DEL REY LOCAL COASTAL PROGRAM  
SPECIFIC PLAN AMENDMENT  
PROJECT NUMBER R2009-02277-(4)  
FOURTH SUPERVISORIAL DISTRICT/THREE-VOTE MATTER**

Dear Supervisors:

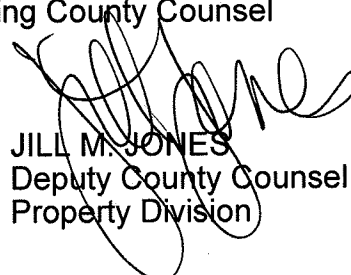
At your Board's November 29, 2011 meeting, you adopted a resolution related to a major amendment to the Marina del Rey Specific Plan and Land Use Plan elements of the Marina del Rey Local Coastal Program ("LCP"), where you accepted all modifications proposed by the California Coastal Commission ("Coastal Commission") to your Board's previously approved amendment. When you adopted the resolution, you instructed our office to prepare a final ordinance and final resolution for your consideration which reflect the Coastal Commission's modifications to the LCP.

Enclosed are the final analysis and final ordinance to amend the Specific Plan. The final resolution with its associated amendments to the Land Use Plan is being submitted under separate cover.

Very truly yours,

JOHN F. KRATTLI  
Acting County Counsel

By

  
JILL M. JONES  
Deputy County Counsel  
Property Division

APPROVED AND RELEASED:

  
JOHN F. KRATTLI  
Acting County Counsel

JMJ:ss

Enclosures

HOA.866865.1

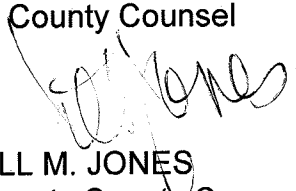
## ANALYSIS

This ordinance amends Title 22 – Planning and Zoning of the Los Angeles County Code, relating to the Marina del Rey Specific Plan ("Specific Plan"), and constitutes the final aggregate amendment to the Specific Plan for all known and planned development in Marina del Rey as of the date of this ordinance. This ordinance includes all proposed amendments to the Specific Plan that were approved by the Los Angeles County Board of Supervisors ("Board") on March 15, 2011 and accepted by the California Coastal Commission ("Coastal Commission") at its November 3, 2011 hearing, as well as all suggested modifications to the Specific Plan that were proposed by the Coastal Commission at its November 3, 2011 hearing and accepted by the Board on November 29, 2011.

This ordinance is adopted in conjunction with a conforming aggregate amendment to the Marina del Rey Land Use Plan and Transportation Improvement Program ("Land Use Plan") which also includes all proposed amendments to the Land Use Plan that were approved and accepted by both the Board and the Coastal Commission on the respective dates set forth above. As a whole, these amendments to the Specific Plan and Land Use Plan constitute a major amendment to the Marina del Rey Local Coastal Program.

JOHN F. KRATTLI  
Acting County Counsel

By

  
JILL M. JONES  
Deputy County Counsel  
Property Division

JMJ:ss

Requested: 02-02-11

Revised: 03-06-12

**ORDINANCE NO. \_\_\_\_\_**

An ordinance amending Title 22 – Planning and Zoning of the Los Angeles County Code, relating to the Marina del Rey Specific Plan, to make all amendments that are necessary to accommodate the known and planned development in Marina del Rey as of the date of this ordinance.

The Board of Supervisors of the County of Los Angeles ordains as follows:

**SECTION 1.** Section 22.08.190 is hereby amended to read as follows:

**22.08.190 S.**

...

-- "Significant ecological area" means:

A. Significant ecological areas/habitat management areas designated on the special management areas map of the general plan.

B. Environmentally sensitive habitat areas, sensitive environmental resource areas, and rare plant habitat areas, identified in the Santa Catalina Island or Marina del Rey Local Coastal Programs depicting 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 developments.

...

**SECTION 2.** Section 22.46.1000 is hereby amended to read as follows:

**22.46.1000 Purpose.**

A. This Specific Plan constitutes the primary implementation mechanism for the Marina del Rey Land Use Plan as first certified by the California Coastal Commission in December, 1986 ~~and subsequently amended. As certified in 1995, the amended Land Use Plan includes only the existing Marina del Rey (Map 1 and Exhibit 1). Area A is that portion of the remaining unincorporated Coastal area outside the county-owned leaseholds of Marina del Rey. It has been segmented from the Marina del Rey segment by the California Coastal Commission, and requires separate action by the Commission before certification is granted. Area A is not part of this Specific Plan, and last certified, as amended, in February 2012.~~

...

C. The Specific Plan may be summarized as follows:

-- Communitywide Plan and Design Standards. These standards consist of area-wide design guidelines. Urban design, land use, circulation, parking, access, and infrastructure are discussed.

-- Use Restrictions and Development Standards by Land Use Category. These sections contain the uses allowed and the development standards for each land use category in the Specific Plan. The use restrictions and development standards are comparable in form and purpose to the section of a zoning ordinance which defines uses allowed in a development zone, development standards, etc. The development potential for each development zone is also stated in these sections.

-- Site-Specific Development Guidelines. The guidelines detail the development potential, development considerations, and required public improvements for each parcel, organized geographically by planning unit. On occasion, parcels are shown in more than one category, or several uses may be permitted on a particular parcel.

-- Coastal Improvement Fund. This section describes the basis and funding mechanism for the Coastal Improvement Fund.

~~-----Transportation Improvement Program. This section establishes a mechanism for funding necessary transportation improvements and ensuring their timely completion.~~

**SECTION 3.** Section 22.46.1020 is hereby amended to read as follows:

**22.46.1020 Relationship to the Los Angeles County General Plan.**

...

C. The Marina del Rey Land Use Plan was approved by the Los Angeles County Board of Supervisors on September 13, 1984, and was subsequently certified by the California Coastal Commission on October 11, 1984. The Plan was recertified in December, 1986, after Areas B and C were annexed by the City of Los Angeles. An amendment to the Plan was approved by the Board of Supervisors on August 22, 1995 and subsequently certified by the California Coastal Commission on February 8, 1996. A further amendment to the Plan was approved by the Board of Supervisors on March 15, 2011 and subsequently certified by the California Coastal Commission on

February 8, 2012. It now serves as the community plan for the Marina del Rey area.

This Plan constitutes a refinement of General Plan Policy and provides a basis for its implementation.

...

**SECTION 4.** Section 22.46.1030 is hereby amended to read as follows:

**22.46.1030 Relationship to the Los Angeles County Land Use Regulations.**

...

C. Regulation of development in Marina del Rey will be accomplished by zoning the entire Marina as Specific Plan (SP), shown on Map 1. Development in the SP Zone will be guided by the certified Land Use Plan, as implemented by the development zones, land use categories and parcel-specific development standards and guidelines in the Marina del Rey Specific Plan. One zoning document, the Specific Plan, will be referred to for all development potential within each development zone, and for land use regulations and development standards for each parcel in Marina del Rey.

...

**SECTION 5.** Section 22.46.1040 is hereby amended to read as follows:

**22.46.1040 Urban design concept.**

The urban design concept for Marina del Rey embodies a three-dimensional option that will give the study area a strong, definitive physical image and identity. Key features of the urban design concept include:

...

-- View corridors to maintain and enhance public views of the harbor are a priority of this plan. Enhancing the ability of the public to experience and view the Marina waters shall be implemented by requiring view corridors in the design of all new or renovated development. Increased view corridors are called for when basic height standards are exceeded. This goal shall be achieved by placing conditions on permits for new development to enhance public viewing, to allow for greater public access, and to create view corridors to and along the waterfront.

**SECTION 6.** Section 22.46.1060 is hereby amended to read as follows:

**22.46.1060 Communitywide design guidelines.**

...

C. Parking.

...

~~3. Development on the land side of parcels on which the water side has been identified for additional slips under the "funnel concept" shall be evaluated with respect to the parking needs of the future slips. Land side development shall not preclude provision of parking for the future slips called out in this Specific Plan. Projects which include the development of parking garages or increased lot coverage shall provide the spaces for the slips as part of the development project.~~

D. Signs.

...

Land Use Category	Chapter 22.52, Part 10 Zones
Residential III	R-3
Residential IV	R-4
Residential V	R-4
<u>Senior Accommodations</u>	<u>R-4</u>
...	...

...

F. Fire Safety Standards. The following standards shall apply to all new development and renovation or expansion of existing development, where applicable.

1. Sprinklers. All new development shall be required to provide fire sprinklers consistent with the specifications of the fFire dDepartment. Further, remodeling or expansion projects involving 50 percent or more of the existing floor area of said project shall be subject to review by the fFire dDepartment for sprinkler requirements.

2. Multi-story Buildings. Where a new building exceeds three stories or 35 feet in height, the following site design standards shall apply:

a. Emergency access (or clear zones) on the lateral sides of all multi-story buildings shall be required to be a width of 28 feet, subject to fFire dDepartment determination. A lesser width may be approved where the Fire Department finds such width provides sufficient emergency access; a greater width may be approved where the fFire dDepartment finds such width to be necessary for the provision of adequate emergency access. This emergency access requirement may



concurrently apply to 20-foot-wide pedestrian promenades consistent with subsection ~~(F)(2)(b)~~F.2.b of this section. 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 buildings may count toward any linear view corridor requirements for buildings located between the first public road and the sea; and

b. The pedestrian promenade and ~~f~~Fire ~~d~~Department access road may be used for dual functions provided that the ~~f~~Fire ~~d~~Department maintains unimpeded access on no less than 20 feet of all pedestrian promenades at all times. These promenades shall be no less than 28 feet wide to allow benches, trash containers, shade structures, and other pedestrian amenities on the seaward-most eight feet of the promenade. The remainder of the promenade shall conform to fire access road requirements and shall be a minimum of 20 feet wide clear to the sky, with no benches, planters, or fixed objects. As an alternate configuration, the ~~d~~Director, in conjunction with the ~~f~~Fire ~~d~~Department, may approve a 20-foot-wide clear pedestrian/fire access road with a series of 10-foot-wide improved viewpoints no less than 150 feet apart. These viewpoints shall be located adjacent to the bulkhead line. In either configuration, turn radii shall be approved by the ~~f~~Fire ~~d~~Department.

G. Residential Mitigation requirements.

1. New residential development shall provide compensatory recreational facilities to offset local residential uses of existing Marina park and recreational facilities. Where feasible, such facilities, as identified in subsection

~~(G)(3)~~G.3 of this section, shall be provided on site as a means of meeting this requirement. Alternatively, where an applicant demonstrates that it is not feasible to locate all, or only a portion of recreational facilities on site, then the applicant shall contribute, on a fair and equitable basis, to a Coastal Improvement Fund. Senior congregate care housing is exempt from this requirement.

...

**SECTION 7.** Section 22.46.1080 is hereby amended to read as follows:

**22.46.1080 Land Use Plan.**

The type, intensity, and distribution of existing and future land uses within Marina del Rey are shown on the Specific Plan Land Use Map (see Exhibit 2Map 8 set out at the end of this Part 3). The land use categories delineated include:

- Residential III: Medium density, up to 35 dwelling units per net acre;
- Residential IV: Medium-high density, up to 45 dwelling units per net acre;
- Residential V: High-density, up to 75 dwelling units per net acre;
- Senior Facilities:

A. Senior accommodations: Housing for persons age 62 or older who may or may not be retired, subject to the development standards set forth in section 22.46.1338. A senior accommodations facility shall not be considered a residential use for purposes of allocating dwelling units when calculating density or for assessing affordable housing requirements or assessing transient occupancy taxes or fees; and

B. Congregate care for seniors;

- Hotel: Hotels, motels, and youth hostels to provide overnight accommodations and attendant services for visitors to the Marina and nearby beaches;
- Visitor-Serving/Convenience Commercial: Dining facilities, retail, and personal services for visitors to the Marina and nearby beaches, as well as residents and employees of Marina del Rey;
- Offices: General offices, government offices, professional offices, and financial institutions;
- Marine Commercial: Coastal-related or coastal-dependent uses associated with operation, sales storage, and repair of boats and marine support facilities including wet slips, boating schools, dry storage and launch facilities, boat repair yards, yacht brokerages, and marine associated retail and office uses;
- Boat Storage: Storage of boats in wet slips, dry storage, boat repair, ancillary retail uses;
- Parking: Parking lots and structures open to the public, in most cases multi-use and fee-charging. Multi-use includes commercial and office parking lots made available during non-business hours, and also landscaped park areas improved to be also usable for parking during those weekends when parking demand for the Marina is at its peak;
- Public Facilities: Public infrastructural land uses other than roads, including libraries, harbor administration, public utilities, police, and fire facilities;

- Open Space: Recreational uses including open viewing areas, promenades, bikeways, beaches, parks, and water bodies for recreational use;
- Water: A category for recreational use, wet boat slips, dry stack storage facilities attached to a land side structure, launching, docking and fueling of boats, flood control and water quality, and light marine commercial;
- Mixed Use Overlay Zone: An overlay category applied to selected parcels in addition to the site's primary land use category. Permits the combination of above land use categories on a parcel and mixing of uses within a structure;
- Waterfront Overlay Zone (WOZ): An overlay category applied to ~~most~~ waterfront parcels in addition to the site's primary land use category. Encourages coastal-oriented and coastal-dependent uses on the waterfront, permits the combination of Hotel, Visitor-Serving Convenience/Commercial/Retail, Marine Commercial, and the site's primary land use, as well as mixing of uses within a structure.

**SECTION 8.** Section 22.46.1090 is hereby amended to read as follows:

**22.46.1090 Land use monitoring and phasing.**

...

B. Development in the existing Marina is classified as Phase II\* (see Table 1 set out at the end of this Part 3). All new development in the existing Marina will be subject to the build-out limitations of each development zone, phasing restrictions, land use category, and the site-specific standards of this Specific Plan.

C. Development Limitations and Phasing. Specific monitoring criteria for development phasing are described as follows:

1. Development Monitoring. Additional development is limited to the buildout identified in Table 1 for each of the three Major Development Zones (MDZ). ~~Development shall not be approved that will exceed the capacity of the regional, local or development zone street system.~~ The total potential for additional units and amount of commercial and residential development allocated under this LCP will generate a traffic impact ~~within the Marina del Rey that can be mitigated within the Marina by~~ which can be accommodated by the improvements listed in the ~~traffic improvements plan which is part of the Local Implementation Program.~~ Monitoring will be based on the type and density of development Revised Set of Intersection Improvement Projects, as set forth in section 22.46.1100.C of this Specific Plan.

Except for Parcel 9 ~~of Development Zone 2 (Tahiti Development Zone)~~, all development in Major Development Zones 1 through 423 will involve redevelopment or remodeling of existing developed lots. A parcel may apply for development contained within the development zone where the parcel resides; the development applied for must be consistent with the land use category, overlay zone (if any), and site-specific standards of the parcel. Development will be monitored by development zone such that after a redevelopment project receives approval, the additional development granted as part of the approval over and above the level of existing development on the site, shall be deducted from the development available in the parcel's zone. The balance will be the development available for future redevelopment projects in the zone. A zero

development balance in a zone indicates that additional development has been exhausted in that zone; future development in the zone at that time is limited to recycling of uses with no expansions or increased trip generation.

2. Residential Development. As residential development occurs, the total number of dwelling units shall be monitored and the net increase in any development zone shall not exceed the number of residential units allocated to that zone, less the number of units converted to a visitor-serving or coastal-oriented use, if any. Residential densities on mixed use parcels, where the floor area of the nonresidential use exceeds 10 percent of the total floor area, shall be figured using only the residential buildable area, not the buildable area for the entire parcel. The buildable area for the entire parcel may be used in residential density calculations where the floor area of the nonresidential use is 10 percent or less of the total floor area. The residential buildable area shall be determined by taking the parcel's buildable area, less the area devoted to all other land uses. Existing boat storage, public access, public parking, and boating support uses in residentially zoned areas in the WOZ zone shall be preserved, except as otherwise described in this subsection. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, as part of the application, these ~~uses~~boating facilities may be relocated on the same parcel or to another parcel within the Marina, as long as the ~~size, efficiency, and capacity of the facility remains the same and such relocations occur prior to any dislocating developments~~same or larger boating facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55,

and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use. The trips generated by such a use shall not be considered as additional development when calculating allowable new trips in the WOZ zone.

Subject to these limitations, residential projects in the ~~Waterfront Overlay Zone~~ WOZ may use land area devoted to visitor-serving, marine commercial, and other coastal-oriented uses in calculating the residential buildable area. In mixed-use developments involving several uses on different floors in a building, the residential area shall be determined on an overall percentage basis. Density may be transferred from one parcel to another as long as the parcels are adjacent, in the same development zone, under the same ownership, designated with the same land use category and consistent with the buildout allocations of each applicable development zone.

3. ~~Improvement Phasing~~ Transportation Improvements. ~~In recognition of the need for e~~ Expanded transportation facilities generated by cumulativeshould accompany additional development in Marina del Rey and, approval of development projects in existingthe Marina will be contingent upon the ~~full mitigation of all significant daily and peak-hour adverse traffic impacts generated, and financing and phasing agreements as specified in the Improvement Financing the Transportation Improvement Program (TIP) contained in Appendix G~~ developers' fair share payment of trip fees to

fund the improvements. Said ~~agreements~~trip fees will be dependent upon the number of additional p.m. peak-hour trips generated by the project and the established cost per trip.

4. Applicants for ~~all~~any development project shall ~~demonstrate that there will be sufficient~~produce a traffic study to evaluate the traffic capacity in both the Marina del Rey internal system and the subregional highway system serving the Marina, ~~to accommodate the traffic generated by the planned development. If the applicant cannot demonstrate that there is adequate traffic capacity to accommodate the traffic generated by the proposed additional development, the application shall be denied, as set forth below:~~

a. ~~If the developer has demonstrated that there will be available traffic capacity within the internal Marina del Rey system, the developer may move forward with the project, but all~~The traffic study shall indicate the project's significant adverse traffic impacts ~~of development, if any, on both~~the internal Marina del Rey routes, ~~shall be mitigated by (1)~~The applicant shall payment of a proportional fair share of necessary internal traffic improvements before a coastal development permit for the development is issued, ~~and (2) construction of all necessary internal Marina del Rey improvements prior to occupancy of any approved structures.~~ The Department of Public Works shall establish the payment per p.m. peak-hour trips for these traffic impacts in the Marina.

b. ~~As part of the application for development, applicants shall also provide evidence of the~~The traffic study shall also indicate the project's cumulative



impacts, of any proposed project if any, on the major sState highways and routes leading to the coast in the Marina area; and provide information regarding the capacity of such routes, and the cumulative total of new trips generated within the Marina that routinely use these Marina approach roads. ~~Where any significant adverse cumulative traffic impacts on subregional traffic routes will occur,~~ The applicant shall (1) pay a proportional fair share of necessary subregional traffic improvements, and (2) provide information concerning the timing and capacity of planned traffic improvements which will accommodate local growth including that attributed to the development resulting from such cumulative impacts, if any. 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 cannot occur until a traffic improvement on the approach roads that will mitigate those trips has been approved and funded by the appropriate agencies. The Department of Public Works shall determine the payment per p.m. peak-hour trips for these subregional traffic improvements.

5. Recycling of Parcels. Parcels in the existing Marina may recycle existing uses, where allowed by the Specific Plan, as long as there is no net increase in vehicle trips generated by the parcel in the applicable Development Zone. For purposes of this section, "recycling" is defined as the renovation, demolition, or removal of existing structures and the subsequent reconstruction, construction, or replacement of new structures consistent with the other requirements of this section. Recycling of

parcels which does not involve a net increase in vehicle trips is development, but is not dependent on the phasing program described in subsection 4 of this section. No change of use or Phase II development will be allowed under this scheme.

6. Conversion.

a. ~~Waterfront Overlay Zone~~WOZ. Existing and allocated residential and office development in Development Zones with the Waterfront Overlay may be converted to visitor-serving, hotel, open space, marine commercial, or other coastal-oriented development. Boat storage, public access, public parking, and boating support uses, including boater parking, shall be preserved, but as part of an application, these uses may be relocated on the same parcel or to another parcel within the Marina, as long as the size, ability to carry out the purpose of the facility, water access, and capacity of the facility remains the same. Subject to these limitations, existing and allocated visitor-serving, marine commercial, and coastal-oriented development may also be converted to other visitor-serving, marine commercial, and coastal-dependent uses. Conversion of development shall be consistent with subsection ~~(C)(6)(e)~~C.6.c of this section.

b. Mixed Use Overlay Zone. Existing and allocated residential and office development in Development Zones with the Mixed Use Overlay may be converted to visitor-serving, marine commercial, or other coastal-oriented development. Conversion of allocated uses shall be limited to 10 percent of the residential units or office square footage allocated in the zone where the conversion occurs. Boat storage, public access, public parking, and boating support uses shall be preserved, but as part

of an application, these uses may be relocated on the same parcel or to another parcel within the Marina, as long as the size, ability to carry out the use, and capacity of the facility remains the same. Subject to these limitations, existing visitor-serving, marine commercial, and coastal-oriented development may also be converted to other visitor-serving, marine commercial, and coastal uses. Conversion of development shall be consistent with subsection ~~(C)(6)(e)~~C.6.c of this section.

...

~~The changes made to Table 1 by Ordinance 2001-0010 shall not take effect until Local Coastal Program Amendment Case No. 98-172 (4) has been certified by the California Coastal Commission pursuant to the provisions of the California Coastal Act of 1976, as amended to date.~~

**SECTION 9.** Section 22.46.1100 is hereby amended to read as follows:

**22.46.1100 Circulation system.**

A. The circulation system is the single most important infrastructure component in the Specific Plan Area. It is comprised of the following:

- Region-serving transportation facilities;
- Local roadway system (~~Exhibit 3~~Map 16 -- Regional Circulation System Map);
- Local and regional bikeway network;
- Pedestrian promenades and walkways;
- Local and regional public transit services.

B. An important components of the circulation system areis the ~~Transportation Systems Management (TSM) and Transportation Demand Management (TDM) programs which maximizes system-operating efficiency and thereby enhances access to and travel within the Marina area. Transportation Systems Management and TDM are discussed in detail in the Transportation Improvement Program, found in Appendix G.~~

1. Roadway System. Special roadway sections are anticipated to accommodate bikeways, non-vehicular circulation components, and landscaped areas.

2. Pedestrian and Bicycle System.

a. The pedestrian and bicycle system is an important component of the overall circulation system. The pedestrian promenade and bicycle path enhance shoreline access and implement a number of policies in the land use plan. The pedestrian promenade is illustrated on the Existing Shoreline Access Map (Map 24) (see Map 24, set out at the end of this Part 3).

b. Pedestrian system physical features include:

- Identification striping, markers, and signs;
- Lighting;
- Smooth, continuous paving (handicap accessible);
- Directories, benches, and drinking fountains.

c. Bicycle system features include:

- Connections to the ~~South Bay Regional~~

BikewayMarvin Braude Bicycle Trail;

- Access around the entire Marina area, to all land uses, including visitor-serving facilities and beaches;
- Identification striping, markers, and signs;
- Smooth, continuous paving;
- Directories, bike racks, benches, drinking fountains, and storage lockers at all land uses;
- Connections to other travel modes (bus stops, park and ride, transit stations, bus transportability).

d. The bicycle system should maximize access without compromising safety. Separate right-of-way, minimizing driveways that interfere with the route and compatible intersection design are ~~all necessary for ensuring a~~ safedesirable in a bicycle system.

C. Proposed Circulation Improvements. The circulation system improvements in this LCP include the Revised Set of Intersection Improvement Projects for the Marina's internal roadways set forth in this subsection C, and are expected to provide sufficient capacity in Marina del Rey to accommodate future development in the Marina as envisioned by this Specific Plan.

1. ~~The circulation system improvements contemplated in this LCP are divided into categories, dependent upon funding status, priority, and phasing; the improvement categories are detailed in the TIP. Improvement of Admiralty Way to include three lanes in the northbound/westbound direction and two lanes in the opposing direction (to result in five lanes total) constitutes a major circulation system~~

~~improvement identified in the TIP. Additionally, improvements to other Marina intersections and the implementation of Automated Traffic Surveillance and Control (ATSAC) or related advanced signal synchronization technology will occur. These improvements are expected to provide sufficient capacity within Marina del Rey to accommodate future development as envisioned by this Specific Plan.~~

~~The Transportation Improvement Program discusses the transportation system improvements in great detail; it also includes language requiring agreements with the county for funding and construction of roadway improvements prior to approval of new development. The Revised Set of Intersection Improvement Projects within the Marina that would provide sufficient capacity for the Pipeline Projects, as defined in the Marina del Rey Land Use Plan, and for the Marina build-out, are as follows:~~

~~-- Via Marina/Admiralty Way Intersection Alternatives:~~

~~a. Alternative A – Providing a third westbound left-turn lane on Admiralty Way and a second southbound left-turn lane on Via Marina.~~

~~b. Alternative B – Realigning this intersection to make Admiralty Way and the Via Marina Way segment south of Admiralty Way become a continuous east-west roadway and realigning Via Marina north of Admiralty Way to "T" intersect this roadway.~~

~~-- Palawan Way/Admiralty Way Intersection. Providing a third through lane in the westbound direction of Admiralty Way.~~

~~-- Admiralty Way/Bali Way Intersection. Providing a second southbound left-turn lane on Admiralty Way.~~

-- Admiralty Way/Mindanao Way Intersection. Providing a second southbound left-turn lane on Admiralty Way and an additional lane on the eastbound approach of Mindanao Way.

The required internal improvements and final striping configuration at these intersections will be determined by the Department of Public Works. With respect to external improvements to the Regional Transportation System, such improvements are listed under Category 3 in Figure 11 of the Marina del Rey Land Use Plan. Moreover, the Department of Public Works may add other coastal access or public transportation improvements to this list of external improvements to mitigate significant adverse cumulative impacts of development on the Regional Transportation System.

2. ~~Implementation of a~~ water taxi and shuttle bus now operate during the summer months, and the water taxi makes stops at seven different locations in the Marina. Expansion of the summer shuttle bus to a year-round shuttle bus system and water taxi service would enhance public access to the Marina area and reduce impacts of residential, commercial, and hotel development on access facilities, including impacts on both Marina facilities and nearby beaches attributable to the growing Marina/Playa Vista population. The Marina del Rey Traffic Study (1991) suggested that a When there is sufficient ridership demand, a year-round shuttle system would be most efficient and cost-effective if implemented in conjunction with a light rail transit system. A year-round shuttle system is not required for traffic mitigation but can be established in conjunction with developments in and around the Marina. As a condition of recycling or development of new residential, hotel or commercial development accommodating more

~~than 75 cars, shuttle stops shall be incorporated into project designs. As part of any lease extension, lessees shall agree to pay their fair and reasonable share of implementing the shuttle system at such time a system is established in adjoining county areas, as long as such share is reasonably related to the impacts of their proposed development upon the nearby beach parking and recreational traffic system. Additionally, potential exists for construction of water taxi stops and ferry terminal sites at various sites on the Marina waterfront.~~

3. ~~Los Angeles County spearheaded creation of a Venice/Marina/Playa Vista Transportation Committee to study and recommend additional circulation system improvements necessary to mitigate cumulative development in the subregion. The work of this committee is ongoing and may not see completion for a few years. The county reserves the right to require mitigation measures recommended by the committee as conditions of development. Potential cumulative improvements are also identified as Category 3 in the Transportation Improvement Program. No development shall be contingent on transportation improvements that must occur outside the eCounty jurisdiction until such improvements have been adopted, cost estimates prepared, and the routes chosen by the agencies which have jurisdiction over the route. Any required mitigation of cumulative impacts may constitute contribution of a fair percentage share of traffic increases toward the total cost of completing the mitigation measure(s), based on the applicant's share of traffic increases in the subregional system. The eCounty's ability to require such mitigation as a condition of development is contingent upon demonstration of a nexus between the~~



proposed development's impact and the mitigation measure required, and that the required mitigation compensates for the impact warranting such mitigation.

**SECTION 10.** Section 22.46.1110 is hereby amended to read as follows:

**22.46.1110 Review of new development.**

...

B. In Marina del Rey, all land is owned by the eCounty of Los Angeles and all leaseholders hold leases subject to an obligation to provide for active public use, and maximum public enjoyment of the public recreational land. Private rights have been granted by contracts, which in some cases limit public use of the parcels. Existing public accessways are identified in Existing Shoreline Access Map (Map 24) of this Specific Plan (see Map 24 at the end of Part 3 of this chapter), and it is the policy of the eCounty that all development preserve existing access to the Marina, to its bulkhead walkways, and to its waters. Where development will increase the numbers of residents or guests on the parcel, this Specific Plan identifies additional bulkhead access and identifies that a public access corridor or other public accommodations in that location would benefit the public, said additional access, including vertical access, shall be guaranteed by the leaseholder of that parcel pursuant to subsection A of this section.

...

**SECTION 11.** Section 22.46.1140 is hereby amended to read as follows:

**22.46.1140 Methods of securing access.**

The condition requiring lateral or vertical access shall specify that such access be secured by either of the following:

...

C. When no changed lease provision is required, an alternate method approved by the Planning Director, County Counsel, and the California Coastal Commission which would provide a similar guarantee of public access as afforded by the irrevocable offer described in subsection A of this section. Such method may be a binding agreement with the underlying leaseholder or property owner and shall be effective for the life of the use for which the access is required. In no event shall any party withhold its approval to feasible alternate methods.

**SECTION 12.** Section 22.46.1160 is hereby amended to read as follows:

**22.46.1160 Access restrictions.**

A. Public access may be restricted in certain locations around the Marina, such as in front of the Sheriff's station, U.S. Coast Guard facilities, and near boat yards, launch hoists, and dry stack storage areas in the interest of pedestrian safety. Necessary restrictions and management may consist of, but are not limited to, the following:

...

**SECTION 13.** Section 22.46.1170 is hereby amended to read as follows:

**22.46.1170 Infrastructure.**

Beyond the circulation system, other major infrastructure systems serving the Specific Plan Area include sewer, water, storm drains, and utilities.

A. Sewer. The County of Los Angeles maintains a contractual agreement with the City of Los Angeles to provide sewer services for the Marina area. The

purchase of flow rights includes the use of the sewers and pumping system as well as treatment at the Hyperion Plant near Imperial Highway. Maintenance of the sanitary sewers within the Marina is the responsibility of the dDepartment of pPublic wWorks, wWaterworks and sSewer mMaintenance dDivision. There is currently sufficient sewage capacity to handle only a portion of the development permitted by this Specific Plan.

Appropriate phasing of new development may be necessary because of capacity limitations at the Hyperion Plant. Proof of adequate sewer and waste treatment capacity for new development will be required per the provisions of subsection ~~(A)(14)~~A.13 of section 22.46.1180.

B. Water. The Marina purchases its water from the Los Angeles County Waterworks District No. 29. Current water supplies may be adequate for existing and proposed developments in the existing Marina. As part of the application for development, the applicant shall provide evidence of compliance with all requirements of the dDepartment of pPublic wWorks, including payment of all required fees and participation in all districts required at the time the application is filed. The required improvements will be determined when applications for development or subdivision are submitted to the dDepartment of rRegional pPlanning and reviewed by the dDepartment of pPublic wWorks and the fFire dDepartment. The application for the coastal development permit shall include a method of funding and schedule of construction of any facilities required by the dDepartment of pPublic wWorks and/or the fFire dDepartment to serve the proposed development.

Water service may alternatively be provided by connection to facilities operated and maintained by the eCity of Los Angeles, dDepartment of wWater and pPower. Proof of adequate water capacity for new development will be required in subsection (A)(14)A.13 of section 22.46.1180.

...

**SECTION 14.** Section 22.46.1180 is hereby amended to read as follows:

**22.46.1180 Filing requirements.**

A. An application for new development shall contain the following information. In the case of an application for a coastal development permit, the information shall be in addition to the material required in S§ection 22.56.2310 relating to coastal development permits.

...

2. A report prepared by a biologist ~~trained in the study of marine resources~~ subject to the criteria set forth in the Marina del Rey Land Use Plan, and approved by the dDepartment of rRegional pPlanning, must be submitted. The report shall discuss the proposed development's impact on the biological productivity of the terrestrial and marine resources within and adjacent to Marina del Rey, and if any Sensitive Biological Resources, as defined in the Land Use Plan, are affected, the report shall set forth the precautionary measures to be taken for the protection of these resources, both during construction and for the long term. Mitigation measures must be proposed for any negative impacts. The following items must be considered when assessing impact:

-- Effects of any additional pollutants due to increased runoff caused by new development;

-- Potential changes in water temperature and biological productivity caused by outfalls, runoff, or decrease in light entering the water due to shadowing (new buildings);

-- Effects of any new structures placed in the water;

-- Effects, if any, on Sensitive Biological Resources, as defined in the Marina del Rey Land Use Plan;

-- Construction effects from any development; and

-- Wetland Delineation. Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity, or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats. (14 CCR section 13577.)

...

#### 4. Avoidance and Mitigation of Geologic/Geotechnical Hazards.

Applicants and their engineers are responsible for determining and following all current requirements and recommendations of the Los Angeles County Department of Public

wWorks, the California Division of Mines and Geology, and the California Seismic Safety Board. New development shall utilize earthquake-resistant construction and engineering practices. All new development over three stories in height shall be designed to withstand a seismic event with a ground acceleration of no less than 0.5g. Accordingly, all development applications shall include a detailed geotechnical report completed by a certified engineering geologist and a registered civil engineer experienced in the field of soil mechanics, and approved by the dDepartment of pPublic wWorks. 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, sea level rise, or damaged by excessive wave action;
- Recommendations for development in geologically stable areas, and restriction of development in unstable or unmitigated areas.

Note: Additional requirements may be imposed in areas determined to be under the jurisdiction of the State of California Seismic Safety Board or the Division of Mines and Geology.

5. Protection of Cultural Heritage Resources. Cultural resources located shall be identified and protected. All applications that include disturbance of native soils or vegetation, including but not limited to excavation, pile driving, and grading shall include:

...

c. Acknowledgement of receipt of section 7050.5 of the California Health and Safety Code, and Sections 5097.94, 5097.98, and 5097.99 of the California Public Resources Code and Sections 5097.98 and 5097.99 of the Public Resources Code. The applicant shall place a note on the project plans summarizing the procedures that apply in the event of discovery of Native American remains or grave goods.

The eCounty shall approve archaeological recovery programs as permit amendments. The standard of review is the archaeological recovery program's consistency with this Specific Plan and with other provisions of sState law.

...

~~9. Conformance with Phasing Plan. All new development must conform to the phasing requirements set forth in the certified local coastal program. Minimum phasing requirements are found in section 22.46.1090 of this Specific Plan. The developer must submit a report discussing how the development complies with the phasing schedule of the certified Local Coastal Program. Such report shall provide information on the number of peak hour vehicle trips generated, hotel rooms, dwelling units, parks and open space, etc. Where boat storage and marine commercial uses~~

~~(launches, hoists, etc.) are not feasibly expressed in terms of square footage, the developer of such uses will be required to submit information which will indicate the amount of additional peak hour vehicle trips likely to be generated by the project. Phasing includes development buildout, mitigation measures, including internal traffic and recreation and circulation system improvements and all other infrastructural improvements.~~

409. Direct Traffic Mitigation Payments. All developments shall pay fair-share fees to mitigate all direct their impacts on the internal circulation system before occupancy of the development at intersections within the Marina and for other internal and regional circulation improvements. No development may commence without payment of a fair and proportionate share of the costs of traffic improvements listed in the traffic improvement program. ~~As part of the application, all applicants shall provide evidence that it will be feasible to complete all traffic improvements to mitigate the traffic impacts of the development before occupancy of the permitted development~~the Revised Set of Intersection Improvement Projects, as set forth in section 22.46.1100.C of this Specific Plan, and improvements to the Regional Transportation System, as shown on Map 16 of the Marina del Rey Land Use Plan. The applicant shall also demonstrate that funding of the necessary traffic improvements has been guaranteed.

140. Mitigation of Cumulative Impacts on the Subregional Traffic System--Traffic Analysis and Mitigation Requirements. An applicant for development shall provide the following information regarding the project's anticipated traffic impacts on major highways leading into and around the Marina del Rey Specific Plan area:



a. Exemptions Based on Initial Trip Evaluation. The applicant shall submit an accurate and detailed project description with an initial estimate of the number of the daily trips that will be generated by the project to the ~~d~~Department of ~~p~~Public ~~w~~Works. Subject to the approval of the Department of Public Works, The applicant may, in lieu of preparing a traffic report, ~~provide evidence of participation in a subregional impact mitigation program, such as the city of Los Angeles coastal corridor transportation fund, on a fair and equitable basis, taking into account the applicant's pay its fair-share contribution to the internal Marina street improvements. Notwithstanding such contribution, a traffic report shall be required of projects that generate over 500 trips per day unless other possible adverse impacts are identified that, in the opinion of the department of public works, require a report. Also, if a project generates 50 or more peak hour trips on a congestion management plan (CMP) intersection, or 150 peak-hour trips on a CMP route, a separate analysis shall be prepared which addresses these impacts~~of trip fees for the Revised Set of Intersection Improvement Projects within the Marina and for improvements to the Regional Transportation System.

b. Traffic Study~~Impact Analysis Report~~. A detailed traffic study ~~shall be submitted~~impact analysis report, based on the Department of Public Works' Traffic Impact Analysis Report Guidelines, shall be submitted to the Department of Public Works at the time of the application for the coastal development permit which addresses the project's traffic impacts on various highway intersections that could experience significant impact as described in subsection ~~(A)(11)(e)~~A.10.e of this section. The study shall document: (1) the number of daily, ~~weekend and a.m., and~~

p.m. peak-hour trips which would be generated by the project, ~~(2) the number and percentage of those trips originating and terminating outside the Marina del Rey Specific Plan area,~~ ~~(3) the distribution of the trips upon departing the study area~~ the road system, ~~(4) how much a specific mitigation measure~~ transportation improvements would reduce daily and peak-hour trips mitigate the impact of the project, and ~~(5) such additional information as the~~ dDepartment of pPublic wWorks may require to properly evaluate the project's proportionate traffic impacts on the study intersections. The study shall compare levels of service for existing, ambient growth and with and without construction of the project, and cumulative traffic impacts with other known developments.

c. Highway Intersections Required to be Studied. The study area shall include arterial highways, freeways, and intersections generally within a one-mile radius of the project site. These shall include, at a minimum, the Washington ~~Street~~ Boulevard/Lincoln Boulevard intersections, and the Route 90/Lincoln Boulevard intersections.

d. Consultation. The applicant shall consult with the ~~d~~ dDepartment of ~~p~~ pPublic ~~w~~ wWorks on the preparation of the traffic study. The ~~d~~ dDepartment of ~~p~~ pPublic ~~w~~ wWorks will coordinate with the ~~e~~ eCity of Los Angeles ~~d~~ dDepartment of ~~t~~ transportation (LADOT), and the California Department of Transportation (Caltrans), for their input and requirements. The ~~d~~ dDepartment of ~~p~~ pPublic ~~w~~ wWorks shall determine the types of mitigation measures and traffic improvements most appropriate to the project.

e. ~~Threshold. Cumulative subregional traffic system mitigation measures are required if (1) an intersection is projected to operate at a mid-range level of service D (or volume to capacity (V/C) ratio of 0.85) as a result of the project's impacts, or (2) intersections within the project's area of influence are already operating at a level of service above 0.85, and the project will result in a projected increase of 0.01 above anticipated ambient conditions.~~ A determination of a significant impact shall be based on the Department of Public Works' Traffic Impact Analysis Guidelines, which are as follows: At LOS C, a development project causing a volume to capacity (V/C) increase of 0.04 or more shall be considered a significant impact. At LOS D, a V/C increase of 0.02 or more shall be considered a significant impact, and at LOS E/F, a V/C increase of 0.01 or more shall be considered a significant impact.

f. ~~Recommendations on Mitigation Requirements. If the department of public works determines that mitigation is required, the department, with input from the city of Los Angeles department of transportation and Caltrans, shall determine the type of mitigation measures most appropriate to the specific project. The department shall specifically determine how much an appropriate or projected mitigation measure would reduce the impacts of the project's daily and peak-hour trips on the subregional transportation system, and shall submit a recommendation on a preferred mitigation measure or mitigation requirement. If a "fair share amount mitigation" is determined to be the appropriate mitigation measure, the department of public works shall determine the applicant's proportionate fair share of the project to which the mitigation will apply, and by consultation with the city of Los Angeles department of~~

~~transportation, determine the construction schedule of the suggested improvement, and shall submit a recommendation on a preferred mitigation requirement.~~ All lessees within the Marina which propose new development pursuant to the LCP shall pay their fair-share of developer fees based on the number of trips the development generates to fund the Revised Set of Intersection Improvement Projects, and the transportation improvements to the Regional Transportation System. These mitigation measures are needed to address traffic demands by future development inside and outside the Marina. The Revised Set of Intersection Improvement Projects within the Marina and future improvements to the Regional Transportation System shall be developed in accordance with a schedule determined by the Director of Public Works in coordination with other jurisdictions or agencies, as needed. The Los Angeles County Metropolitan Transportation Authority (Metro), as part of its new Congestion Management Plan (CMP), is expected to develop County-wide developer trip fees by 2012. As it relates to the Marina, these trip fees will be used for improvements to help mitigate the impact of development on the Regional Transportation System. It is expected that the Metro-determined CMP trip fees will replace the Marina regional transportation trip fees. The trip fees for the Revised Set of Intersection Improvement Projects will remain separate fees. The types of mitigation measures available to satisfy these requirements are listed in subsection ~~(A)(11)(g)~~ A.10.g of this section.

g. Traffic mitigation measures:

~~----- Category 3 improvements listed in the transportation improvement program, found in Appendix G to this Specific Plan;~~

-- The Revised Set of Intersection Improvement

Projects:

-- Improvements to the Regional Transportation System:

-- Reduction of traffic trips as may be accomplished through participation in transportation system management (TSM) and transportation demand management (TDM) programs cited in Appendix G to this Specific Plan;

-- Reduction of traffic trips as may be accomplished through reduction in project size;

-- Payment of an in lieu fee or "fair share" amount of a mitigation project where a fair share amount of the mitigation requirement has been determined, the project has been scheduled for construction, and the cost and benefits of the project have been determined;

-- Other mitigation measure(s) mutually acceptable to the ~~e~~Department of ~~p~~Public ~~w~~Works, ~~the city department of transportation~~LADOT, and Caltrans.

h. Timely Submittal of Required Studies and Evaluations. The studies, analyses, and evaluations required by this subsection 4410 shall be completed before filing a coastal development permit application with the ~~e~~Department of ~~r~~Regional ~~p~~Planning. If the applicant requests that the traffic study be evaluated during the environmental review process, the applicant's coastal development permit shall not be filed or accepted until such time as the traffic study has been completed to the satisfaction of the ~~e~~Department of ~~p~~Public ~~w~~Works.

121. Site Plans. All applications for development in the existing Marina shall include accurate, scaled site plans, and elevations, showing gross square footage of existing and proposed development, parking, and parking requirements, as well as access and view corridors required by this certified LCP.

a. The ~~d~~Design ~~e~~Control ~~b~~Board shall receive site plans for its review pursuant to the provisions of section 22.46.1110.

b. Any applicant who is requesting a height incentive under the provisions of subsection ~~(E)(5)~~E.5 of section 22.46.1060, or whose proposed development includes demolition of existing structures or whose development is located on an existing parking lot or other open area shall provide clear and accurate site plans and elevations that identify the view corridor, show accurately all adjacent development, and show the width and location of the view corridor and the length of the bulkhead frontage of the parcel.

132. Documentation shall be submitted which shows that the proposed new development will not detract from or interfere with the use of existing or planned boating facilities or support facilities. Information shall include, but not be limited to:

...

143. Documentation shall be submitted which shows that sufficient water system, sewer system, and waste treatment capacity exists or will exist prior to occupancy of any new development.

154. Fire Safety Plan.

...

165. Evidence of the protection of existing recreational uses, and of the incorporation of lower cost overnight uses into any hotel project.

...

176. Materials relating to review by the dDesign eControl bBoard. The applicant must provide documentation that a complete application for the proposed development, consisting of schematic plans, drawings, fees, etc., as required by the Specifications and Minimum Standards of Architectural Treatment and Construction, has been submitted to the dDepartment of bBeaches and hHarbors for expeditious delivery to, and conceptual review by, the dDesign eControl bBoard.

B. Any applicant who demonstrates that the impacts of his or her project on winds, archaeological resources, marine resources, public works, or geologic safety is not significant may not be required to submit the material required in subsections ~~(A)(2), (A)(3), (A)(4) or (A)(5)~~A.2, A.3, A.4, or A.5 of this section, as part of the application. The applicant must demonstrate how the proposed development is insignificant with regard to subsections ~~(A)(2), (A)(3), (A)(4) or (A)(5)~~A.2, A.3, A.4, or A.5 of this section and/or how the nature of the development is unrelated to the requirement imposed, or how the requirement has been previously addressed in a system-wide or area-wide development plan review such as a subdivision. As part of such request, the applicant shall agree to provide supplemental information in a timely manner if additional information is necessary to review the impacts of the proposed development on coastal access and/or resources.

**SECTION 15.** Section 22.46.1190 is hereby amended to read as follows:

**22.46.1190 Conditions of approval.**

A. The following conditions shall be imposed, where applicable, for development in Marina del Rey.

1. In accordance with the geologic information submitted with the application for development, development shall occur in geologically safe areas. Any structure affecting personal safety (e.g., gas lines) shall not transect geologically unstable areas.

2. In accordance with the archaeology report submitted with the application for development, resources found in the area planned for development shall be collected and maintained at the nature center planned at the wetland preserve (Area D), or at the Los Angeles County Natural History Museum or as otherwise required by State law.

...

c. In the event of discovery of Native American remains or of grave goods, section 7050.5 of the California Health and Safety Code, and ~~Sections 5097.94, 5097.98, and 5097.99~~ of the California Public Resources Code ~~and Sections 5097.98 and 5097.99 of the Public Resources Code~~ apply.

3. To fully mitigate traffic impacts, new developments ~~are~~ may be required to establish a functional ~~transportation systems management~~.



~~(TSM)/~~Transportation Demand Management (TDM) program, or to participate in an existing ~~TSM/TDM~~ program. Consolidation of numerous ~~TSM/TDM~~ programs is highly desirable. Viable ~~TSM/TDM~~ possibilities include, but shall not be limited to:

- Carpools;
- Ridesharing;
- Vanpools;
- Modified work schedules/flex time;
- Increase use of bicycles for transportation;
- Bicycle racks, lockers at places of employment;
- Preferential parking for ~~TSM/TDM~~ participants;
- Incentives for ~~TSM/TDM~~ participants; and
- Disincentives.
- Shared use programs shall be implemented for bicycles and

vehicles (e.g., on site provision of bicycles and zipcars for tenant and employee use).

-- Commercial property owners shall be encouraged to participate in the South Coast Air Quality Management District's Commute Reduction Program.

~~The TSM/TDM program should follow the guidelines in the Transportation Improvement Program contained in Appendix G. If required, An annual report on the effectiveness of the TSM/TDM program shall be submitted to the dDepartment of rRegional pPlanning.~~

~~4. All development must conform to the phasing schedules in the certified LCP. The phasing schedules include requirements for the existing Marina, circulation and public recreation improvements and infrastructure. No development shall occur if traffic capacity within the system will not be adequate to serve the development.~~

54. Mitigation of All Direct Traffic Impacts. All development in existing Marina del Rey shall participate in, and contribute his or her fair share to, funding of the mitigation measures described in the Transportation Improvement Program (TIP). All lessees within the Marina which propose new development pursuant to the LCP shall pay their fair-share of developer fees based on the number of trips the development generates to fund the Revised Set of Intersection Improvement Projects, as set forth in section 22.46.1100.C of this Specific Plan, and the transportation improvements to the Regional Transportation System, as shown on Map 16 of the Marina del Rey Land Use Plan. These mitigation measures are needed to address traffic demands by future development inside and outside the Marina. The Revised Set of Intersection Improvement Projects and future improvements to the Regional Transportation System shall be developed in accordance with a schedule determined by the Director of Public Works in coordination with other jurisdictions or agencies, as needed. The Los Angeles County Metropolitan Transportation Authority (Metro), as part of its new Congestion Management Plan (CMP), is expected to develop County-wide developer trip fees by 2012. As it relates to the Marina, these trip fees will be used for improvements to help mitigate the impact of development on the Regional Transportation System. It is

expected that the Metro-determined CMP trip fees will replace Marina regional transportation trip fees. The trip fees for the Revised Set of Intersection Improvement Projects will remain separate fees. The Department of Public Works will establish and administer developer fees.

The fees shall be calculated for every development project based on ~~the trip assessment fee set in the TIP and the number of additional p.m. peak-hour trips generated by the project. Additional trips are defined as the p.m. peak-hour trips attributable to buildout of the new development allocated in the Specific Plan. All development applicants shall pay the determined fees prior to obtaining any building permit for their development to mitigate all of the development's direct traffic impacts on the internal circulation system before occupancy of the development. No development may commence without payment of a fair and proportionate share of the costs of traffic improvements listed in the traffic improvement program in the Marina and to pay for their fair-share improvements to the Regional Transportation System. Prior to issuance of a coastal development permit, the applicant shall demonstrate that adequate funding is available so that all traffic improvements necessary to mitigate the impacts of the development on internal circulation will be completed before occupancy of the structure. That is, no development shall not begin pursuant to a coastal development permit until adequate funding of the necessary internal circulation traffic improvement all required developer fees have been guaranteed paid.~~

65. All proposed mitigation measures including, but not limited to, providing public access, establishing view or wind corridors, preserving of sunlight on

the beaches, parks and boat slip areas, and participating in the funding of park improvements or of traffic mitigation measures shall be made conditions of approval. The applicant shall modify the design of the development to the extent necessary to comply with such conditions.

~~76.~~ All development shall participate in and contribute its fair share to, funding of the mitigation measures described in the ~~C~~oastal ~~I~~mprovement ~~F~~und as specified in section 22.46.1950 of this Specific Plan. The fees shall be calculated based on the improvement fund fee, and the number of additional residential units approved for the project.

~~87.~~ 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 ~~m~~Marina.

...

~~98.~~ New roads and infrastructure shall be designed and constructed in an environmentally sensitive manner, and shall follow the design and recreation policies of the certified LCP.

~~109.~~ The requirements for storm drain design and construction stated in this Specific Plan shall be followed.

~~140.~~ Developers shall pay their fare share for Any additional mitigation measure necessary for the complete mitigation of significant adverse traffic impacts or

of other significant adverse impacts caused by the development, including cumulative impacts. Said mitigation may include funding for subregional traffic improvements to be carried out in concert with other agencies.

121. Based upon information provided in the fire safety plan, the Fire Department may review all applications for multi-story buildings and, at its discretion, may recommend an alternative height for the proposed multi-story buildings based upon their review and supported by factual findings. Such recommendations shall be considered in determining conditions of approval for the project.

132. The applicant will be required to preserve coastal-dependent boating or boating support uses on site. If the essential functions of the Marina will not be harmed by temporarily closing the use, the project may, instead of preserving the facility, replace the facility with a similar facility of the same size and capacity within the Marina. If approved, such replacement shall occur before development of the use which displaces it may commence. Boating support uses include, but are not limited to: boat launch ramps, boat hoists, mast-up boat storage, gasoline docks and pump-out stations, small boat rentals, boating schools, personal watercraft launch areas and, in anchorages, passenger and equipment loading zones, dinghy docks, and navigational information centers.

143. Residential and mixed use projects shall not reduce the amount of land area devoted to coastal-dependent boating uses in the development zone. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be located

within the development zone at a location that affords equal operational efficiency for the use. Construction of the replacement use shall be phased so that said use is replaced before development of the use which displaces it.

154. All development shall contribute its fair and proportionate share of necessary mitigation of the development's impacts on the subregional transportation program as determined in subsection (A)(10)A.9 of section 22.46.1180.

a. ~~Thresholds. Mitigation measures are required if (1) an intersection is projected to operate at a mid-range level of service D (or volume to capacity (V/C) ratio of 0.85) as a result of the project's impacts, or (2) intersections within the project's area of influence are already operating at a level of service above 0.85, and the project will result in a projected increase of 0.01 above anticipated ambient conditions. A determination of a significant impact shall be based on the Department of Public Works' Traffic Impact Analysis Report Guidelines, which are as follows: At LOS C, a development project causing a V/C increase of 0.04 or more shall be considered in a significant impact. At LOS D, a V/C increase of 0.02 or more shall be considered a significant impact, and at LOS E/F, a V/C increase of 0.01 or more shall be considered a significant impact.~~

b. Recommendations on Mitigation Requirements. If the ~~d~~Department of ~~p~~Public ~~w~~Works determines that mitigation is required, the ~~d~~Department, ~~with input from the city department of transportation and Caltrans,~~ shall determine the type of mitigation measures most appropriate to the specific project. For mitigation measures outside the Marina, the Department of Public Works will coordinate

with the other involved jurisdictions and/or agencies. The dDepartment shall specifically determine how much an appropriate or projected mitigation measure would reduce the impacts of the project's ~~daily and peak-hour~~ trips on the subregional transportation system, and shall submit a recommendation on a preferred mitigation measure or mitigation requirement. If a "fair share amount ~~mitigation~~contribution" is determined to be the appropriate ~~mitigation measure~~, the dDepartment shall determine the applicant's proportionate fair share of the project to which the mitigation will apply, and the construction schedule of the suggested improvement, and shall submit a recommendation on a preferred mitigation requirement. The types of mitigation measures available to satisfy this requirement are listed in subsection ~~(A)(15)(c)~~A.14.c of this section.

c. Available traffic mitigation measures:

~~Category 3 improvements listed in the transportation improvement program, found in Appendix G of this Specific Plan;~~

~~Reduction in traffic trips as may be accomplished through participation in transportation system management and transportation demand management programs cited in Appendix G of this Specific Plan;~~

-- Revised Set of Intersection Improvement Projects;

-- Transportation improvements to the Regional

Transportation System;

-- Reduction of traffic trips as may be accomplished through participation in Transportation Demand Management (TDM) programs;

- Reduction of traffic trips as may be accomplished through reduction in project size;
- Payment of an in lieu fee or "fair share" amount of a mitigation project where a fair share amount of the mitigation requirement has been determined, the project has been scheduled for construction and the cost and benefits of the project have been determined; and
- Other mitigation measure(s) mutually acceptable to the Department of Public Works, ~~the city department of transportation~~ LADOT, and Caltrans.

d. Timely Submittal of Required Traffic Impact Analysis Studies and Evaluations. The studies, analysis, and evaluations required by this subsection 154 shall be required to be completed before filing a coastal development permit application with the ~~d~~Department of ~~r~~Regional ~~p~~Planning. If the applicant requests that the traffic study be evaluated during the environmental review process, the applicant's coastal development permit shall not be filed or accepted until such time as the traffic study has been completed to the satisfaction of the ~~d~~Department of ~~p~~Public ~~w~~Works. ~~If the applicant requests a direct contribution to an existing subregional mitigation fund, information regarding that fund and the applicant's agreement to contribute a fair share mitigation fee to that fund shall be provided at the time a traffic study otherwise would have been required.~~

e. Mitigation. Fees must be paid for aAll development mustto fully mitigate all significant daily and peak-hour adverse traffic impacts.



165. The dDesign eControl bBoard will have final review of the architectural design (i.e., building and façade design, materials, colors), landscaping, and signs based on the site plan approved by the rRegional pPlanning eCommission or hHearing eOfficer.

16. Bird-Safe Building Standards. All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building treatments for the façade, landscaping, and lighting consistent with the guidelines provided below:

Glazing treatments:

-- Fritting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, or UV patterns visible to birds shall be used to reduce the amount of untreated glass or glazing to less than 35 percent of the building façade.

-- Where applicable vertical elements within the treatment pattern should be at least one-quarter inch (1/4") wide at a maximum of spacing of four inches (4") and horizontal elements should be at least one-eighth inch (1/8") wide at a maximum spacing of two inches (2").

-- No glazing shall have a "Reflectivity Out" co-efficient exceeding 30 percent. That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed 30 percent.

-- Equivalent treatments recommended by a qualified biologist may be used if approved by the County and/or the Coastal Commission.

Lighting Design:

-- Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.

-- Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent.

-- Building lighting shall be shielded and directed downward. Up-lighting is prohibited. Use of "event" searchlights or spotlights shall be prohibited.

-- Landscape lighting shall be limited to low-intensity and low-wattage lights.

-- Red lights shall be limited to only that necessary for security and safety warning purposes.

Landscaping:

-- Trees and other vegetation shall be sited so that the plants are not reflected on building surfaces.

-- In order to obscure reflections, trees and other vegetation planted adjacent to a reflective wall or window shall be planted close to (no further than three feet from) the reflective surface.

-- For exterior courtyards and recessed areas, building edges shall be clearly defined by using opaque materials or non-reflective glass.

-- Walkways constructed of clear glass shall be avoided.

Building Interiors:

-- Light pollution from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.

Lights Out for Birds:

-- The County shall encourage building owners and operators to participate in "Lights Out for Birds" programs or similar initiatives by turning off lighting at night, particularly during bird migration periods.

B. The conditions imposed pursuant to this section 22.46.1190 shall run with the land and shall be binding on all lessees and sublessees of the parcel.

**SECTION 16.** Section 22.46.1240 is hereby amended to read as follows:

**22.46.1240 Residential III -- Uses subject to additional permits.**

Property in the Residential III category may be used for:

...

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

-- Congregate care facilities;

-- Temporary uses as provided in Part 14 of Chapter 22.56.

**SECTION 17.** Section 22.46.1250 is hereby amended to read as follows:

**22.46.1250 Residential III -- Development standards.**

These standards shall apply for all uses in the Residential III category:

...

-- The County shall encourage alternative forms of transportation in new or remodeled residential projects by considering the use of Zip Cars, and other similar non-personal automobile strategies when evaluating requests for parking permits.

-- Residential and mixed use shall not reduce the amount of land area devoted to existing visitor-serving, boating, or marine commercial uses:

A. With the exception of existing boating facilities located on Parcels 1, 54, ~~55, and 56, and 55, which shall be preserved on site,~~ boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facility is~~facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

B. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence;

C. Visitor-serving uses shown on LUP Map ~~65~~, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment; and

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on LUP Map 65 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 18.** Section 22.46.1280 is hereby amended to read as follows:

**22.46.1280 Residential IV -- Uses subject to additional permits.**

Property in the Residential IV category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

-- Access to property lawfully used for a purpose not permitted in the Residential IV category;

-- Congregate care facilities;

-- Visitor- and neighborhood-serving commercial development not exceeding 1,000 square feet, cumulative, for the site, provided:

1. That parking shall be provided for all uses in excess of 500 square feet;

2. That such uses shall be open to the public and accessible from public roads, view corridors, and/or walkways;

3. That signage and hours of operation enhance compatibility with the residential development;

...

**SECTION 19.** Section 22.46.1290 is hereby amended to read as follows:

**22.46.1290 Residential IV -- Development standards.**

These standards shall apply for all uses in the Residential IV category:

...

-- View corridors, public open space areas, and/or accessways and emergency access corridors required in this Specific Plan may be designed and integrated with the required front, side, and rear-yard setbacks or located elsewhere on the property if such design will enhance visual and physical access to the shoreline;

-- The County shall encourage alternative forms of transportation in new or remodeled residential projects by considering the use of Zip Cars and other similar non-personal automobile strategies when evaluating requests for parking permits.

-- Residential and mixed use shall not reduce the amount of land area devoted to existing visitor-serving, boating, or marine commercial uses:

A. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~and 55, which shall be preserved on site~~, boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facility is~~ facilities are replaced within the ~~m~~Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

B. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking, and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence;

C. Visitor-serving uses shown on LUP Map 65, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment; and

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on LUP Map 65 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 20.** Section 22.46.1320 is hereby amended to read as follows:

**22.46.1320 Residential V -- Uses subject to additional permits.**

Property in the Residential V category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

-- Access to property lawfully used for a purpose not permitted in the Residential V category;

-- Congregate care facilities;

-- Visitor- and neighborhood-serving commercial development not exceeding 1,000 square feet, cumulative, for the site, provided:

...

**SECTION 21.** Section 22.46.1330 is hereby amended to read as follows:

**22.46.1330 Residential V -- Development standards.**

These standards shall apply for all uses in the Residential V category:

...

-- The County shall encourage alternative forms of transportation in new or remodeled residential projects by considering the use of Zip Cars and other similar non-personal automobile strategies when evaluating requests for parking permits.

-- Residential and mixed use shall not reduce the amount of land area devoted to existing visitor-serving, boating, or marine commercial uses:

A. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~and 55, which shall be preserved on site~~, boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facilityies isare~~ replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

B. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking, and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence;



C. Visitor-serving uses shown on LUP Map 65, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment; and

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on LUP Map 65 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 22.** Section 22.46.1335 is hereby added to read as follows:

**22.46.1335 Senior Accommodations -- Intent.**

Senior Accommodations is intended to provide housing for persons age 62 or older who may or may not be retired, subject to the development standards set forth in section 22.46.1338. Units within a senior accommodations facility shall not be considered a residential use for purposes of allocating dwelling units when calculating density, or for assessing affordable housing requirements or assessing transient occupancy taxes or fees.

**SECTION 23.** Section 22.46.1336 is hereby added to read as follows:

**22.46.1336 Senior Accommodations -- Permitted uses.**

Property in the Senior Accommodations category may be used for:

- A. The following principal use:
  - Senior accommodations facilities.
- B. The following permitted uses:
  - Reserved.

**SECTION 24.** Section 22.46.1337 is hereby added to read as follows:

**22.46.1337 Senior Accommodations -- Uses subject to additional permits.**

Property in the Senior Accommodations category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Congregate care facilities for seniors.

**SECTION 25.** Section 22.46.1338 is hereby added to read as follows:

**22.46.1338 Senior Accommodations -- Development standards.**

These standards apply for all uses in the Senior Accommodations category:

- Each senior unit shall contain no more than two bedrooms and shall not provide a kitchen;
- Communal dining facilities shall be available on site;
- Services and/or facilities provided for residents on site may include, but not be limited to, concierge, dry cleaner, laundry, hair and beauty salon, spa (excluding massage), recreation room, lounge, shuttle/limousine, travel, maid, linen, and other similar personal services;
- Senior units in this category shall not be considered a residential use for purposes of allocating dwelling units, assessing affordable housing requirements, or assessing transient occupancy taxes or fees; and

-- Building height is limited to 75 feet from finished floor, not including rooftop appurtenances.

**SECTION 26.** Section 22.46.1350 is hereby amended to read as follows:

**22.46.1350 Hotel -- Permitted uses.**

Property in the Hotel category may be used for:

A. The following principal permitted use:

-- Hotel.

B. The following permitted uses:

-- Bicycle and pedestrian path rights-of-way;

-- Certified farmers' market (temporary), as defined in the Marina del

Rey Land Use Plan;

...

**SECTION 27.** Section 22.46.1370 is hereby amended to read as follows:

**22.46.1370 Hotel -- Development standards.**

These standards shall apply for all uses in the Hotel category:

-- Building height is limited to a maximum of 225 feet;

-- Front, rear, and side-yard setbacks shall be a minimum of 10 feet, in addition to the required highway and promenade setback. View corridors, public open space areas, and/or accessways or emergency access corridors required in this Specific Plan may be designed and integrated with the required front, side, and rear-yard setbacks or located elsewhere on the property if such design will enhance visual and physical access to the shoreline;

-- Hotels shall establish a shuttle program to and from Los Angeles International Airport for guests. Hotels shall also provide, on demand, transit passes for those employees requesting the use of public transportation;

-- Hotels shall not reduce the amount of land area devoted to existing public parks, boating, or coastal-dependent marine commercial uses:

A. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~and 55, which shall be preserved on site~~, boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facility is~~facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

B. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking, and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence;

C. Visitor-serving uses shown on LUP Map 65, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment; and

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on LUP Map 65 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 28.** Section 22.46.1390 is hereby amended to read as follows:

**22.46.1390 Visitor-Serving/Convenience Commercial -- Permitted uses.**

Property in the Visitor-Serving/Convenience Commercial category may be used for:

A. The following principal permitted use:

...

1. Visitor-serving uses:

...

-- Boat rentals,

-- Certified farmers' market (temporary), as defined in the

Marina del Rey Land Use Plan,

-- Comfort stations,

...

-- Restaurants and other eating establishments, including food

takeout. Existing restaurant seats may be recycled according to subsection C\_5 of

Section 22.46.1090. New restaurant seats may be constructed only where stated in

the Site-Specific Development Guidelines;

...

**SECTION 29.** Section 22.46.1410 is hereby amended to read as follows:

**22.46.1410 Visitor-Serving/Convenience Commercial --**

**Development standards.**

These standards shall apply for all uses in the Visitor-Serving/Convenience Commercial category:

...

-- Visitor-Serving/Convenience Commercial uses shall not reduce the amount of land area devoted to existing visitor-serving, boating, or coastal-dependent marine commercial uses, and visitor-serving uses may be integrated vertically with recreational boating uses where possible:

A. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~which shall be preserved on site,~~ boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facility-~~ is facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

B. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking, and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence;

C. Visitor-serving uses shown on LUP Map 65 of the LUP, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment;

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on Map 65 of the LUP may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence;

E. With respect to Parcel 49, any redevelopment which increases the visitor-serving area shall include urban open space, the amount of which shall depend on whether the launch ramp remains on Parcel 49 or is moved to another location in the harbor. If the launch ramp remains on Parcel 49, a minimum of one acre of urban open space shall be provided; if the launch ramp is moved to another location, a minimum of 2 acres of urban open space shall be provided. The urban open space may consist of hardscape and/or landscape, and may be located above ground level to maximize views. Any project proposed for Parcel 49 shall demonstrate how such urban open space will be used by the public, and that such urban open space will not be displaced by a commercial use, such as outdoor dining; and

F. With respect to the launch ramp on Parcel 49, if visitor-serving development is undertaken on that parcel, the launch facility must remain in operation on site or be transferred to another site. At no time may the launch ramp be closed except in times of national emergency, to provide staging for a local emergency, or in connection with other safety considerations.

**SECTION 30.** Section 22.46.1430 is hereby amended to read as follows:

**22.46.1430 Marine Commercial -- Permitted uses.**

Property in the Marine Commercial category may be used for:

...

B. The following permitted uses:

...

-- Boat repair, minor, including rigging, sanding, and tuneups but excluding spray painting and major engine overhauls;

-- Certified farmers' market (temporary), as defined in the Marina del Rey Land Use Plan.

...

**SECTION 31.** Section 22.46.1450 is hereby amended to read as follows:

**22.46.1450 Marine Commercial -- Development standards.**

These standards shall apply for all uses in the Marine Commercial category:

...

A. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~which shall be preserved on site,~~ boating facilities may be



relocated in conjunction with development so long as the same or larger boating facility-  
is facilities are replaced within the Marina, and water and/or anchorage access  
necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55,  
and 56, existing boating facilities shall be required to be preserved, but only if the use  
for such boating facilities is economically viable, and provided a commercial operator  
has interest in operating such use;

B. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking, and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence;

C. Visitor-serving uses shown on Map 65 of the LUP, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment;

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on Map 65 of the LUP may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence;

...

**SECTION 32.** Section 22.46.1470 is hereby amended to read as follows:

**22.46.1470 Boat Storage -- Permitted uses.**

Property in the Boat Storage category may be used for:

A. The following principal permitted use:

- Boat launching and open or enclosed storage of boats.

B. The following permitted uses:

- Bicycle and pedestrian path rights-of-way;
- Boat repair, minor, including rigging, sanding, and tuneups but

excluding spray painting and major engine overhauls;

- Certified farmers' market (temporary), as defined in the Marina del

Rey Land Use Plan;

- Dry boat storage;

...

**SECTION 33.** Section 22.46.1490 is hereby amended to read as follows:

**22.46.1490 Boat Storage -- Development standards.**

These standards shall apply for all uses in the Boat Storage category:

...

A. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~which shall be preserved on-site,~~ boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facility-~~ facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

...

C. Visitor-serving uses shown on Map 65 of the LUP, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment; and

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on Map 65 of the LUP may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 34.** Section 22.46.1510 is hereby amended to read as follows:

**22.46.1510 Office -- Permitted uses.**

Property in the Office category may be used for:

...

B. The following permitted uses:

- Banks, savings, and loans;
- Bicycle and pedestrian path rights-of-way;
- Certified farmers' market (temporary), as defined in the Marina del

Rey Land Use Plan;

...

**SECTION 35.** Section 22.46.1530 is hereby amended to read as follows:

**22.46.1530 Office -- Development standards.**

These standards shall apply for all uses in the Office category:

...

A. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~which shall be preserved on site,~~ boating facilities may be relocated in conjunction with development so long as the same or larger boating facility ~~is~~ facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

...

C. Visitor-serving uses shown on Map 65 of the LUP, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment;

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on Map 65 of the LUP may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 36.** Section 22.46.1540 is hereby amended to read as follows:

**22.46.1540 Parking -- Intent.**

Parking is intended as a category which will provide areas for public motor vehicle parking, particularly for visitors to Marina del Rey, and for special events for the benefit of the public.

**SECTION 37.** Section 22.46.1550 is hereby amended to read as follows:

**22.46.1550 Parking -- Permitted uses.**

Property in the Parking category may be used for:

...

B. The following primary uses:

- Bicycle and pedestrian path rights-of-way;
- Boathouses, boat racks, and oarboxes for Parcel NR and IR;
- Certified farmers' markets (temporary), as defined in the Marina del

Rey Land Use Plan;

...

**SECTION 38.** Section 22.46.1570 is hereby amended to read as follows:

**22.46.1570 Parking -- Development standards.**

These standards shall apply for all uses in the Parking category:

...

A. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~which shall be preserved on-site,~~ boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facility-~~ facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

B. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking, and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence;

C. Visitor-serving uses shown on Map 65 of the LUP, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment; and

D. Other existing recreation, visitor-serving, and marine commercial facilities not shown on Map 65 of the LUP may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 39.** Section 22.46.1590 is hereby amended to read as follows:

**22.46.1590 Public Facilities -- Permitted uses.**

Property in the Public Facilities category may be used for:

...

B. The following permitted uses:

-- Administrative and government offices;

-- Certified farmers' market (temporary), as defined in the Marina del

Rey Land Use Plan;

...

**SECTION 40.** Section 22.46.1620 is hereby amended to read as follows:

**22.46.1620 Open Space -- Intent.**

The Open Space category is intended to provide urban, passive, and active recreational opportunities.

**SECTION 41.** Section 22.46.1630 is hereby amended to read as follows:

**22.46.1630 Open Space -- Permitted uses.**

Property in the Open Space category may be used for:

A. The following principal permitted use:

-- Public parks, public plazas, and picnic areas.

B. The following permitted uses:

-- Bicycle and pedestrian path rights-of-way;

-- Campgrounds, on a lot or parcel of land having not less than one

acre;

-- Certified farmers' market (temporary), as defined in the Marina del

Rey Land Use Plan;

...

**SECTION 42.** Section 22.46.1640 is hereby amended to read as follows:

**22.46.1640 Open Space -- Uses subject to additional permits.**

Property in the Open Space category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

-- Special events (temporary) of the type described in Part 14 of Chapter 22.56 of this Title 22 related to temporary use permits, without the sponsorship requirements or frequency limitations of such Part 14; however, no temporary use permit shall be required;

-- Youth hostels, where permitted by Site-Specific Development Guidelines.

...

**SECTION 43.** Section 22.46.1650 is hereby amended to read as follows:

**22.46.1650 Open Space – Development Standards.**

These standards shall apply for all uses in the Open Space category.

-- No structure over 25 feet in height shall be constructed, except that public facilities and buildings supportive of Chace Park and Marina Beach are allowed with a maximum height limit of 45 feet.

**SECTION 44.** Section 22.46.1670 is hereby amended to read as follows:

**22.46.1670 Water -- Permitted uses.**

Property in the Water category may be used for:

...

B. The following permitted uses:

- Bicycle and pedestrian path rights-of-way;
- Boat docks, piers;
- Boating-related equipment storage;



-- Dry stack storage facilities attached to a land side structure;

...

**SECTION 45.** Section 22.46.1680 is hereby amended to read as follows:

**22.46.1680 Water -- Uses subject to additional permits.**

Property in the Water category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

-- Access to property lawfully used for a purpose not permitted in the Water category;

-- Boat fuel docks;

-- Boat-launching facilities;

...

**SECTION 46.** Section 22.46.1690 is hereby amended to read as follows:

**22.46.1690 Water -- Development standards.**

These standards shall apply for all uses in the Water category:

-- Building height is limited to a maximum of 15 feet, except that dry stack storage facilities connected to a land side structure shall be allowed at the height permitted by the land use category on the land side of the parcel;

-- Development of new boat slips must be accompanied by adequate parking and land-side facilities, including boater restrooms.

**SECTION 47.** Section 22.46.1730 is hereby amended to read as follows:

**22.46.1730 Waterfront Overlay Zone -- Development standards.**

...

C. All development shall be carried out consistent with a plot plan submitted with the initial application on the property. The plot plan shall be consistent with the Specific Plan. The plot plan shall cover the entire parcel, and if there is phasing of the project, shall show phasing consistent with the provisions of the Specific Plan.

...

1. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~which shall be preserved on site,~~ boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facility-~~ facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55, and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

2. 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;

3. Visitor-serving uses shown on Map 65 of the LUP, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment;

4. Other existing recreation, visitor-serving, and marine commercial facilities not shown on Map 65 of the LUP may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 48.** Section 22.46.1770 is hereby amended to read as follows:

**22.46.1770 Mixed Use Overlay Zone -- Development standards.**

...

C. All development shall be carried out consistent with a plot plan submitted with the initial application on the property. The plot plan shall be consistent with the Specific Plan. The plot plan shall cover the entire parcel, and if there is phasing of the project, shall show phasing consistent with the provisions of the Specific Plan.

-- Mixed Use projects permitted by the ~~Waterfront Overlay Zone~~ WOZ shall not reduce the amount of land area devoted to existing visitor-serving, boating, or marine commercial uses:

1. With the exception of existing boating facilities located on Parcels 1, 54, 55, and 56, ~~which shall be preserved on site,~~ boating facilities may be relocated in conjunction with development so long as the same or larger boating ~~facility-~~ facilities are replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved. With respect to Parcels 1, 54, 55,

and 56, existing boating facilities shall be required to be preserved, but only if the use for such boating facilities is economically viable, and provided a commercial operator has interest in operating such use;

2. 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;

3. Visitor-serving uses shown on Map 65 of the LUP, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on site, as part of redevelopment;

4. Other existing recreation, visitor-serving, and marine commercial facilities not shown on Map 65 of the LUP may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

**SECTION 49.** Section 22.46.1780 is hereby amended to read as follows:

**22.46.1780 Site-Specific Development Guidelines -- Purpose.**

A. These guidelines set forth site-specific development standards and guidelines for parcels within the existing Marina. As used in these site-specific guidelines, the word "shall" means a requirement is mandatory whereas the word "may" means the standards are encouraged but not imperative. Development Zones are identified in ~~Exhibit 4~~Map 10, Marina Development Zones (see ~~Exhibit 4~~Map 10 at the end of this Part 3). ~~Exhibits 5 through 19~~Maps 11 through 13 illustrate the various

parcels within each development zone (see ~~Exhibits 5 through 19~~Maps 11 through 13 set out at the end of this Part 3). Parcel numbers for the existing Marina are those used in lease parcel identification by Los Angeles County. Category boundaries for parcels containing more than one category may be found on the maps included in these site-specific guidelines.

B. Maximum buildouts and land uses are identified for each Development Zone. Certain existing or allocated development may be converted to other uses in the same development zone, consistent with subsection C5.6 of ~~§~~section 22.46.1090 of this Specific Plan and the land use category(ies) of the affected parcel(s).

C. Each parcel has an identified primary land use category, required public improvements (if any) and special development considerations. With the exception of Parcel 9, which is under the control of the Los Angeles County ~~d~~Department of ~~b~~Beaches and ~~h~~Harbors, all parcels in Marina del Rey are now developed, and their present use is indicated on pages 21 through 25 of Appendix C, Specifications and Minimum Standards of Architectural Treatment and Construction, of the certified LCP. The additional development potential of a parcel is dependent upon the land use category(ies) of the parcel and the development allocated to the zone in which the parcel resides. Development monitoring shall continuously track the amount of development available in every zone; after an expansion project is approved, the additional development granted as part of the approval shall be deducted from the development available in a project's development zone. The balance will be the development available for future projects in the zone. Once the buildout allocated to a

development zone is depleted to a zero development balance, future development in the zone is limited to recycling of uses with no expansions or increased trip generation. Existing uses shall be maintained on parcels residing in zones with a zero development balance, except for development consistent with the conversion provisions of subsection C.56 of Section 22.46.1090.

...

**SECTION 50.** Section 22.46.1785 is hereby added to read as follows:

**22.46.1785 Major development zones with associated areas and parcels.**

Development Zone No.	Associated Areas	Parcels Within Development Zone
1	Bora Bora, Tahiti, Marquesas, Panay, Via Marina	1, 3, 7, 8, 9, 10, 12, 13, 14, 15, 18, 20, 95, 100, 101, 102, 103, 104, 111, 112, 113, AL-1, BR, DS, K-6, LLS
2	Palawan / Beach, Oxford	21, 22, 27, 28, 30, 33, 91, 97, 125, 128, 129, 140, 141, 145, 147, GR, HS, IR, JS, NR, P, Q, RR
3	Admiralty, Bali, Mindanao, Fisherman's Village, Harbor Gateway, North Shore, Fiji Way	40T, 41, 42, 43, 44, 47, 48, 49M, 49R, 49S, 50, 51, 52, 53, 54, 55, 56, 61, 62, 64, 65, 75, 76, 77, 94, 130, 131, 132, 133, 134, 200, BB, EE, UR, SS, W, XT

**SECTION 51.** Section 22.46.1789 is hereby added to read as follows:

**22.46.1789 Major development zones with associated development potential.**

Development Zone No. 1	
Residential	1,498 units
Hotel	288 rooms
Retail	53,000 square feet

Restaurant	340 seats
Congregate Care	15 units
<b>Development Zone No. 2</b>	
Residential	72 units
Hotel	217 rooms
Office	32,000 square feet
Retail	42,000 square feet
Restaurant	410 seats
Seniors Accommodations	114 units
<b>Development Zone No. 3*</b>	
Residential	255 units
Retail	178,741 square feet
Restaurant	573 seats
Office	26,000 square feet
Dry Stack	345 spaces
Library	3,000 square feet

\*Notwithstanding any other provision to the contrary, these dwelling units may only be used on Parcel 64 in Development Zone 3, converted to a higher priority use in Development Zone 3, or transferred to another Development Zone via LCP amendment.

**SECTION 52.** Section 22.46.1790 is hereby amended to read as follows:

**22.46.1790 Site-Specific Development Guidelines -- By**

**Development Zone Area.**

The following site-specific guidelines shall apply to each respective parcel area in Marina del Rey.

**SECTION 53.** Section 22.46.1800 is hereby amended to read as follows:

**22.46.1800 Bora Bora Development Zone 1 (Exhibit 5) Area**

**(Map 11).\***

Parcels 1, 3, 112, 113, BR

Development allocation:	513 dwelling units
	Conversion potential
--Parcel 1	
Categories:	Marine Commercial
	Water
	<u>Waterfront Overlay</u>
--Parcel 3	
Categories:	Parking
	Open Space
--Parcel 112	
Categories:	Residential V
	Water
	Waterfront Overlay
--Parcel 113	
Categories:	Residential V
	Waterfront Overlay
--Parcel BR	
Category:	Open Space

...

**\*Editor's note:** The changes made to this section by Ordinance 2001-0010 shall not take effect until Local Coastal Program Amendment Case No. 98-172 (4) has been certified by



~~the California Coastal Commission pursuant to the provisions of the California Coastal Act of 1976, as amended to date.~~

**SECTION 54.** Section 22.46.1810 is hereby amended to read as follows:

**22.46.1810 Tahiti Development Zone 2 (Exhibit 6) Area (Map 11).**

Parcels 7, 8, 9, 111

Development allocation	275 dwelling units
	288 hotel rooms/motel units
	76 boat slips
	Conversion potential
--Parcel 7	
Categories:	Residential III
	Water
	Waterfront Overlay
--Parcel 8	
Categories:	Residential III
	Water
	Waterfront Overlay
--Parcel 9	
Categories:	Hotel
	<u>Open Space</u>
	Water
	Waterfront Overlay

--Parcel 111	
Categories:	Residential III (mole portion)
	Residential V ( <u>non-mole</u> western portion)
	Water
	Waterfront Overlay

Required public improvements:

...

-- Parcel 9 wetland park – In order to maximize wildlife values, no trails or gathering areas (such as picnic tables, pavilions, etc.) shall be allowed in the wetland park between the Parcel 8 parking lot and the wetland, or on the marina side of the wetland.

-- The developer (or responsible lessee) of Parcel FF(14) shall pay 50 percent of the cost for the restoration of the wetland and creation of an approximately 1.5 acre wetland park on Parcel 9, as well as transient slip accommodations on Parcel 9 for 9-11 boats.

**SECTION 55.** Section 22.46.1820 is hereby amended to read as follows:

**22.46.1820** **Marquesas Development Zone 3 (~~Exhibit 7~~)Area**

**(Map 11).**

Parcels 10, 12, 13, FF14

Development allocation	320 dwelling units
	15 KSF retail
	76 boat slips
	Conversion potential

--Parcel 10	
Categories:	<u>Residential III and V (western-portion density averaged over all of parcel)</u>
	<u>Residential III (mole portion)</u>
	<u>Water</u>
	<u>Waterfront Overlay</u>
--Parcel 12	
Categories:	<u>Residential IV</u>
	<u>Water</u>
	<u>Waterfront Overlay</u>
--Parcel 13	
Categories:	<u>Residential III</u>
	<u>Water</u>
	<u>Waterfront Overlay</u>
--Parcel <u>FF14</u>	
Categories:	<u>Open Space Residential III – (for the 0.67 acre "mole" portion of the parcel)</u>
	<u>Residential V – (for the 1.38-acre "non-mole" portion of the parcel) and</u>
	<u>Waterfront Overlay</u>

Prior to issuance of a building permit for the project, the permittee shall, to the satisfaction of the Directors of Regional Planning and Beaches & Harbors, pay monies into the coastal improvement fund (specified in section 22.46.1950 of the County Code) in the amount necessary to fund 50 percent of the design, permitting, and construction of a public wetland and upland park on the southerly approximately 1.46-acres of Marina Parcel 9U. The first to obtain a building permit of the permittees of the subject

project and the hotel resort project on Parcel 9U shall construct such public wetland and upland park and shall be entitled to reimbursement of 50 percent of the design, permitting, and construction cost by the County. If such park is not developed by the permittee of the hotel resort, the subject permittee may enter onto Parcel 9U to perform such construction work. Development of said public wetland and upland park on the southerly portion of Parcel 9U shall be completed and the park shall be open to the public in advance of issuance of a Final Certificate of Occupancy for the subject approved apartment building on Parcel FF(14).

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with section 22.46.1060 of this Specific Plan.

Special development considerations:

~~Parcel FF -- Height category 1: Building height not to exceed 25 feet.~~

-- Parcel 12 (mole terminus portion) -- Height category 2: Building height not to exceed 45 feet.

-- Parcel 10 (mole portion), Parcel 12 (western portion on mole), Parcel 13 (mole portion), Parcel 14 (mole portion) -- Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

-- Parcel 10 (non-mole portion) ~~Height category 5: Building height not to exceed 140 feet, unless an expanded view corridor is provided in accordance with~~

~~Section 22.46.1060 in which case the height shall not exceed a maximum of 225 feet a~~  
maximum of 75 feet.

~~On Parcel FF, development of uses other than public parking shall be~~  
~~conditioned to provide replacement public parking on site, or elsewhere in the marina~~  
~~on a one to two basis.~~

-- Parcel 14 -- Height category 3.

-- Parcel 14 -- Developer shall deposit into an account designated by the  
County an amount equal to the cost of replacing 101 parking spaces at Chace Park or  
at Marina Beach, amount to be determined by the County. The replacement parking  
spaces shall be available for public use within five (5) years of the issuance of the  
Certificate of Occupancy for redevelopment of Parcel 14.

-- The developer (or responsible lessee) of Parcel 14 shall pay 50 percent of  
the cost of the restoration of the wetland and creation of an approximately 1.5 acre  
wetland park on Parcel 9, and shall also construct at no cost to the County transient  
docks at Parcel 9 accommodating 9-11 vessels. If Parcel 14 development commences  
prior to Parcel 9 development, Parcel 14 shall absorb 100 percent of the costs of the  
wetland park construction, subject to 50 percent reimbursement if Parcel 9 develops.  
The wetland park shall be constructed and open prior to the issuance of the Certificate  
of Occupancy for Parcel 14.

**SECTION 56.** Section 22.46.1830 is hereby amended to read as follows:

**22.46.1830 Panay Development Zone 4 (Exhibit 8) Area (Map 11).\***

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

Development allocation:	347 dwelling units
	75 congregate care units
	10 KSF retail
	76 boat slips
	Conversion potential
--Parcel 15	
Categories:	Residential IV
	Water
	Waterfront Overlay
--Parcel 18	
Categories:	Residential III (mole terminus)
	Residential IV (south side of mole road)
	Water
	Waterfront Overlay
--Parcel 20	
Categories:	Residential IV
	Water
	Waterfront Overlay
Parcel 21	
	Marine Commercial
	Water
	Waterfront Overlay
Parcel 22	
Categories:	Hotel

	Waterfront Overlay
Parcel GR	
Category:	Parking

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special development considerations:

- Parcel 18 (mole terminus portion), ~~Parcel 22~~, Parcel GR -- Height category 2: Building height not to exceed 45 feet.
- Parcel 15, Parcel 18 (western portion along mole), Parcel 20, ~~Parcel 21~~ -- Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

~~Development on Parcel 22 shall provide shadow studies indicating the proposed development will not shadow the public beach on Parcel H between the hours of 9:00 a.m. and 5:00 p.m. after April 15th and before September 15th.~~

-- Deck parking structures may be provided on Parcel GR, limited to 45 feet maximum, consistent with the view and site design standards and requirements of this Specific Plan, including the requirement that any development provide shadow studies

indicating the proposed development will not shadow the public beach on Parcel H between the hours of 9:00 a.m. and 5:00 p.m. after April 15th and before September 15th.

~~\*Editor's note: The changes made to this section by Ordinance 2001-0010 shall not take effect until Local Coastal Program Amendment Case No. 98-172 (4) has been certified by the California Coastal Commission pursuant to the provisions of the California Coastal Act of 1976, as amended to date.~~

**SECTION 57.** Section 22.46.1835 is hereby added to read as follows:

**22.46.1835 Via Marina Area (Map 11).**

Parcels 95, 100, 101, 102, 103, 104, DS, LLS, AL-1, and K-6

--Parcel 95	
Categories:	Visitor-Service Commercial
	Mixed Use Overlay
--Parcel 100	
Category:	Residential V
--Parcel 101	
Category:	Residential V
--Parcel 102	
Category:	Residential V
--Parcel 103	
Category:	Residential V
--Parcel 104	
Category:	Visitor-Serving/Convenience Commercial
--Parcel DS	
Category:	Open Space



--Parcel LLS	
Category:	Public Facilities
--Parcel AL-1	
Category:	Public Facilities
--Parcel K-6	
Category:	Residential V

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with section 22.46.1060 of this Specific Plan.

Special development considerations:

- Parcel DS -- Height category 1: Building height not to exceed 25 feet.
- Parcels AL-1, LLS--Height category 2: Building height not to exceed 45 feet.
- Parcels 100, 101, 102, 103, 104, and K-6 -- Height category 6: Building height not to exceed 225 feet.
- Parcel 95 -- Height category 7: Building height with Visitor-Serving/Convenience Commercial not to exceed 45 feet; with the Mixed Use Overlay Zone option, building height not to exceed 140 feet.
- Any development on Parcel 95 exceeding 45 feet in height shall include street level entrances on Washington Boulevard, open space in the interior of the Parcel, and commercial facilities.

-- Any development on Parcel LLS shall include landscaping along  
Via Marina.

**SECTION 58.** Section 22.46.1840 is hereby amended to read as follows:

**22.46.1840 Palawan/Beach Development Zone 5 (Exhibit 9) Area**

**(Map 12).**

Parcels 21, 22, 27, 28, 30, 33, 91, 97, 140, 141, 145, GR, HS, IR, H, JS, NR

Development allocation:	180 dwelling units
	200 hotel rooms/motel units
	42-KSF retail
	410 restaurant seats
	Conversion potential
<u>--Parcel 21</u>	
<u>Categories:</u>	<u>Marine Commercial/Public Parking</u>
	<u>Waterfront Overlay</u>
<u>--Parcel 22</u>	
<u>Categories:</u>	<u>Hotel</u>
	<u>Waterfront Overlay</u>
<u>--Parcel 27</u>	
<u>Categories:</u>	<u>Hotel</u>
	<u>Waterfront Overlay</u>
<u>--Parcel 28</u>	
<u>Categories:</u>	<u>Residential III</u>
	<u>Water</u>
	<u>Waterfront Overlay</u>

--Parcel 30	
Categories:	Marine Commercial
	Water
	Waterfront Overlay
--Parcel 33	
Categories:	Visitor-Serving/Convenience Commercial
	Water
	Waterfront Overlay
--Parcel 91	
Categories:	Boat Storage
	Water
	<u>Waterfront Overlay</u>
--Parcel 97	
Categories:	Visitor-Serving/Convenience Commercial
	Mixed Use Overlay
--Parcel 140	
Categories:	Residential V
	Mixed Use Overlay
--Parcel 141	
Category:	Hotel
--Parcel 145	
Category:	Hotel
<u>--Parcel GR</u>	
<u>Category:</u>	<u>Parking</u>
<u>--Parcel HS</u>	
<u>Category:</u>	<u>Open Space</u>

--Parcel IR	
Categories:	Parking
	Open Space
--Parcel H	
Category:	Open Space
--Parcel JS	
Category:	Open Space
--Parcel NR	
Category:	Parking

...

Special development considerations:

-- Parcels 27, 28, 30, 33, 91, HS, IR, JS and N -- Height category 2: Building height not to exceed 45 feet.

...

**SECTION 59.** Section 22.46.1850 is hereby amended to read as follows:

**22.46.1850 Oxford Development Zone 6 (Exhibit 10) Area (Map 12).**

Parcels 125, 128, 129, ~~OT~~147, P, Q, RR

Development allocation:	Fire station expansion
	Conversion potential
--Parcel 125	
Categories:	Residential V (western portion)
	Hotel (eastern portion)
	Water

	Waterfront Overlay
--Parcel 128	
Category:	Water
--Parcel 129	
Categories:	Public Facilities <u>Fire Station</u>
	Water
--Parcel OT147	
Categories:	<u>Parking</u> <u>Senior Accommodations</u>
	<u>Mixed Use Overlay</u>
--Parcel P	
Category:	Open Space
--Parcel Q	
Category:	Open Space
--Parcel RR	
Category:	Open Space

...

~~Parcel OT development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces. An area on the easterly property line of Parcel OT shall be reserved for future construction of a connector from Admiralty Way to Washington Street, if necessary. Height category 4: Building height not to exceed 140 feet.~~

-- Parcel 125 (western portion) -- Height category 6: Building height not to exceed 225 feet.

-- Parcels 125 (easternmost 300 feet), 129, P, Q, RR -- Height category 7: Building height not to exceed 40 feet.

-- Parcel 147 -- Building Height not to exceed 75 feet on Admiralty and 85 feet on Washington Boulevard.

-- A public walkway with a minimum width of 20 feet shall be constructed consistent with County design requirements on Parcel 147 to connect Washington Boulevard and Admiralty Way at the sole expense of the developer of Parcel 147.

-- In order to ensure the relocation of the existing public parking spaces from Parcel 147 to Parcel 21, prior to the commencement of development of Parcel 147, the lessee of Parcel 21 shall execute necessary documentation acceptable to the County of Los Angeles surrendering approximately 206 linear feet of leasehold, as measured along the water frontage, starting from the northwest corner of Parcel 21, and including the entire depth of the parcel, for the total of approximately 30,900 square feet, to be joined with Parcel GR.

**SECTION 60.** Section 22.46.1860 is hereby amended to read as follows:

**22.46.1860 Admiralty Development Zone 7 (~~Exhibit 11~~)Area**

**(Map 13).**

Parcels 40I, 94, 130, 131, 132, 133, 134, SS

Development allocation:	200 hotel rooms
	275 restaurant seats

	32 KSF library expansion
	Conversion potential
--Parcel 40I	
Category:	Public Facilities
--Parcel 94	
Category:	Parking
--Parcel 130	
Categories:	Visitor-Serving/Convenience Commercial
	Waterfront Overlay
--Parcel 131	
Categories:	Visitor-Serving/Convenience Commercial
	Waterfront Overlay
--Parcel 132	
Categories:	Marine Commercial (mole portion)
	Hotel (Admiralty Way portion)
	Water
	Waterfront Overlay
--Parcel 133	
Categories:	Visitor-Serving/Convenience Commercial
	Waterfront Overlay
--Parcel 134	
Categories:	Office
	Waterfront Overlay
--Parcel SS	
Category:	Open Space

...

Special development considerations:

-- Parcels 40T, 132 (mole portion) -- Height category 2: Building height not to exceed 45 feet.

-- Parcel 134 -- Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

...

**SECTION 61.** Section 22.46.1870 is hereby amended to read as follows:

**22.46.1870 Bali Development Zone 8 (Exhibit 12) Area (Map 13).**

Parcels 41, 42, 43, 44, 75, 76, 150, UR

Development allocation:	382 hotel rooms
	40 KSF conference center
	75 KSF visitor serving commercial
	3 KSF marine science
	500 restaurant seats
	86 boat slips
	Conversion potential
--Parcel 41	
Categories:	Marine Commercial
	Water
	Waterfront Overlay
--Parcel 42	
Categories:	Hotel
	Water
	Waterfront Overlay



--Parcel 43	
Categories:	Visitor-Serving/Convenience Commercial
	Water
	Waterfront Overlay
--Parcel 44	
Categories:	<del>Marine Commercial (adjacent to Admiralty Way)</del> <u>Boat Storage (southernmost portion adjacent to Admiralty Way)</u>
	<del>Boat Storage (southernmost portion adjacent to Admiralty Way)</del> <u>Marine Commercial (adjacent to Admiralty Way)</u>
	Visitor-Serving/Convenience Commercial (mole)
	Water
	<u>Waterfront Overlay</u>
--Parcel 75	
Categories:	<del>Hotel</del> <u>Visitor-Serving/Convenience Commercial</u>
	Mixed Use Overlay
--Parcel 76	
Category:	Office
--Parcel 150	
Category:	Office
--Parcel UR	
Categoriesy:	<del>Marine Commercial</del> <u>Parking</u>

...

**SECTION 62.** Section 22.46.1880 is hereby amended to read as follows:

**22.46.1880 Mindanao Development Zone ~~9 (Exhibit 13)~~Area**

**(Map 13).**

Parcels 47, 48, 49M, 49R, 49S, 50, 52, 53, 54, 77, 83, EE, ~~GG~~

Development allocation	14.5 KSF retail
	26 KSF office
	Conversion potential
--Parcel 47	
Categories:	Marine Commercial <u>Open Space</u>
	Water
	<u>Waterfront Overlay</u>
--Parcel 48	
Category:	Water
--Parcel 49M	
Categories:	Parking/ <u>Public Facilities</u>
	Water
	<u>Waterfront Overlay</u>
--Parcel 49R	
Categories:	Boat Storage/ <u>Visitor-Serving Commercial</u>
	Water
	<u>Waterfront Overlay</u>
--Parcel 49S	
Categories:	Boat Storage/ <u>Visitor-Serving Commercial</u>
	Water
	<u>Waterfront Overlay</u>
--Parcel 50	
Category:	Visitor-Serving/ <u>Convenience Commercial</u>

--Parcel 52	
Categories:	Public Facilities <u>Boat Storage</u>
	Water
	<u>Waterfront Overlay</u>
--Parcel 53	
Categories:	Marine Commercial
	Water
	Waterfront Overlay
--Parcel 54	
Categories:	Marine Commercial
	Water
	Waterfront Overlay
--Parcel 77	
Categories:	<u>Boat Storage</u> <u>Open Space</u> <u>Public Facilities</u>
	Water
	<u>Waterfront Overlay</u>
--Parcel 83	
Category:	<u>Visitor Serving/Convenience Commercial</u>
--Parcel EE	
Categories:	Open Space
	Water
--Parcel GG	
Categories:	Public Facilities
	Water

Required public improvements:

- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads.

-- On Parcels 52, 53, and 54, said promenade shall only be constructed along the water if determined to be safe, and ~~shall connect the promenade to Fiji-~~  
Way access to the waterfront shall be provided along the property line between Parcels 52 and 53. A view park shall be constructed in lieu of the promenade when it is determined that a promenade along the water is unsafe at that location. Seating and landscaping shall be provided along the bulkheads consistent with ~~S~~section 22.46.1060 of this Specific Plan.

-- In the event a dry stack boat storage facility is not constructed on Parcel 52, no other use may be established on the parcel until such time as a new site for a dry stack facility is designated in Marina del Rey.

-- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

-- Redevelopment on Parcel 47 shall be conditioned to require pedestrian access from Mindanao Way to the pedestrian promenade.

Special development considerations:

-- Parcel EE -- Height category 1: Building height not to exceed 25 feet.

-- Parcels 47, 49M, 49R, 49S, 50, and 77, ~~and 83~~ -- Height category 2:  
Building height not to exceed 45 feet.

-- Parcels 49M, 49R, and 49S may be developed as a unit, with a blending of uses within and between the parcels. The launch ramp must be incorporated into any proposed project for these parcels. The current capacity of the launch ramp shall be protected and ramp and support facilities shall not be combined with other uses that

would reduce the capacity or usability of the ramp by the boating public. Any proposal which adds Visitor-Serving/Convenience Commercial uses to these parcels must also add urban open space as required by section 22.46.1410.E.

-- ~~Parcels 52, 53, and 54, and GG~~ -- Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with ~~§~~section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet, except that boat hoists may exceed this height.

-- In no event shall the total area devoted to boat storage, including mast-up storage and dry-stack storage, be decreased within the ~~Mindanao development zone~~Area.

-- Parcel 52 -- Development of a dry stack storage facility shall not extend more than 100 feet seaward of the bulkhead and all associated docks shall not exceed the water lease line.

**SECTION 63.** Section 22.46.1890 is hereby amended to read as follows:

**22.46.1890 Fisherman's Village Development Zone 10 (Exhibit 14)Area (Map 13).**

Parcels 55, 56, 61, BB, W

Development allocation:	20 KSF retail
	350 restaurant seats
	Ferry terminal site
	Conversion potential
--Parcel 55	
Categories:	Marine Commercial

	Water
	Waterfront Overlay
--Parcel 56	
Categories:	Visitor-Serving/Convenience Commercial
	Water
	Waterfront Overlay
--Parcel 61	
Categories:	Visitor-Serving/Convenience Commercial
	Water
	Waterfront Overlay
--Parcel BB	
Category:	Water
--Parcel W	
Categoriesy:	Parking

...

**SECTION 64.** Section 22.46.1900 is hereby amended to read as follows:

**22.46.1900 Harbor Gateway Development Zone 11 (Exhibit 15)Area**

**(Map 13).**

Parcels 62, 64, 65

Development allocation:	255 dwelling units
	34 boat slips
	Conversion potential
--Parcel 62	
Categories:	Public Facilities <u>Open Space</u>
	Water Public Facilities

	Water
--Parcel 64	
Categories:	Residential V
	Water
	Waterfront Overlay
--Parcel 65	
Categories:	Boat Storage
	Water

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads, except Parcel 62 for safety reasons where the accessway shall be routed inland of the Sheriff's station and boat hoists. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

...

**SECTION 65.** Section 22.46.1910 is hereby deleted in its entirety.

**~~22.46.1910 Via Marina Development Zone 12 (Exhibit 16).~~**

~~Parcels 95, 100, 101, 102, 103, 104, DS, LLS, AL-1, K-6~~

Development allocation:	530 dwelling units
	30 KSF retail
	340 restaurant seats
	Conversion potential
--Parcel 95	
Categories:	<del>Visitor Serving/Convenience Commercial</del>

	Mixed Use Overlay
<del>— Parcel 100</del>	
<del>Category:</del>	<del>Residential V</del>
<del>— Parcel 101</del>	
<del>Category:</del>	<del>Residential V</del>
<del>— Parcel 102</del>	
<del>Category:</del>	<del>Residential V</del>
<del>— Parcel 103</del>	
<del>Category:</del>	<del>Residential V</del>
<del>— Parcel 104</del>	
<del>Category:</del>	<del>Visitor Serving/Convenience Commercial</del>
<del>— Parcel DS</del>	
<del>Category:</del>	<del>Public Facilities</del>
<del>Parcel LLS</del>	
<del>Category:</del>	<del>Public Facilities</del>
<del>— Parcel AL—1</del>	
<del>Category:</del>	<del>Public Facilities</del>
<del>— Parcel K-6</del>	
<del>Category:</del>	<del>Residential V</del>

~~Required public improvements:~~

~~— A continuous 28-foot wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with section 22.46.1060 of this Specific Plan.~~

~~Special development considerations:~~

~~— Parcel DS — Height category 1: Building height not to exceed 25 feet.~~



~~Parcels 104, AL-1, LLS Height category 2: Building height not to exceed 45 feet.~~

~~Parcels 100, 101, 102, 103, K-6 Height category 6: Building height not to exceed 225 feet.~~

~~Parcel 95 Height category 7: Building height with Visitor-Serving/Convenience Commercial not to exceed 45 feet; with the Mixed Use Overlay Zone option, building height not to exceed 140 feet.~~

~~Any development on Parcel 95 exceeding 45 feet in height shall include street level entrances on Washington Street, internal recreation and commercial facilities.~~

~~Any development on Parcel LLS shall include landscaping along Via Marina.~~

**SECTION 66.** Section 22.46.1910 is hereby added to read as follows:

**22.46.1910** Reserved.

**SECTION 67.** Section 22.46.1920 is hereby amended to read as follows:

**22.46.1920** **North Shore Development Zone 13 (Exhibit 17) Area**

**(Map 13).**

Parcel XT

Development allocation	None
--Parcel XT	
Category:	Open Space

**SECTION 68.** Section 22.46.1930 is hereby amended to read as follows:

**22.46.1930** **Fiji Way Development Zone 14 (Exhibit 18) Area (Map 13).**

Parcels 51, 200

Development allocation	2 KSF retail
--Parcel 51	
Category:	<del>Visitor Serving/Convenience-</del> <u>Commercial Open Space</u>
--Parcel 200	
Category:	Public Facilities

...

**SECTION 69.** Section 22.46.1950 is hereby amended to read as follows:

**22.46.1950** **Coastal improvement fund.**

A. A coastal improvement fund is established to finance construction of local park facilities and non-motorized public boating facilities in the Marina del Rey area. New park and non-motorized public boating facilities will mitigate the impacts of new residential development on the regional recreational resources of the Marina and adjacent beaches. The fund will be generated by charging a fee per unit for new residential units in the existing Marina. Notwithstanding the application of this fee to residential units only, Senior Accommodations projects shall be required to pay this fee.

Each subsequent development application to construct new residential units in Marina del Rey shall contribute its calculated share to the coastal improvement fund to

provide funds for construction of local park and non-motorized public boating facilities in Marina del Rey. The coastal improvement fund may be used for projects identified in subsection C of this section.

B. Discussion. Additional residential development will place a burden on the regional recreational resources of the Marina and adjacent areas as new residents utilize these resources to fulfill local recreation needs. Creation and improvement of new park lands, ~~and public access areas,~~ and non-motorized public boating facilities to serve the new residential population will mitigate the adverse impacts of additional residential development on regional facilities. The coastal improvement fund will provide a mechanism to collect fees to be used for the development of new park, ~~and public access,~~ and non-motorized public boating facilities in the existing Marina.

The Specific Plan allocates a total of 2,420 additional dwelling units for the existing Marina. The average occupancy for apartment dwelling units in the Marina del Rey area is 1.5 residents per unit, according to the 1990 Census. Based on these figures, residential development is expected to add 3,630 residents to the existing Marina.

The Los Angeles County General Plan establishes a local park standard of four acres per 1,000 population. Application of this standard against the increased population results in a local park need of 14.5 acres in the existing Marina. These acreages are attributed to the new development only and do not include acreages which are part of the local park space deficit for existing development.

Improvement of Parcel FF as a 2-acre park and improvement of Parcel P as a 10.27-acre open space area with public access will create 120.7 acres of new local park open space and public amenities in the existing Marina, resulting in a 1.8-acre deficit. Improvement of another 1.8-acre site would fulfill the local park need of new development. However, a more feasible alternative is the improvement of the 12.7 acres (Parcels FF and P) with amenities equal in value to the cost of improving the entire 14.5 acres. This will mitigate local park needs attributable to new development and is preferable to development of another 1.8-acre site. Additionally, the County intends to add 7.1 acres to Chace Park, bringing the total added open space acreage to 17.8 acres.

Improvement of land for local park space will cost \$100,000.00 per acre (adjust per CPI). This cost includes the improvements identified in subsection ~~(C)(1)~~C.1 of this section. The cost of improvements, therefore, is calculated at the rate of \$100,000.00 (adjust per CPI) per acre, yielding a total cost of \$1,450,000.00 for improvement of 14.5 acres in the existing Marina.

The coastal improvement fund fee is determined as follows: \$1,450,000.00 total funds needed spread over 2,420 residential units results in a cost of \$600.00 per dwelling unit. The coastal improvement fund shall be adjusted annually for inflation based on the United States Bureau of Labor Statistics Consumer Price Index (CPI).

C. Use of the Fund. The following uses of the coastal improvement fund will be allowed:

1. Park and public access facilities, including, but not limited to:

- Bicycle paths;
- Community buildings;
- Drinking fountains;
- Interpretive displays;
- Irrigation;
- Jogging paths;
- Landscaping;
- Non-motorized low-cost boating;
- Non-motorized public boating facilities;
- Parking lots;
- Pedestrian promenades;
- Picnic tables and benches;
- Playgrounds;
- Recreation centers;
- Recreational fields;
- Restroom facilities;
- Turf;
- View decks and areas;
- Walkways.

2. Acreage. Funds accumulated by payment of the coastal improvement fund fee from development in the existing Marina shall be used to

construct any of the facilities identified in subsection ~~(C)(1)~~C.1 of this section on 12.7 acres of local park land and public access area in the existing Marina identified in this Specific Plan respectively as Parcel FF and Parcel P.

D. Project Credit. Development projects may be credited from payment of the calculated coastal improvement fund fee at the rate of \$2.30 credit for every square foot of improved public open space provided on site. Improvements qualifying for credit shall be only those identified in section ~~(C)(1)~~C.1 of this section. A contiguous 500 square feet shall be the minimum size open space area to receive credit under this project credit option. No credit shall be given for the walkway required pursuant to section 22.46.1850 on Parcel 147.

E. Reimbursement. Fee payments made at the rate established herein shall be subject to partial reimbursement, on a pro rata basis, in the event that ultimate park improvement costs fall below those presently calculated.

F. The coastal improvement fund shall require the applicant to pay \$1,200 per residential unit in such cases where a public parking lot is being replaced by a non-priority use such as an apartment complex or senior accommodations facility.

G. An annual report on the amount and expenditures of the funds in the coastal improvement fund shall be submitted to the Department of Regional Planning and a copy submitted to the Executive Director.

**SECTION 70.** Section 22.46.1970 is hereby amended to read as follows:

**22.46.1970 Coastal improvement fund fee.**

...

B. Coastal Improvement Programs Specified. The Marina del Rey Specific Plan identifies specific facilities which may be financed through the coastal improvement fund to mitigate the impacts of residential development in the existing Marina. The facilities include:

1. Park and public access facilities, including, but not limited to:

-- Bicycle paths;

-- Boathouses;

-- Boat racks and oarboxes;

-- Community buildings;

-- Docks for low cost, non-motorized boating;

-- Drinking fountains;

...

2. Acreage. Funds accumulated by payment of the coastal improvement fund fee from development in the existing Marina shall be used to construct any of the facilities identified in subsection A of this section ~~on 12.7 acres of~~ local park land and public access area in the existing Marina ~~identified in the Specific Plan respectively as Parcel FF and Parcel P.~~

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