

# MARINA DEL REY SUBREGIONAL PLAN

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MARINA DEL REY SUBREGIONAL PLAN

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ERRATA SHEET - 9-30-75

MARINA DEL REY SUBREGIONAL PLAN

ERRATA SHEET

September 30, 1975

1. The list of FREE PUBLIC RECREATION FACILITIES should read as follows:

Parks

Burton Chace Park  
Little League Diamond (Summa Land)  
Del Rey Lagoon  
Barclay Hollander Park (Dedicated/undeveloped)

Schools

Anchorage Elementary  
Coeur d'Alene Elementary

Commercial Recreation Facilities: Correct

2. Page 65: Table 20
  - a. Heading of column 4 should read "Per sq. ft. NRA"
  - b. Column represents the % of FAR in the Specific Planning Standards in Table 21.
3. Pages 66 & 67: Table 21 and Footnotes
  - a. Footnote #5 refers to Lot Coverage
  - b. Footnote #7 refers to Column H (Senior Citizen Housing)
  - c. Footnote #12 refers to Column I (Substandard Lots)
  - d. Footnote #12 should read as follows:

Column I will be the Specific Planning Standards for the entire Silver Strand area. The 2 blocks immediately North of the Marina Channel and all abutting lots of the East side of the Lagoon be recognized as Potential Sites for Public Acquisition. Public Agencies have until January 1, 1977 to express their intentions in acquiring said property. Within 21 months of that date Acquisition of that property would have to be consummated.
4. Page 68: P&D #5 (A) should be a subparagraph under P&D #2 and the words "and Del Rey" omitted.
5. Page 70: delete the reference to P&D #6.
6. Pages 79 through 85: All the "No Recommendation" statements mean that the Plan offers no recommendation for that particular area within the particular time range.

7. Page 77: Policy R#3 should include the following subparagraphs:
  - C. A view park with bench facilities shall be established on the South Jetty for pedestrian use. Delete Policy R#5 A-1.
  - D. A bicycle path shall be constructed along the Ocean Strand. Delete Policy R#5 C-1.
  - E. A tramway shall be provided on the beach, located midway between the mean high tide line and the Ocean Front Walk. The tramway shall be constructed of landing mats which shall be relocated at such time as an area of the beach evidences any environmental damage. The tram will follow the Venice Ocean Front Walk route and continue to the North Jetty of the Marina Channel. Delete Policy R#7 C-1.
8. Page 77: Policy R#4 should read as follows:  
Hotel/Motel development shall be permitted within the Subregion.
9. Page 77: renumber the second R#5 to R#6.
10. Preface: Implementation team: Delete John Nyhan, add Moe Stavnezer (396-6025).

## PREFACE

The Marina del Rey Subregional Plan was created for submission to the South Coast Regional Commission of the California Coastal Zone Conservation Commission. Since there are not, as yet, any other coastal subregional plans to use as examples, this plan follows the findings, policies and criteria suggested in the Preliminary Coastal Plan (page 277 ff) wherever possible and applicable.

This subregional plan is not a new plan for a newly developing area. It has been prepared for application to the existing land use ordinances now in effect in the subregion; its policies and recommendations are supplements to those of the City and County of Los Angeles. This plan assumes the continuation of all local ordinances and in no case seeks to relax or annul existing local land use criteria or standards.

This subregional plan is not a specific plan. Its aim is to be accepted in concept by the South Coast Commission so that it can serve as a guideline for the processing of permits for the area.

In order for the plan to become a coastal element in the General Plans of the City and County of Los Angeles (see California Coastal Zone Conservation Commission; Government, Powers and Funding, July 29, 1975) it should be translated to specific plan standards as defined in the California Government Code, Section 65450. This will require some rezoning, or the creation of special zones, as well as other acts appropriate only to government agencies. There has been no attempt to make this translation by the Subregional Planning Group.

In order to facilitate a continuing cooperation, the Marina del Rey Subregional Planning Group has designated five of its members to serve as an Implementation Team as follows: Allan Emkin (392-4177); Norm Green (822-2255); Abe Lurie (822-1444); John Nyhan (620-0060); and John Zeazeas (821-8352). Margarita McCoy (746-2265) will continue to serve as an Advisory Member of the Committee.

As a first order of business, the Committee is undertaking advocacy and presentation of the Plan. Negotiation and necessary revision are foreseen to be a part of the Committee's future business. Redevelopment of commercial strip zoning and the designation of specific lots for recommended recreational uses will receive consideration in the near future.

The Marina del Rey Subregional Plan is offered to the South Coast Commission, the County of Los Angeles, and the City of Los Angeles for their appropriate action. It is our belief that the continuation of cooperative effort that has made this Plan possible will go on to make it the first specific plan for the California coast to be implemented and enforced by local government.



## INTRODUCTION

### REGIONAL ORIENTATION

#### SUBREGIONAL PLANS FOR SUBREGIONAL NEEDS

Marina del Rey is more than just the world's largest manmade yacht harbor. It represents a social, economic, and environmental resource of local, regional, and statewide significance. Initially funded by a Los Angeles County Revenue Bond, the Marina was conceived as a regional recreation facility. Pressures to pay off the financial obligations of the revenue bonds combined with mixed interpretations of what uses would be profitable as well as acceptable in a publicly financed facility led to a mix of themes and urban activities in what was once a tideland marsh. Many Marina vicinity residents savor this mix, finding it a sign of a vital urban node. Others deplore the congestion, increased property taxes, and irreversible loss of wetlands incurred by Marina-related development. Regardless of opinion, however, the conflicts and opportunities arising from this background need to be addressed comprehensively, objectively - and quickly - before future options are foreclosed. The Marina vicinity is a unique coastal community in need of its own plan.

A major difficulty lies in the fact that the Marina vicinity is not a political entity. Rather, it is a patchwork of City and County jurisdictions. Much of this patchwork, furthermore, is contained within the special jurisdiction of the California Coastal Zone Conservation Commission. Mechanisms for planning such an area of mixed jurisdictions and interdependent needs are not to be found in the code books. The best efforts of either the City, County, or State are always impeded by a lack of purview over other integral sectors of the Marina vicinity. Comprehensive problem-solving has been impossible.

As a result, local and regional needs remain at odds. The City-run portions of the Marina impact area are neighborhood-oriented in contrast to the high density and commercial identity associated with the County-administered sector. The contrast of these two interests provide an example of the local/regional dilemma. Satisfaction of local need is the business of local government. Nowhere in the city charter or the other administrative instruments of local government is incentive provided to make the intergovernmental trade-offs necessary to meet regional needs at the occasional expense of local preferences. Local constituencies are usually intolerant when such compromises are suggested by local officials. The costs of compromise are high, both in terms of lost options and community support. The costs of not compromising in an area as politically fractionated as the Marina vicinity, however, are prohibitive.

The advent of Coastal Zone Commission permit power over development in the Marina vicinity in 1973 further heightened the local/regional planning dilemma. On one hand, coastal zone legislation added yet another layer of government for Marina vicinity residents, developers, and users to address. On the other, it provided an initial forum for complaint, confrontation, and dialogue between Marina vicinity residents and users, and eventually brought pressure to bear upon local and regional agencies to coordinate and complement each other's planning work. The Preliminary Coastal Plan proposes subregional planning as a means of splicing together interdependent, but politically separate, areas into a legitimate planning and implementation entity in order to better attack environmental, social, and economic problems which do not coincide with political boundaries. Coastal Commission planning authority is thus returned to the local arena with added economic and political incentives to plan in a subregional context.

#### THE MARINA DEL REY SUBREGIONAL PLAN GROUP

The Marina del Rey vicinity lends itself to subregional definition. However, exactly where to draw the boundaries in order to internalize Marina-related impacts and who would do the planning remained ambiguous in the Preliminary Coastal Plan.

In December, 1974 the Sea Grant Program at the University of Southern California was approached to organize an objective forum in which individuals with conflicting views of the Marina Subregion's needs could participate and work to coordinate, reconcile, and implement their respective needs and desires. Simultaneously, but independently, one of the Marina Subregion's most effective environmentalists and a group of local developers sought Sea Grant assistance to begin a citizen-initiated subregional planning effort. More than thirty representatives of a wide and diverse cross section of community interests and responsibilities first convened in January, 1975 to hammer together a plan of action. Elected officials serving the Subregion were also invited. Developers, residents, homeowner groups, recreationalists, environmentalists, and interested citizens were asked to contribute. This forum united protagonists, elected and agency officials to resolve the collective problems of the Marina vicinity. The resulting Subregional planning effort is the first and only in California.

The Subregional Plan Group's goal was to draft a subregional plan for submission to the City, County, and Coastal Commission. The Commission was prepared to administer all development permits consistent with Subregional Plan policy recommendations if the final Plan met its approval. This potential reinforcement of the Plan meant re-establishment of predictability for legal and planning purposes in the Subregion, and also gave the Group incentive to see through its task.

## GROUP PROCEDURES

In order to balance the representation of interests in the Group and lend accountability to its actions, those participating in the organizing sessions agreed upon the following selection process for voting members and rules of order:

1. Group membership was set at twenty, with development interests (Group I) holding 8 votes, controlled growth advocates (Group II) having 8 votes, and regional recreation interests (Group III) exercising 4 votes.
2. Selection of voting members followed the criteria below, as well as identification of known interest by Sea Grant:
  - a. resides within the area;
  - b. is employed within the area;
  - c. has direct financial interest in the area; and
  - d. has a bona fide interest in the area (applies to candidates for Group III, of which each selected representative was confirmed by 80% of Groups I and II).
3. Each motion carried by the Group required 80% of the quorum. Quorum consisted of 80% of the total votes represented in person or by proxy.

In addition, the Group allotted six months for its research, trade-offs, and policy-making. The roster below introduces the citizen planners who formulated this Subregional Plan.

### Group I - Development Interests<sup>†</sup>

Ron Burns	John Martin
Robert Carlton	Bud Prickett
Helen Fowks	Dave Rome
Abe Lurie	John Zeazeas

### Group II - Controlled Growth Interests

Richard Barthol	Grace Myers
Alan Emkin	John Nyhan
Ruth Glennon	Betty Robinson
Mary Ruth Johnson	Moe Stavnezer

<sup>†</sup> The Summa Corporation was invited to participate, but declined. However, a Summa representative monitored meetings in a non-voting capacity.

## Group III - Regional and Recreation Interests

Don Baker  
Norman Green

John Hjorth Jr.  
Robert Leslie

For policy-making and research purposes, members of all groups intermingled in subcommittees aimed at particular issues such as recreation, circulation and development. Mathematically, all policies passed by the Group had to appeal to the majority in each of the three groups and several subcommittees. \*

### THE SUBREGIONAL PLANNING APPROACH

Subregional planning arose as a means of defining development alternatives, and of defining and geographically interpreting City, County, and State policies. Specifically, subregional plans aim to:

1. "Resolve questions about the type of development that should have priority in specific areas.
2. Indicate where density shifts (including increases and reductions) could or should occur...;
3. Determine the relative ability or inability of particular coastal resource areas to tolerate development...;
4. Indicate the conditions that must accompany new development (e.g. open space necessary to serve new development, improvements in transportation system required beyond a certain level of development); and
5. Define conditional uses appropriate for specific sensitive resource areas."<sup>2</sup>

### THE SORENSEN-DICKERT MODEL

The preceding tasks are the kinds of planning activities most communities desire, but for which a planning methodology did not exist until recently. Phased development plans such as those of Ramapo, N.Y. and Petaluma, Ca. provide a background for the sub-regional approach. The Sorensen-Dickert Subregional Planning Model<sup>3</sup>

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<sup>2</sup> California Coastal Zone Conservation Commission, Preliminary Coastal Plan, p. 279.

<sup>3</sup> J. Sorensen and T. Dickert. "Subregional Planning Within the California Coastal Zone." (May, 1975).

s which provides guidance for this plan, applies subregional planning to a coastal conservation context and proposes a discrete methodology. The model is designed to aid assessment of the cumulative impact of City, County, and State policies; reduce the present planning uncertainty plaguing both developers and environmentalists; and provide a manageable instrument for subregional residents seeking to shape their community in compliance with City, County, and State objectives. Having met these needs, the resultant subregional plan will obviate many, if not most, of the environmental litigation entanglements presently confusing the planning process.<sup>4</sup>

Basically, the Sorensen-Dickert Model consists of:

1. Analysis of the existing commitment to development;
2. Determination of the modified commitment to development based on enactment of geographically specific State policies;
3. Isolation of key decision points based on the comparison of existing capacity of public services with the modified commitment to growth; and
4. Establishment of alternative development levels and patterns, and selection of a preferred alternative.<sup>5</sup>

#### ADAPTATIONS TO THE MODEL

The Marina del Rey Subregional Plan Group adapted the Sorensen-Dickert approach to the highly urbanized Marina vicinity. In the original Sorensen-Dickert Subregional Plan Model, public service capacity and expansion measured development impacts and determined key decision points. The model best addressed small communities with a hinterland and a potential for public service expansion. Clearly, Marina del Rey is not subject to the same development parameters as Half Moon Bay, the model's first test case. The Subregional Plan Group therefore examined the Marina for parameters attuned to its own pattern of land ownership, land use, and social roles. Open space and transportation facilities best measured the development thresholds and key decision points in the Marina del Rey vicinity, and most affected the goals and objectives the Group defined for itself.

The Marina del Rey Subregional Plan framework also addresses spillovers, especially in terms of traffic and recreational use, upon neighboring subregions in a manner not

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<sup>4</sup> Ibid, p. 1-2.

<sup>5</sup> Ibid, p. 2-4.

accounted for by the original model, but demanded by an urban area abutting fully developed communities on three sides.

Finally, the Marina del Rey Subregional Plan includes determination of City and County policy impact, whereas the Sorensen-Dickert methodology is attuned mainly to State-level policies. As a result, this Plan more accurately addresses the Marina del Rey Subregion's urban role as part of both the City and County of Los Angeles.

## STRUCTURE OF THE PLAN

In order to fully assess the needs of the Marina del Rey Subregion, and at the same time produce a cohesive and comprehensive plan cognizant of City, County, and State Coastal Commission objectives, this plan is structured along the following framework:

1. Background for Planning, including boundary setting and assessment of population, housing, economics, open space, land use and zoning, recreation, and circulation.
2. Methodology for the Plan, particularly projections for population and development; recreation and open space; and circulation.
3. Goals, both general and specific, paired with objectives, policies, and implementation strategies to be enacted by the City, County and State.

Throughout the presentation, emphasis will lie on parallels with existing City, County, and State plans and objectives. The Marina Subregion's dependence on the surrounding region yet its distinction as a separate social and environmental resource will be emphasized and clarified.

## BACKGROUND FOR PLANNING

### SUBAREA DATA

#### SUBREGION

The Marina del Rey Subregion is defined by the following boundaries (see Figure 1):

- North: Washington Blvd./Washington Street, including Venice Pier.
- East: Alla Road, projected to the Playa del Rey Bluffs by a line drawn due South.
- South: the northerly base line of the Playa del Rey Bluffs.
- West: the mean high tide line and any extension thereof.

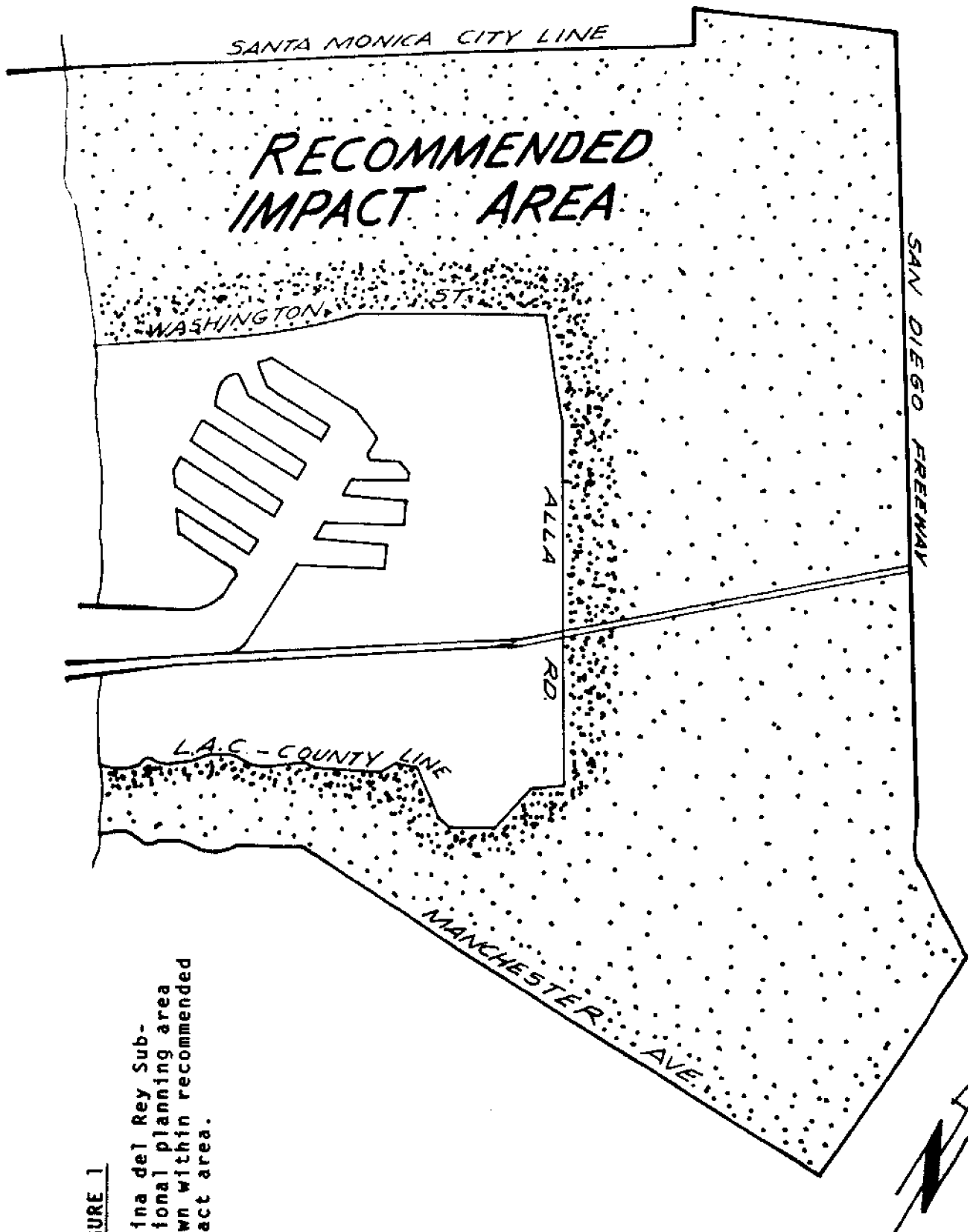
These boundaries are a compromise of natural geographic features, the local roadway network, and the identifiable development impacts of Marina del Rey.<sup>6</sup>

#### RECOMMENDATION IMPACT AREA

A second area, the Recommendation Impact Area, is recognized for purposes of planning interrelated policies. This area is considered as secondary to the Subregion in planning focus, but necessary for a rational accounting of the Subregional Plan impacts. This area is defined as follows (see also Figure 1):

- North: the Santa Monica City line to Centinela Blvd., to National Blvd., to the San Diego Freeway.
- East: the San Diego Freeway.
- South: the San Diego Freeway to La Tijera Blvd., to Manchester Blvd., to the mean high tide line.
- West: the three-mile seaward limit line.

<sup>6</sup> CCZCC, Preliminary Coastal Plan, p. 278.

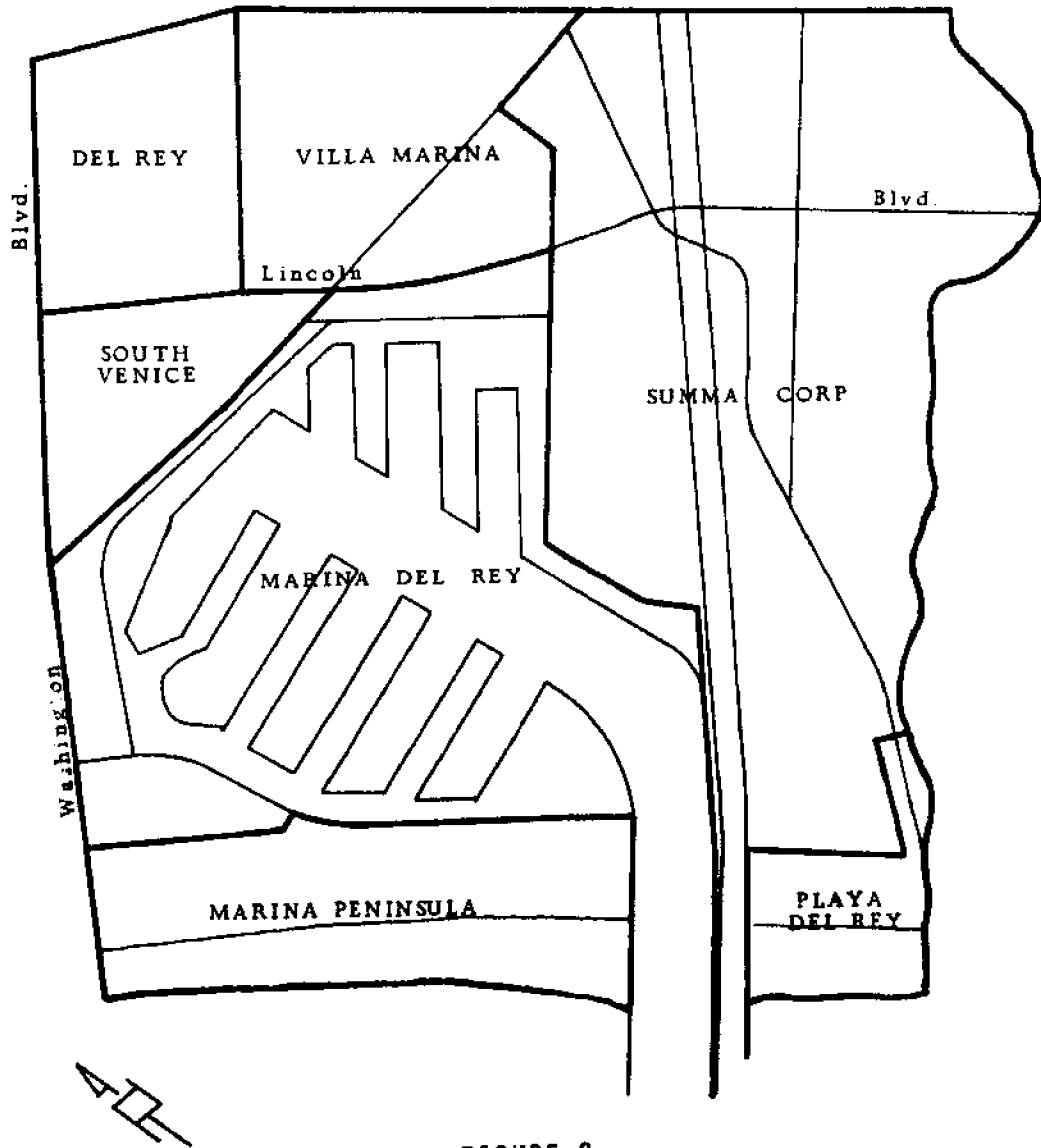


**FIGURE 1**  
 Marina del Rey Sub-  
 regional planning area  
 shown within recommended  
 impact area.



## SUBAREAS

In order to study and understand the interrelations of the physical areas and the social and economic communities of the Subregion, the Subregion is divided into subareas. Subareas are identified by social, political, or physical characteristics which distinguish them within the Subregion. Subareas are shown in Figure 2.



**FIGURE 2**

**Subareas of Marina del Rey Subregion**

Important descriptive data and planning considerations for each subarea follow.

MARINA PENINSULA SUBAREA:

City of Los Angeles.

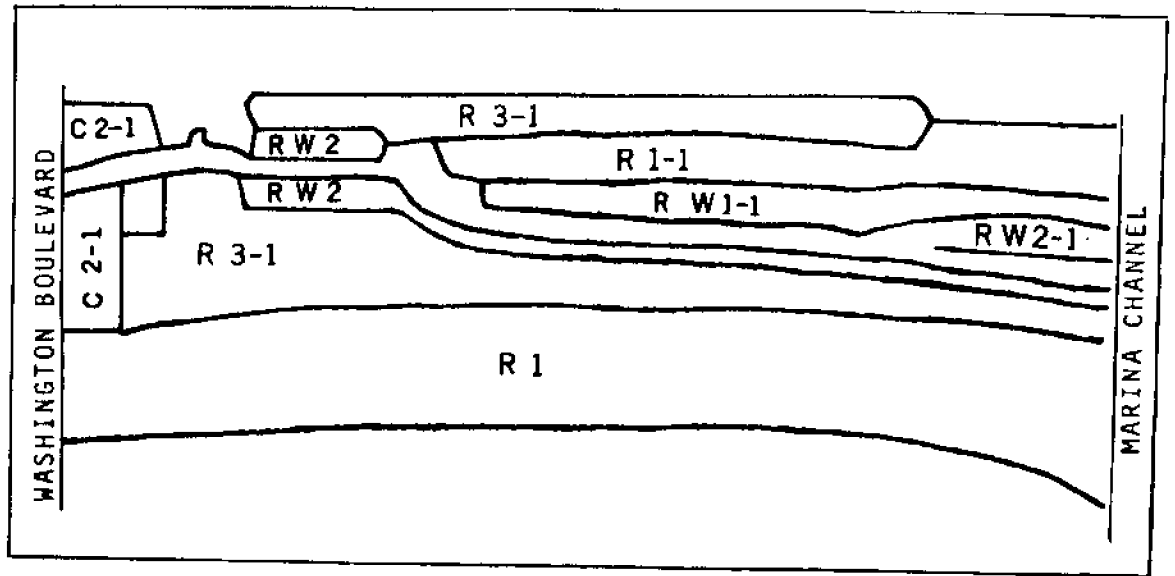


FIGURE 3

Marina Peninsula Subarea  
(sketch map, not to scale)

Area (not including beach): 157 acres

Area of Zones - Residential: 151 acres  
- Commercial: 6 acres

Population: 2,443

Number of Dwelling Units: 1,416

Average Number of Persons per Dwelling Unit: 1.725

Median Rent: 1970, \$223 per month  
1975, \$360 per month (estimated)

Median Value of Owner-Occupied Housing: 1970, \$38,750  
1975, \$62,000  
(estimated)

	Dwell. Units	Pop(1)	Pop./ Gross Resid. Acre	D.U./ Gross Resid. Acre	Redevelopable Resid. Lots (5)	Vacant Lots	Vacant City Lots (2)
1970	1,125	1,941	12	7	?	?	?
1975	1,416	2,443	16	9	56	452	24
Planned (3)	2,204	3,802	24	14	56	112	24
Ultimate (4)	2,904	5,009	32	19	0	0	24
Table 1: Population, Development and Density, Marina Peninsula Subarea.							

TABLE 1

1. Estimated Population: The 1970 figure is from the U.S. Census.
2. The location and areas of City owned lots on the Peninsula are found in Appendix A. Area of the 24 lots totals 4.69 acres.
3. Planned: Planned-for construction includes 463 condominium units, to be built on 337 lots. The 340 lots were subtracted from the vacant lot figure for 1975 and added to the Planned row of populations.
4. Ultimate: The ultimate projection reflects the development of remaining privately owned vacant lots to R 3-1 density, as they are now zoned. This is estimated at 4.5 units per lot. Redevelopable lots are those which have dilapidated single family housing, assessed at less than \$1,000, which are thought to be likely for redevelopment as apartments. No consideration is given to single family housing in good condition being redeveloped as multi-family, although this is possible in the long range future.
5. Redevelopable Residential Lots: Those lots holding dilapidated structures.

#### PLANNING CONSIDERATIONS FOR MARINA PENINSULA

Access: There are two existing, and one potential, major recreational amenities on the Peninsula - the beach, the Channel and, eventually, the Canal. Access to the beach is difficult

because of lack of parking, and the absence of a beach walk. Access to the Channel is available from temporary parking areas on vacant land, but the amenities provided are minimal. Access to the Canal area may disappear with development, unless the Esplanade(s) are preserved. The problem is complicated by the fact that access to one amenity may diminish another, (e.g. parking lots for beach parking in the Canal area erase open space).

Circulation: Traffic is a major problem on the Peninsula; automobile drivers, bicyclists and pedestrians are all inadequately served, according to some estimates. The Peninsula is essentially a cul-de-sac, so that heavy traffic must circle within it (where little space can be provided for it) or rely on its connections with Marina del Rey, through Via Marina, for alternate entrance and exits. This presents problems for the traffic load on the Marina streets.

Residential: Currently, the Peninsula is heavily developed in residential use on the western strip bordering the Speedway. The parallel area bordering Pacific Avenue is undergoing development and redevelopment from low to medium and high density. The central and southerly portions, now vacant, are experiencing pressure for rapid development as the Del Rey/Silver Strand Tract plans become feasible due to the recent extension of water and sewer lines and the immediate scheduled improvement of Via Dolce.

On the eastern border of the Peninsula, the R-3 area is currently being developed in condominiums, to total 463 units when complete.

Commercial: The commercial zones appear stable and unlikely to experience pressure for expansion in the near future. The area west of the Canal is oriented to recreationists using Washington Blvd. as access to the Venice pier and the beach. The area east of the Canal is Washington Square, a self-contained designed development for commercial office and shopping use. Washington Square draws on the general area for clientele and is currently under-used.

#### SOUTH VENICE SUBAREA:

City of Los Angeles. (The southerly portion of the subarea bounded by Maxella Avenue, Lincoln Blvd., and the Southern Pacific Railroad tracks is now being considered for annexation to the City of Los Angeles. It is currently an unincorporated Los Angeles County area).

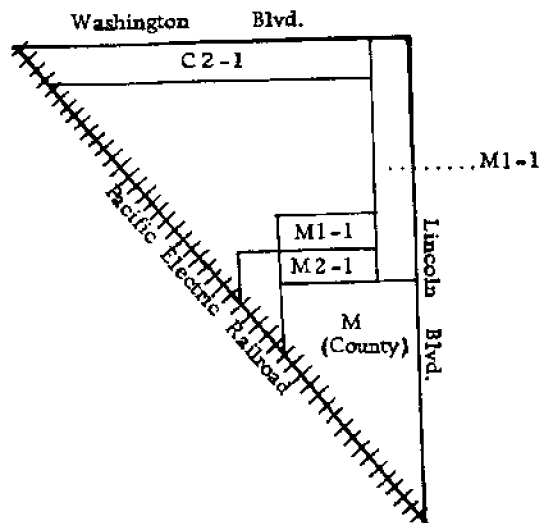


FIGURE 4

South Venice Subarea  
(sketch map, not to scale)

Area: 102 acres

Area of Zones - Residential: 53 acres  
 - Commercial: 7 acres  
 - Industrial: 42 acres

Population: 1,140

Number of Dwelling Units: 393

Average Number of Persons per Unit: 2.9

Median Rent: 1970, \$146 per month  
 1975, \$236 per month (estimated)

Median Value of Owner-Occupied Housing: 1970, \$28,900  
 1975, \$47,000  
 (estimated)

	Dwell. Units	Pop.	Pop/Gross Res. Acre	D.U./Gross Res. Acre	Redevelopable Resid. Lots	Vac. Lots (1)	Vac. City Lots (2)
1970	404	1,172	22	8	?	?	?
1975	393	1,140	22	7	0	58	11
Ultimate	423	1,227	23	8	0	0	11

Table 2: Population, Development and Density, South Venice Subarea

TABLE 2

1. Includes all vacant land. 30 of these lots are R-zoned, 12 are M-zoned, and 16 are C-zoned.
2. Location and area of City lots will be found in Appendix A.

#### PLANNING CONSIDERATIONS FOR SOUTH VENICE SUBAREA

Residential: The major acreage of this subarea is devoted to single family housing. Although housing values have risen in the recent past, these houses, and a similar community in the Del Rey subarea represent the most moderately priced housing available in the Subregion for families. South Venice and Del Rey are also the only subareas in the Subregion which contain significant numbers of detached single family houses and families with young children.

The Subregional Plan Group contends that, for purposes of residential diversity, stability and compatibility with the adjoining Venice and Culver City communities, these single family neighborhoods should be preserved from the pressures of more intensive residential and non-residential development as well as from the excessive noise and traffic which is generated from these conflicting uses.

Commercial: (For detailed map of this area, see Appendix B). Commercial use in the South Venice area is strip zoned along Washington Boulevard and suffers from the usual diseconomies of such zoning. The average lot size in the commercial area is too small (3600 square feet) to allow proper parking without extending into the R-1 zone. Other indicators of suboptimal commercial development include the incidence of vacancies (30% of the C-zoned lots are vacant), and the mixture of uses (43 dwelling units are located in the commercial strip).

Only 2% of the businesses in this area are marine-related.

Industrial: (For a detailed map of this area, see Appendix B). The industrial zoned portion of the South Venice subarea lies partially in County territory. This portion does not have sewers, fire hydrants, or street lights.

The industrial-zoned area of the City of Los Angeles which lies along Lincoln Boulevard is insufficiently screened from the adjoining R-1 homes. Noise and inadequate parking areas are also detrimental spill-overs from the M-zone to the residential area.

Approximately 50% of the land use in the South Venice subarea industrial zone is marine-related.

#### DEL REY SUBAREA:

City of Los Angeles. (A small strip in the Northeast section of the subarea lies within the Culver City boundary).

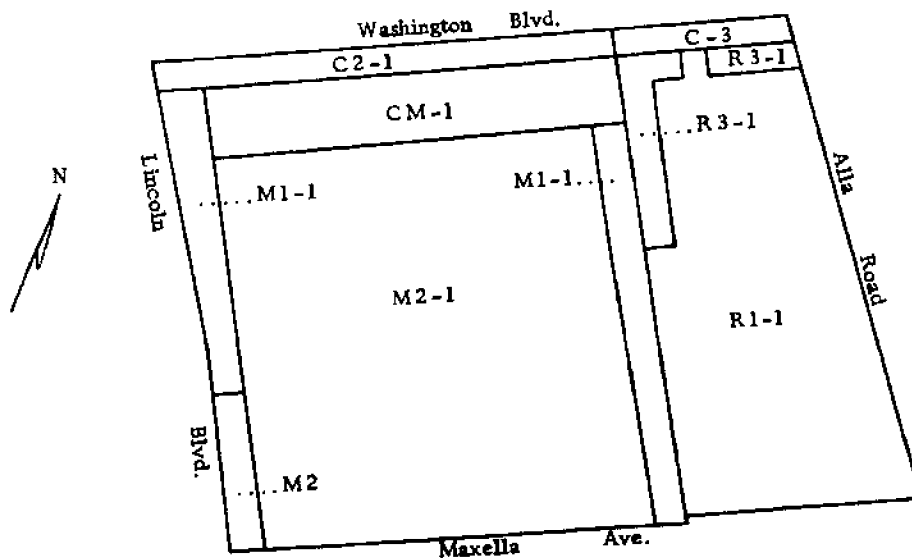


FIGURE 5

Del Rey Subarea  
(sketch map, not to scale)

Area: 148 acres

Area of Zones - Residential: 49 acres  
- Commercial: 12 acres  
- Industrial: 87 acres

Population: 1,400

Number of Dwelling Units: 463

Average Number of Persons per Dwelling Unit: 3.02

Median Rent: 1970, \$116 per month  
1975, \$176 per month (estimated)

Median Value of Owner-Occupied Housing: 1970, \$25,054  
1975, \$50,000  
(estimated)

	Dwell. Units	Pop.	Pop./Gross Res. Acre	D.U./Gross Res. Acre	Redevel- opable Resid. Lots	Vac. Lots	Vac. City Lots
1970	490	1,497	31	10	0	?	0
1975	463	1,400	29	9	0	4	0
Ultimate	467	1,412	29	10	0	0	0

Table 3: Population, Development and Density for Residential Zone, Del Rey Subarea.

TABLE 3

#### PLANNING CONSIDERATIONS FOR DEL REY SUBAREA

Residential: The single family residential area of this subarea is given the same planning consideration as that noted in the South Venice subarea. Although the Del Rey single family homes seem better buffered from non-residential uses than those in South Venice, it should be noted that this area lost a considerable number of single family homes between 1970 and 1975. (See Table 3). There are also indications of some residential deterioration on the fringes of the non-residential zones. The most common complaint from residents of this subarea concerns the use of their streets by non-local traffic.

Commercial: (For a detailed map of this area, see Appendix B). The commercial-zoned land on Washington Boulevard suffers from the same strip zone characteristics as the similar area in the South Venice subarea. In Del Rey, average C-zoned lot size is 2,676 square feet, smaller than in Venice, but adjacent



land is not zoned R-1 so that expansion of parking areas for commercial uses is possible without incursion into R-zones in City of Los Angeles areas. Indicators of suboptimal commercial use include 91 dwelling units on C-zoned land and a 19% vacancy rate by area.

Industrial: (For a detailed map of this area, see Appendix B). The industrial-zoned land of the Del Rey area is intensively developed in both large and small scale manufacturing establishments. The vacancy rate is insignificant (2%) and there are no residential uses except a 30-unit trailer park. Screening of M-zones from residential zones is generally good. Only in some sections of the mixed commercial and industrial uses on Lincoln Boulevard are strip-zoning problems again evident. Here, as on Washington Boulevard, opportunities to mitigate the problems appear better in the Del Rey subarea than in the South Venice subarea.

VILLA MARINAS SUBAREA:

City of Los Angeles.

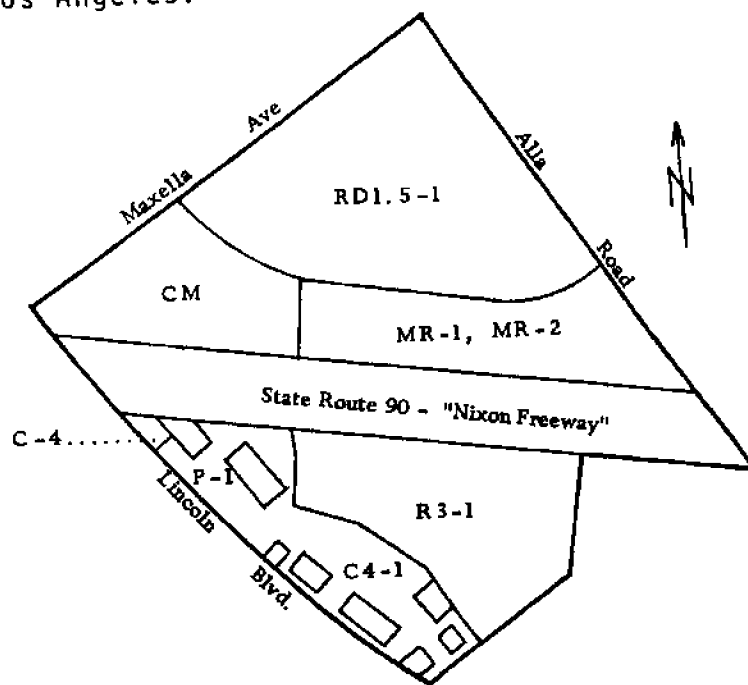


FIGURE 6

Villa Marinas Subarea  
(sketch map, not to scale)

Area: 224 acres

Area of Zones - Residential: 114 acres  
- Commercial: 47 acres  
- Industrial: 20 acres  
- Richard M. Nixon Freeway right-of-way:  
43 acres

Population: 2,111

Number of Dwelling Units: 1,077

Average Number of Persons per Dwelling Unit: 1.96

Median Value of Owner-Occupied Housing: 1970, \$41,000  
1975, \$66,000

(All dwelling units in the Villa Marinas subarea are condominium units, constructed for occupant ownership. Rental figures are not, therefore, considered applicable to this area).

	D.U.	Pop.	Potential D.U.'s	City Land	D.U./ Gross Resid. Acre	Pop./ Gross Resid. Acre
1970	739	1,445	?	0	7	13
1975	1,077	2,111	578	4.5 acres	9	19
Planned	1,655	3,244	0	0	15	29
Ultimate	1,655	3,244	0	0	15	29

Table 4: Population, Residential Development and Density, Villa Marinas Subarea.

TABLE 4

PLANNING CONSIDERATIONS FOR THE VILLA MARINAS SUBAREA

Residential: The major part of this subarea was constructed within a relatively brief time span. The residential units are all town houses. Villa Marina, the older of the two sections, was completed in 1969 and Villa Marina East is now under construction. Units within each of the areas are identical in exterior appearance. Density is approximately 20 units per net acre.

As with all such developments, care will have to be taken to avoid deterioration with age. At present, according to a resident survey conducted during this planning effort, major complaints of Villa Marinas residents concerning the Marina area focus on overdevelopment and traffic congestion, in that order. 86% of Villa Marina East residents and 47% of Villa Marina residents expressed satisfaction with the area as a place to live.

Commercial: Commercial areas are two in number: Villa Marina Shopping Center, and a related commercial area to the south on Lincoln Boulevard. Additional facilities have been proposed in both areas.

Industrial: The industrial area borders the Nixon Freeway and is occupied by only one facility at this time. Approximately 16 acres remain for industrial development on the site.

PLAYA DEL REY SUBAREA:

City of Los Angeles.

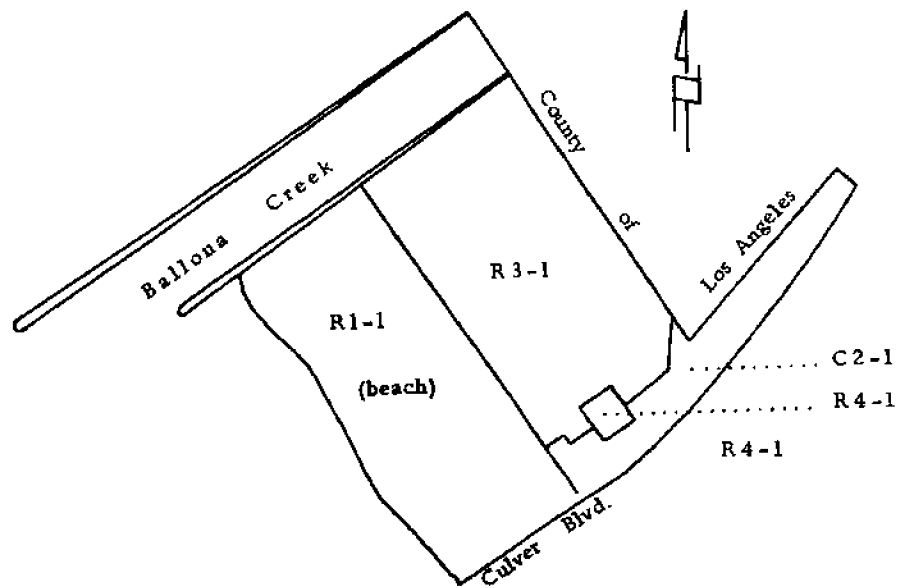


FIGURE 7

Playa del Rey Subarea  
(sketch map, not to scale)

Area: 55 acres (including Lagoon, excluding beach)

Area of Zones - Residential: 41 acres  
- Commercial: 14 acres  
- Industrial: 0 acres

Population: 941

Number of Dwelling Units: 611

Average Number of Persons per Dwelling Unit: 1.54

Median Rent: 1970, \$204 per month<sup>7</sup>

Median Value of Owner-Occupied Housing: 1970, \$49,000<sup>7</sup>

	D.U.	Popu- lation	Vacant Lots	Rede- velop- able Lots	City <sup>(3)</sup> Lots	D.U./ Gross Resid. Acre	Pop./ Gross Resid. Acre
1970	520	800	?	?	?	13	20
1975	611	941	53 (1)	2 (2)	30	15	23
Ultimate	967	1,489	0	0	30	24	36

Table 5: Population, Residential Development and Density,  
Playa del Rey Subarea.

TABLE 5

1. A conversion rate of 4.5 dwelling units per lot is used, as in Marina Peninsula.
2. Only dilapidated, single family houses are considered. Some apartments were also noted which may be eligible for recycling within the decade, but these would not necessarily indicate a larger number of dwelling units than now exist on those sites.
3. The location and area of City owned lots may be found in Appendix A. Area of City owned lots totals ( $\pm$ ) 21 acres. Lots are contained in Lagoon Park, and attendant parking.

<sup>7</sup> No data was collected with which to make estimates of 1975 medians.

## PLANNING CONSIDERATIONS FOR PLAYA DEL REY SUBAREA

Residential: This area appears an ideal residential site. The Lagoon, the Beach, the Creek and a City park combine to provide a wide range of recreational amenities. Playa del Rey's separation from Marina del Rey (only a footbridge provides access to the South Jetty of the Marina) suggests that its development has occurred with only minor influence from the Marina.

Single family housing is vestigial - only 31 units remain in the subarea. Residential redevelopment to R-3 densities appears brisk and nearing completion of the current cycle.

Commercial: The commercial area borders Culver Boulevard and an acre of privately owned land is devoted to parking to serve the commercial uses. Apartments share the C-zoned land with retail establishments.

It is probable that this, as much as any subarea within the Subregion, will be deeply affected by the future uses of the Summa properties.

### THE SUMMA CORPORATION SUBAREA:

Los Angeles County.

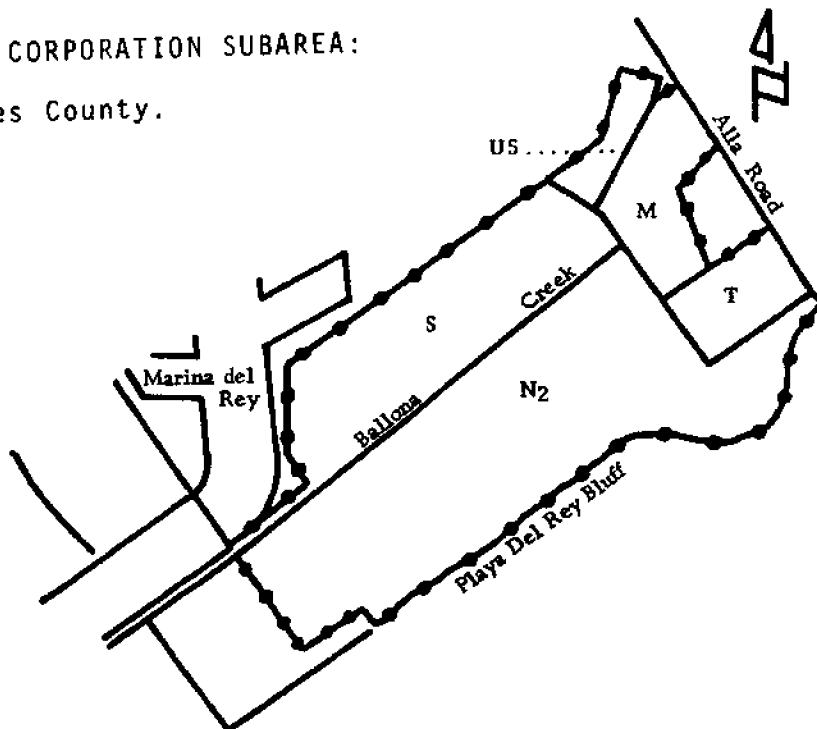


FIGURE 8

Summa Corporation Subarea  
(sketch map, not to scale)

Area: 782 acres (estimated within Subregion)

Zoning: This land is now zoned A-1. Since the General Plan of Los Angeles County, 1973, designates agricultural zones as possible transitional areas, the future use designations from that plan are shown and described below.

From: The General Plan of Los Angeles County adopted: June 28, 1973; 1990 Land Use Policy

N2 Rural II: All of non-urban and residential classifications may include commercial and light industrial uses, less than 10 acres, as well as all residential planned developments and supporting facilities, etc.

'Rural II non-urban residential classification -- rural, recreational, or agricultural areas -- characterized by single family dwellings on one acre or larger parcels -- 0.10 to 1 d.u. per acre.'

S Specialized Centers: The plan map designates those areas presently identified with a specific theme such as private recreation or motion picture production. Specialized centers are suitable for highly intensive activities including residential, commercial or industrial uses.

U5 The preamble to urban uses is the same as for rural uses. U5 is high density and residential apartment development from 22.6 to 37.5 d.u. per gross acre.

T Major transportation facility.

#### PLANNING CONSIDERATIONS FOR THE SUMMA CORPORATION SUBAREA

This subarea is now almost entirely open space. One industrial facility, oil wells and gas wells are the present land uses. As such, the Summa subarea represents approximately one third of the entire Subregion's open space. The future use of this subarea constitutes the single most important factor in planning the Marina del Rey Subregion.

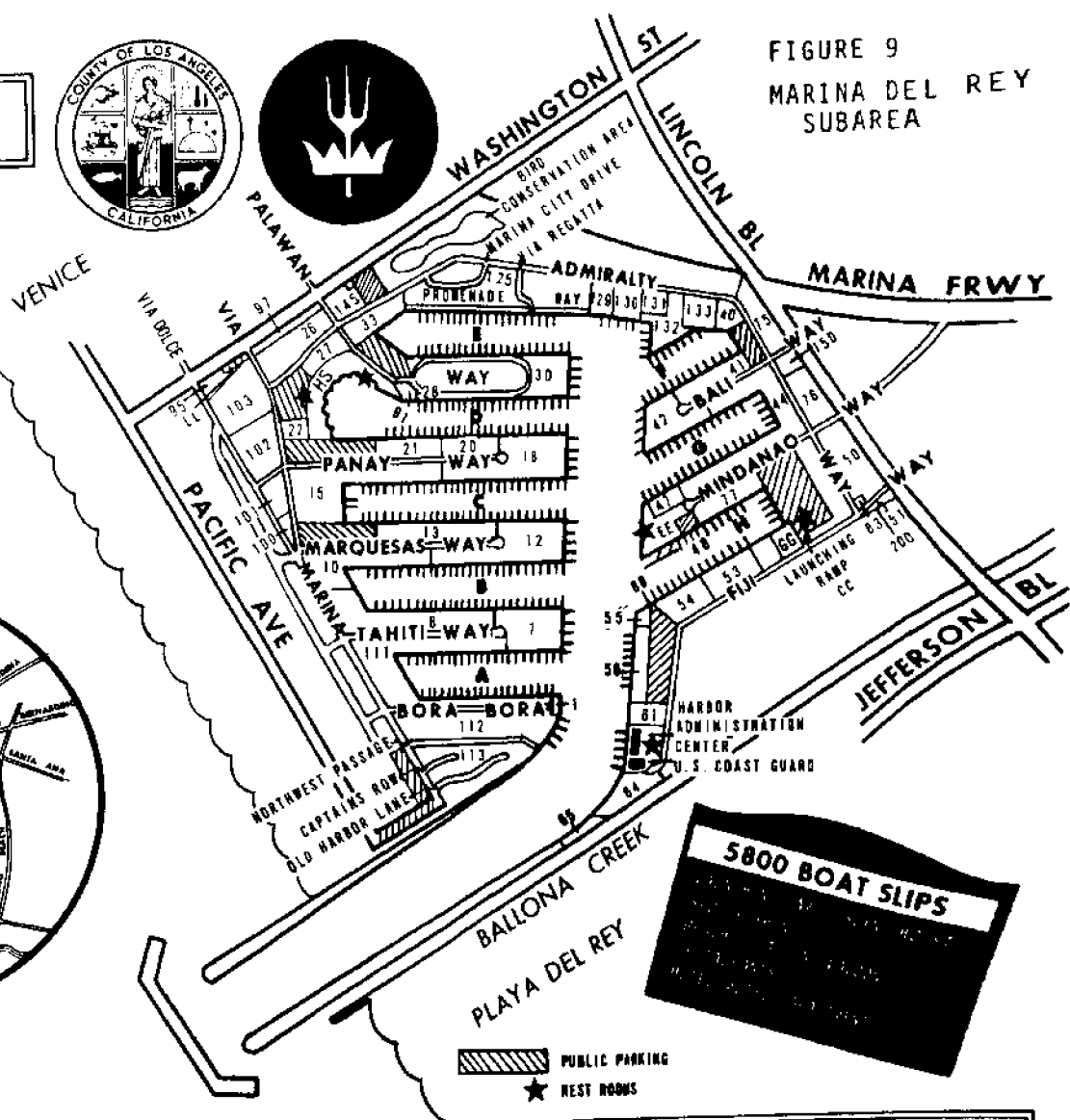
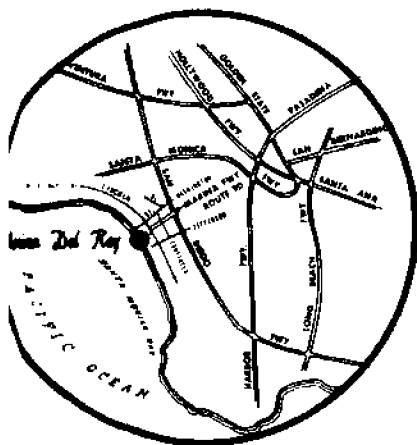
#### MARINA DEL REY SUBAREA:

Los Angeles County. (See Figure 9)

# MARINA DEL REY



FIGURE 9  
MARINA DEL REY  
SUBAREA



**5800 BOAT SLIPS**

Public Parking  
★ Rest Rooms

- |  |  |  |
|--|--|--|
| 1 UNION OIL MARINE FUEL DOCK   | 44 44 DEL REY<br>CYRANO'S RESTAURANT<br>CORINTHIAN & WINDJAMMERS Y.C.<br>SANTA MONICA Y.C.         | 95 RPK HOCTRS.<br>THE ABBEY RESTAURANT<br>WELLS FARGO BANK   |
| 7 TAHITI MARINA  | 47 BAJA MARINA   | 87 MARINA INTER'NL SHOPPING CENTER   |
| 8 ISLANDER MARINA  | 48 SEA SCOUT BASE  | DEL REY SHORES NORTH/SOUTH   |
| 10 NEPTUNE MARINA<br>DONKIN'S RESTAURANT                             | 50 MARINA SHOPPING CENTER<br>MR. 'D' RESTAURANT<br>MARINA DEL REY THEATER<br>SECURITY PACIFIC BANK | 102 KINGSWOOD VILLAGE  |
| 12 DEADVILLE MARINA<br>CAPTAIN'S WHARF REST.                         | 51 UNION OIL SERVICE STATION   | 103 OAKWOOD GARDEN APTS.   |
| 13 VILLA DEL MAR MARINA  | 53 AGGIE CHRIS CRAFT   | 111 MARINA POINT HARBOR  |
| 15 BAR HARBOR MARINA<br>BENIHANA'S OF TOKYO                          | 54 ANNARINE INC. LTD.  | 112 PACIFIC HARBOR APTS.   |
| 18 DOLPHIN MARINA<br>RANDY TA. RESTAURANT                            | 55 UNION OIL MARINE FUEL DOCK  | 113 MARINERS VILLAGE   |
| 20 TRADE WINDS MARINA<br>PACIFIC MARINERS Y.C.                       | 56 FISHERMAN'S VILLAGE<br>EL TORITO RESTAURANT<br>PORT D' ITALY RESTAURANT<br>THE FISH MARKET      | 125 MARINA CITY CO.<br>LESSEE'S ASSOCIATION<br>MARINA DEL REY CHAMBER OF COMMERCE<br>SECOND STOREY RESTAURANT<br>THE BASEMENT DISCOTHEQUE<br>CHINA SAILS |
| 21 HOLIDAY DEL REY MARINA  | 61 PIECES OF EIGHT RESTAURANT  | 128 COUNTY FIRE STATION 110  |
| 22 FOGHORN HARBOR INN<br>CHUCK'S STEAK HOUSE                         | 64 VILLA VENETIA   | 130 CHARLEY BROWN'S RESTAURANT   |
| 26 THE ADMIRALTY APARTMENTS  | 65 U.C.L.A. BOAT HOUSE   | 131 THE FIASCO RESTAURANT  |
| 27 JAMAICA BAY INN<br>KELLEY'S STEAK HOUSE                           | 75 DEL REY PROFESSIONAL BLDG.  | 132 CALIFORNIA YACHT CLUB  |
| 28 MARINERS BAY  | 76 TRI-STAR TOWERS<br>BANK OF AMERICA<br>PARASOL RESTAURANT  | 133 SURETY NATIONAL BANK BUILDING<br>THE WAREHOUSE RESTAURANT  |
| 30 DEL REY YACHT CLUB  | 77 STOR-A-BOAT   | 145 MARINA INTER'NL HOTEL & GALLEY   |
| 33 LOBSTER HOUSE RESTAURANT  | 80 CENTRAL DIRECTORY EAST ENT.   | 150 MARINA FEDERAL SAVINGS & LOAN  |
| 40 COUNTY LIBRARY  | 81 SAIL BOAT STORAGE   | 200 SO. CAL. EDISON SUB. STA.  |
| 41 DEL AND MARINE CENTER   |  | 88 LOYOLA BOAT HOUSE   |
| 42 MARINA DEL REY HOTEL<br>WHOLASS RESTAURANT<br>DON THE BEACHCOMBER |  | CC LAUNCHING RAMP<br>EE BURTON W. CHACE PARK TRANSIENT BOAT DOCKS<br>GG COUNTY SERVICE CENTER<br>HS PUBLIC BEACH   |

SEPTEMBER 1975

All lettered parcels are reserved for County Use

Area: 375 acres of land  
405 acres of water

(Since the Marina is zoned entirely as C-3, with a small area to the South designated as M, zoning does not indicate land use and the areas of zones are irrelevant.)

Population: (at 88.8% occupancy): 8,851

Number of Dwelling Units: 5,246

Average Number of Persons per Dwelling Unit: 1.9

Median Rent: 1970, \$254 per month  
1975, \$432 per month

Average Rent, 1975: Studio, \$210 per month  
Apartment, \$432 per month

	D.U.	D.U./ (3) Gross Acre	D.U./ Net Acre	Potential Popu- lation	Pop./ Gross Acre	Pop./ Net Acre	Pop. @ 88.8% Occupanc
1970	2,484	6	11	4,270	10	19	4,191
1975	5,246	13	23	9,967	24	43	8,851
Planned	5,887 (1)	14	25	11,185	27	48	9,932
Ultimate	47,450 (2)	114	205	90,155	217	205	80,058

Table 6: Population, Residential Development and Densities, Marina del Rey Subarea.

TABLE 6

1. Includes 380 D.U.'s from Marina City Towers I and II and 261 additional units in Kingswood Village.
2. Ultimate number of dwelling units is based on figuring all land within the residential area at 13:1 floor area ratio on those parcels with no height limitation other than the FAR.
3. Gross area of land and water in residential area: 416 acres. (The gross area includes that part of Marina del Rey within its western and northern boundaries, forming two sides of an imaginary triangle, with a line drawn down the main channel forming the third side.)



Average Gross Area of Land & Water per Dwelling Unit:  
1975 - 3,085 square feet

Net area, total land in residential use: 231 acres

Average Net Building Area per Dwelling Unit: 1975,  
1,714 square feet

Nonstandard dwelling units include 327 permits issued (as of July, 1974) for boats to be used as habitations. It is estimated that each permit represents a household of 1.9 persons, yielding an estimated population of 621 persons. Whether or not liveaboards will become a significant element of the Marina population, in terms of numbers, will depend on future economic and housing conditions in the area, and the policies under which the Department of Small Craft Harbors grants occupancy permits.

Height Limitations: Density is controlled for all uses by the following height limits:

Beach area: 2 stories  
Moles: 3 stories  
Perimeter: 13:1 floor area ratio

	D.U.	Population (2)	Accumulated Population/ (3) Gross Acre	Hotel Population @ 75% Occupancy
1970	162	211	11	158
1975	340	442	25	332
Planned	2,010	2,613	33	1,960
Ultimate	5,000 (1)	6,500	232	4,875

Table 7: Hotel Development and Occupancy, Marina del Rey Subarea.

TABLE 7

1. The additional 2900 hotel units is a rough estimate based on new hotels on two parcels, #61 and part of #132R, both at 13:1 floor area ratio.
2. Based on 1.3 persons per unit. This assumes that Marina hotels will continue to serve a business clientele rather than resort patrons.

3. Accumulated population adds hotel population to apartment population.

Boating: 5822 boat slips  
1000 boats in dry storage (estimated)

Restaurants: 35 food and beverage facilities with  
a seating capacity totalling 7,801

Parking: 16,950 spaces on leased land  
3,440 spaces in public parking lots

#### PLANNING CONSIDERATIONS FOR MARINA DEL REY SUBAREA

Detailed discussions of planning considerations for Marina del Rey are available in two Sea Grant publications, The Development of the Marina (1972)<sup>8</sup> and The Urban Marina (1974)<sup>9</sup> and will not be dealt with here.

#### POPULATION

SUBAREA	1970	1975
Marina	4,270	9,967
Del Rey	1,497	1,400
South Venice	1,172	1,140
Playa del Rey	800	941
Summa	0	0
Peninsula	1,941	2,443
Villa Marina	1,446	2,111
TOTAL	11,126	18,002
Table 8: Marina del Rey Subregion, Population by Subarea.		

TABLE 8

<sup>8</sup> C. Schultz, M. McCoy, and K. O'Brien. The Development of Marina del Rey, working paper 1-B of Marina del Rey Study. (University of Southern California: Sea Grant, 1972).

<sup>9</sup> M. Rood and B. Warren. The Urban Marina (University of Southern California: Sea Grant, 1974).

	South Venice	Marina Peninsula	Del Rey	Villa Marina	Playa del Rey	Marina del Rey
Population Under 18 (1970)	32%	12%	31%	7%	27%	.07%
Population Over 62 (1970)	7%	14%	10%	6%	.09%	.07%

Table 9: Population by Age, Subareas of Marina del Rey Subregion. (Source: U.S. Census, 1970, "Characteristics of Housing Units and Population, by Blocks, Los Angeles County, California" for all data except Marina del Rey subarea data which is taken from "Statistical Handbook of Coastal Zone Socio-Economic and Housing Characteristics: Los Angeles County," Symonds et al. 1974 USC Sea Grant Publication).

TABLE 9

The population of the Subregion shows an unusual homogeneity by age due to the low incidence of children in three of the major subareas. The relatively small size of the population of elderly is also unusual in a seaside community.

SUBREGION HOUSING

SUBAREA	1970	1975
Marina	2,484	5,246
Del Rey	490	463
South Venice	404	393
Playa del Rey	520	611
Summa	0	0
Peninsula	1,125	1,416
Villa Marina	739	1,077
TOTAL	5,762	9,206

Table 10: Marina del Rey Subregion, Dwelling Units by Subarea.

TABLE 10

	South Venice	Marina Peninsula	Del Rey	Villa Marinas	Playa del Rey	Marina del Rey
% Single Family Detached Housing (1970)	80%	17%	68%	0%	16%	0%
% Single Family Detached Housing (1975)	79%	8%	63%	0%	.05%	0%
Number of Homeowners' Exemptions Granted (1970)	211	155	220	626	no information	0%
% of 1974 Dwelling Units Granted Homeowners' Exemptions	55%	11%	48%	(1) 58%	no information	0%
Number of Single Family Detached Houses (1970)	323	191	333	0	81	0
Number of Single Family Detached Houses (1975)	311	109	293	0	31	0

Table 11: Comparative Statistics, Single Family Detached Housing and Home Ownership, Marina del Rey Subregion. (Source: 1970 data from U.S. Census, 1974 data from Los Angeles County Assessors Rolls, 1975 data from street count).

TABLE 11

1. Relating homeowners exemptions granted to owner-occupied housing in 1974 yields 68%. In 1974, 145 units were constructed and assessed to the development corporation.

As has been noted, the numbers and percentages of single family housing are diminishing in the Subregion although, because of the condominiums offered for sale in the Marina Peninsula, Villa Marinas and Playa del Rey subareas, this has not resulted in a loss of number of owner occupants in the Subregion.

Condition of the housing stock is excellent, with few incidences of dilapidated structures noted. Only in the Marina Peninsula and the Del Rey subareas are any examples of deterior-

ated housing found, and these may be considered as transitional. In the Del Rey subarea the transition is from residential to non-residential land use: in the Peninsula the transition is usually to higher intensity residential use.

Costs of housing for both owners and renters are rising rapidly in the Subregion. The problem is not unique to the Subregion, but it is accentuated here by coastal location and the extraordinary combination of natural and urban, business and recreation, residence and resort amenities which the Subregion affords its residents.

## ECONOMICS

Marina del Rey provides employment to an estimated 2,000 people.<sup>10</sup> An equal number are probably employed in the remaining subareas of the Subregion, particularly in the industrial development of the Del Rey subarea.

The Marina itself contributed an estimated \$10,000,000 in tax revenues in 1973-74. The total assessed valuation for that year was \$220,000,000, including \$57,000,000 in personal property assessments for boats. This tax base generated more than \$6 million in property taxes. Sales taxes accounted for more than \$3,000,000.

The Marina's influence on the other subareas has increased assessed valuations on existing land and improvements, provided impetus for new construction and the concomitant property taxes (most notably in the Villa Marinas subarea) and, in general, upgraded the public revenue resources of the area markedly. It should be noted that this increase of resources has been accomplished without a significant increase in the most expensive users of public facilities, the elementary and secondary school population.

At this prosperous point in the Subregion's development, this Plan seeks to consider the threatening diseconomies of congestion and environmental degradation. The protection of the amenities which led to current pressures for development, the costs of change for areas in transition, and the benefits of a regional recreational resource form the basic economic elements under scrutiny.

## CURRENT LAND USE

Current land use is shown in Figure 10. Three major sectors dominate current land use: residential, commercial/industrial, and recreational/open space. (Figure 10: Sub-

<sup>10</sup> Mitchell L. Moss. "Marina del Rey: Public/Private Development of a Multi-Activity Coastal Community," unpublished, June, 1975, Pg. 173.

regional Land Use Map - See Appendix G).

ZONING

Subareas	R-Zoned Gross (1) Acreage	C-Zoned Gross Acreage	I-Zoned Gross Acreage	A-Zoned Gross Acreage	Total Acreage
Marina		701	79		780
Del Rey	49	12	87		148
South Venice	53	7	42		102
Playa del Rey	41	14			55
Summa				782	782
Peninsula	240	6			246
Villa Marina	114	54	20		224
TOTAL	498	794	228	782	2,337
Table 12: Acreage by Zone					

TABLE 12

1. Gross acreage includes land and water area.

FIGURE 11

(Figure 11: Subregional Zoning Map - See Appendix G)

The major problems of zoning interpretation occur within County of Los Angeles areas. The State requirement of zoning consistency with future land use categories shown in Master Plans has caused the County judicial difficulties, now in the process of resolution. In the interim, zones and future land use categories are imprecise, making projections of future land use and related intensities of development even more precarious and conjectural than usual.

## CURRENT OPEN SPACE

Any inventory of open space encounters the difficulty of definition. For the purpose of this Plan open space will be considered only as "green open space,"<sup>11</sup> that is, natural or unimproved areas which are not used for utility functions such as parking, maintenance yards or private recreation. Residential, commercial, and industrial yards and set-back areas are also excluded from the inventory of Marina del Rey Subregional open space. Areas actually or potentially available for public use such as vacant land, beaches or interior waterways are included in the inventory of open space. The inventory will be found in Appendix C.

## CURRENT CIRCULATION PATTERN

The Marina del Rey Subregion is crossed by roads, rails, and freeways, the result of splicing an asymmetrical marina into a densely gridded beach residential area bordered by a wetland. The traffic pattern is unevenly distributed over this network.

Originally laid out by Gruen Associates, Marina del Rey has both ingress and egress only at selected intersections. Access from Admiralty Way circling the Marina to northbound Lincoln Boulevard or southbound Washington Boulevard is difficult. Unclear routing, coupled with heavy north-south traffic on Lincoln and Washington Boulevards at peak PM hours and during prime recreation periods aggravate typical urban congestion and accidents. Three factors account for the current situation.

First, Marina del Rey has uneven freeway access. The San Diego Freeway lies substantially inland, and southbound connections via the Richard M. Nixon Freeway (Route 90) from the Marina vicinity are on the CALTRANS drawing board at this time. In other words, inland visitors can reach the Marina vicinity far easier than they can exit. This also holds true for residents leaving the Marina vicinity for jobs elsewhere. Access to the Santa Monica Freeway lies directly north of the Marina on Lincoln Boulevard but travel along Lincoln north of Washington Boulevard during peak PM hours is heavily congested. When recreation and commuter cycles overlap (on warm-weather Fridays, in particular) the area's indirect freeway access becomes a crucial factor in congesting the Subregion's secondary highways (Washington and Lincoln Boulevards, for example), and forcing spillover traffic onto residential side streets.

<sup>11</sup> Definitions from DeChiara and Koppelman. Urban Planning and Design Criteria, Second Edition. (New York: Von Nostrand Reinhold Co., 1973) p. 42.

Surface street signalization and timing is a second congesting force in the Marina vicinity. Once freeway access is impeded and cars begin to stack at key intersections, especially Washington and Lincoln, traffic congestion begins and lasts for several hours. A lack of light synchronization along Lincoln Boulevard is compounded by short left and right-turn lanes. The Richard M. Nixon Freeway intercepts Lincoln Boulevard close to the critical Washington-Lincoln intersection, and this inefficient spacing so near to the point at which Lincoln narrows from three to two lanes causes further stacking. Other pressure points which would benefit from double left turn lanes, left turn signals, and/or light timing are the Mindanao-Lincoln and Via Marina-Washington intersections. Pacific Avenue, the main artery along Marina Peninsula, requires speed-impeding mechanisms-stop signs, for example.

Parking contributes the third congesting factor in the Marina del Rey Subregion. Again, a parking shortage and attendant congestion occurs along Lincoln Boulevard, Washington Boulevard, and Pacific Avenue. Pacific Avenue and near beach parking zones are overparked during prime recreation periods, while Lincoln and Washington are overparked at peak PM commuter hours. Cars trying to parallel park on Lincoln Boulevard use not only the parking lane but interrupt the lane from which they are parking. Likewise, even stationary parked cars slow traffic by taking an otherwise useable traffic lane out of use at congested hours.

On the level of service scale, these three factors yield roadway conditions of varying intensity and delay throughout the Subregion. The degrees of levels of service are as follows:

Level of Service A: This is a condition of free flow, accompanied by low volumes and high speeds. Traffic density will be low, with uninterrupted flow speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of Service B: This occurs in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not reasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been used in the design of rural highways.

Level of Service C: This is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed,



change lanes, or pass. A relatively satisfactory operating speed is still obtained with service volumes suitable for urban design practice.

Level of Service D: This level of service approaches unstable flow, with tolerable operating speeds being maintained, though considerably affected by change in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low. These conditions can be tolerated, however, for short periods of time.

Level of Service E: This cannot be described by speed alone, but represents operations at lower operating speeds, typically, but not always, in the neighborhood of 30 miles per hour, with volumes at or near the capacity of the highway. Flow is unstable, and there may be stoppages of momentary duration. This level of service is associated with operation of a facility at capacity flows.

Level of Service F: This describes a forced-flow operation at low speeds, where volumes are below capacity. In the extreme, both speed and volume can drop to zero. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion.<sup>12</sup>

Level C is widely accepted as the standard service expected of an urban street, although Level D is a common reality in highly congested urban nodes. The Marina del Rey vicinity is such a node, yet the overall level of service provided by the transportation system remains at Level C or better. Lincoln Boulevard as a whole, for example, seldom dips to Level D except for brief periods at the PM peak.

Subregion residents often characterize Lincoln Boulevard, Washington Boulevard, Mindanao Way and other busy thoroughfares in the Subregion as intolerably congested. This characterization is perhaps more appearance than reality. The normal traffic pattern in an urban node consists of Level D, E, or F for several hours in the morning and late afternoon, coinciding with commuter travel to and from work. In the Marina del Rey Subregion, however, marked morning and afternoon peaks do not exist. Rather, a continually high level of street use on major arteries is sustained throughout the day. Lincoln

<sup>12</sup> L. Pignataro. Traffic Engineering: Theory and Practice (Englewood Cliffs, New Jersey: Prentice Hall, Inc.; 1973).

Boulevard never seems empty during the day, as one typically expects in working hours. Residents, then interpret this lower but constant rate of use as congestion because traffic on major access routes is heavier when it is expected to be nearly vacant. This levelled rate of use is due to the trip generating hotel, retail, and office development in the Subregion coupled with residential and recreation-oriented automobile travel at off-peak hours.

Certainly, a proportion of the north-south traffic in the Subregion is not related to business, residential or recreational activities in the Marina vicinity. Travel to and from Los Angeles International Airport and corridor travel along Pacific Coast Highway (Lincoln Boulevard) contribute to the area's level of service. This regional traffic impact ranges from minimal to moderate. Linscott and Associates, transportation consultants active in the Marina area since its inception, estimate intra-Subregion traffic alone to exceed 25% of the total traffic activity. The balance is primarily due to trips made for Subregion-related purposes. Figure 12 summarizes 1974 average daily trips for the Subregion's major thoroughfares.

#### CURRENT RECREATION FACILITIES

The Marina del Rey vicinity is a major regional recreation magnet. The broad gamut of recreational opportunities to be found in the area, both public and private, overlap in their impact on the Subregion. Traditional marine-related recreational activities such as beachcombing, sunbathing and boating occupy the area during daylight hours, while dining, sightseeing, and dancing retain the high level of use in the Marina area after hours. The following inventory of recreational types tallies the range of options serving the region and the Subregion:

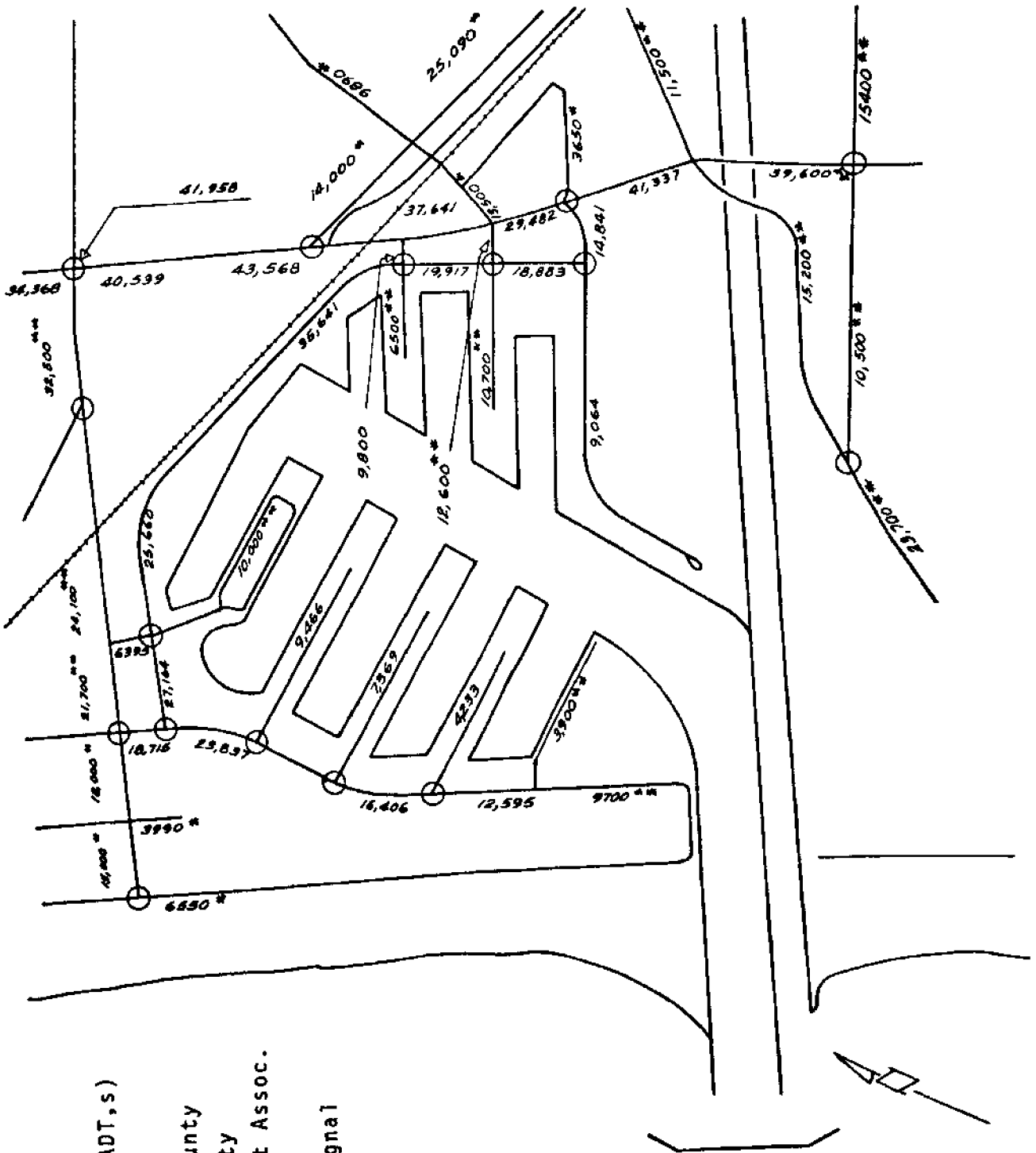
#### MARINA DEL REY SUBREGIONAL RECREATIONAL OPPORTUNITIES

1. Boat Touring
2. Bicycling
3. Crewing Facilities
4. Dancing
5. Eating
6. Fishing
7. Hotels/Motels
8. Park Activities
  - a) Educational Activities, aquatic
  - b) Music Concerts
  - c) Skate Board Area
  - d) Sports Fields
9. Recreational Boating
10. Sailing Schools
11. Scouting
12. Shopping

**FIGURE 12**

**TRAFFIC COUNT**

- Volume:  
 Existing (ADT,s)  
 000 1974 County  
 000 1974 City  
 000 Linscott Assoc.  
 O Traffic Signal Control



13. Sightseeing
14. Sport Fishing
15. Swimming
16. Spectator Events
17. Walking
18. Clamming

Only part of the above roster is accessible to the public. Sailing, for example, is primarily available to boat-owners. Even the beachfront stroller runs into conflicts with private recreation in the Marina vicinity. Access to the moles and much waterfront footage is either closed to the public or impeded to the point of disuse. The following roster lists public recreation facilities in the Marina vicinity, both free and fee.

#### FREE PUBLIC RECREATION FACILITIES

##### Bike Paths

Summa Corporation  
 Ballona Creek (Proposed)  
 Marina del Rey (Proposed)  
 Marina Peninsula (Proposed)

##### Library

Marina del Rey (Programmed)

##### Parks

Burton Chace Park  
 Penmar Playground  
 Mar Vista Playground  
 Westend Park  
 Westchester Park  
 Del Rey Lagoon  
 Oakwood Recreation Center  
 Park at House & Crest Streets  
 Little League Diamond (Summa Land)  
 Venice High School Swimming Pool  
 Park at Centinela & Rose (Proposed)  
 Barclay Hollander Park (dedicated/undeveloped)  
 Japanese Garden (planning under way)

##### Schools

Venice High  
 Mark Twain Junior High  
 Beethoven Elementary  
 Wallgrove Elementary  
 Short Avenue Elementary  
 Marina del Rey Junior High  
 Anchorage Elementary  
 Braddock Elementary  
 Playa del Rey Elementary  
 Loyola University

Broadway Elementary  
Cowan Avenue Elementary  
Wright Junior High  
Stoner Avenue Elementary  
Grandview Elementary  
Coeur d'Alene Elementary  
Sunset Avenue School  
Paso del Rey Elementary  
Barrington-Mar Vista Elementary  
Betsy Ross Elementary

#### COMMERCIAL RECREATION FACILITIES

Theaters  
Launching Ramp  
Fisherman's Village  
Yacht Clubs  
Restaurants  
Motels  
Karate Studio  
Venice Squash Club  
Night Clubs  
Tennis

Clearly, the Subregion's recreation resources focus upon two distinct needs: those of Subregion residents (such as school and park facilities) and those of visitors (restaurants and night clubs, for example). Deficiencies exist on both counts. First, local recreationists require additional park facilities of regional scale. Most of the existing sizeable parks lie outside of the specific plan area and cannot serve neighborhood or intra-area needs adequately without burdening surrounding subregions with traffic and congestion spillovers. Second, of those facilities open to visiting recreationists, restaurants outnumber all others. Restaurants in the immediate Marina area are often high-priced, formal, and inappropriate to bicyclists, beachgoers, and casual sightseers. Picnic areas, fire pits and snack bars in heavily visited areas are, however, at a minimum.

## METHODOLOGY FOR THE PLAN

### INTERRELATING REGIONAL AND SUBREGIONAL GOALS AND POLICIES

The goal<sup>13</sup> of the Marina del Rey Subregional Plan is corroborative of the goals of the Preliminary Coastal Plan; the objectives attached to this goal are specific to the subregional context.

The Preliminary Coastal Plan defines Marina del Rey as an urban coastal node, an intensification of density, and a centralized point of activity in the South Coast Region. The California Coastal Zone Conservation Commission planning effort addresses itself primarily to protection, restoration and enhancement of natural open and rural stretches of coastline. Coastal planning policies for urban nodes, within this framework, aim to preserve open areas by providing defined spaces for intensive activity systems, thus minimizing the urban sprawl which deteriorates natural areas.

The Marina del Rey Subregional Plan accepts this definition of its function as an urban node, but seeks to address the unresolved conflicts between this State-level goal and its policies of centralizing activity areas, and other equally important coastal goals and policies. The protection and enhancement of public access to regional recreation resources, or the protection, restoration and enhancement of the environmental qualities of recreation areas are examples of policies which must be weighed against the goal of urban centralization in order to properly serve the public interest. Over-intensification of activities can jeopardize the environmental quality of the Subregion's recreation resources, while too high a degree of urbanization in recreation areas may build congestion barriers that impede public access to those resources. While these imbalances and conflicts between goals may be difficult to assess in the necessarily generalized state-wide coastal plan, they become far easier to identify and to weigh at the small, specific subregional plan scale.

In other cases, the objectives of this Subregional Plan interpret Coastal Plan policies for application to the reality of local conditions. "Protect and Enhance Special Coastal Communities and Neighborhoods,"<sup>14</sup> for instance, was first applied to the inspection and analysis of the Subregion itself in Chapter II to identify the qualities that made it a "special coastal community."<sup>15</sup> This, in turn, led to recognition of the related needs of Venice, another special coastal community

<sup>13</sup> Full tabulation of the goal, objectives, and policies of the Plan are found in Chapter IV.

<sup>14</sup> California Coastal Zone Cons. Comm. Preliminary Coastal Plan, p. 278.

<sup>15</sup> California Coastal Zone Cons. Comm. Preliminary Coastal Plan, p. 288.

and the Subregion's neighbor to the North. From this, a broader policy emerged - the effort to bring improved intergovernment coordination to bear on the problems of the area.

#### SUBREGIONAL OBJECTIVES

The Plan's objectives are formed under an overall goal:

To preserve, restore and enhance the environmental quality of the Marina del Rey Subregion.

This goal recognizes that the natural environment of the coast makes possible the unique amenities of the manmade environment that is built there.

The major objectives derived from the goal are also related to one another:

1. Preserve and enhance the Subregion's diversity of activities and opportunities which shape it as a vigorous urban community.

The Marina Subregion owes much of its desirability to the contrast of city and sea. It serves as a recreation and resort center to the Los Angeles metropolis but, unlike other such centers, it is not a carnival in an area set apart, or a temporary residence of seasonal second homes. It is an exciting urban place, containing stable residential neighborhoods, a viable economic base, and a balance of land uses. Maintaining and preserving the dynamics of a healthy urban place insures the maintenance and preservation of the urban recreational opportunities which are supported by the Subregion.

2. Preserve and enhance the Subregion as a regional recreational resource.

Both the goal of environmental quality and the objectives of urban diversity and recreational enhancement are subject to the limits of the environment's carrying capacity. Over-intensified activities and land use will create the diseconomies of urban congestion in the Subregion which will, in turn, deteriorate the natural environment which provides the basis of the Subregion's desirability. Thus, preserving the resources which provide a range of recreation at a regional scale is supportive of and interdependent with a healthy city and a regenerating ecological system.

3. Preserve and enhance regional access to recreational resources; and local access to existing and planned residential, commercial, and industrial development.

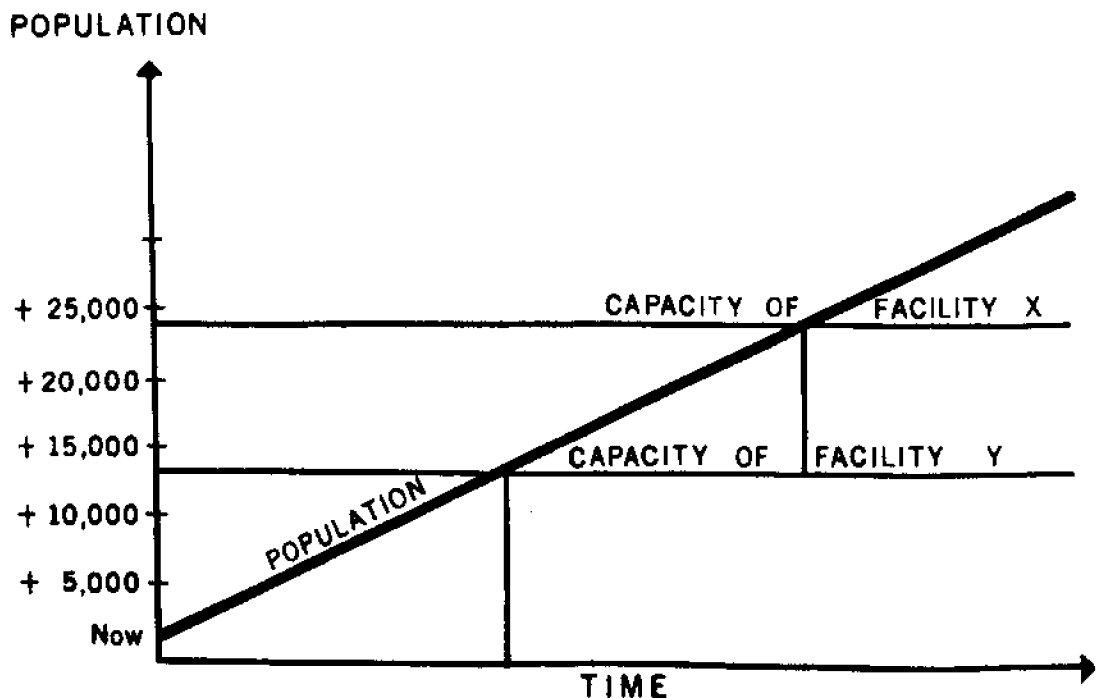
This objective is more than a derivative of the first and second objectives. The efforts to preserve, restore, and enhance the natural and constructed environments are focussed here on the ultimate beneficiaries: the present and future users of the resources which the Preliminary Coastal Plan, regional plans, and this Subregional Plan are seeking to serve. The people who will benefit from these recreation, living, and working resources should and shall have access to them.

### THRESHOLDS

As noted in the introduction, Jens Sorensen and Thomas Dickert of the University of California Sea Grant Program refined a methodology for coastal planning which serves as a major guideline for this Plan.

The objectives of the Plan are clear but, in order to apply them to local circumstances, it is necessary to find tangible indicators for carrying capacity, over-intensification, and the spatial requirements of the combined objectives. The Sorensen-Dickert methodology is used to define these indicators with some modifications to adjust to the urban Subregion to which it is applied.

Simply stated, the model relates growth and development to carrying capacity. Population, or any other indicator of growth



**FIGURE 13: Threshold of Capacity**



such as average daily trips, is measured to establish the baseline of what exists now. Growth is then projected into the future although, at this stage, it is not necessary to measure the exact increments of time. As the population (represented by the heavy line in Figure 13) rises, it crosses lines which represent existing capacities of key public facilities, such as road space. The greater the rate of population growth, the sooner facility capacities are bypassed.

The original Sorensen-Dickert model dealt with the capacities of manmade facilities, such as roads, sewers, and water systems. An adaptation of this model can include capacities for the survival of natural systems under the impacts of growth and development. Detailed use of the method will be described as it occurs late in this Chapter.

### POPULATION AND DEVELOPMENT

The following discussion of Population and Development as it relates to the Subregion's carrying capacity addresses three major breakdowns: residential, commercial, and industrial growth. Each section contains detailed projections and analysis plus a discussion of policy opportunities flowing from the analysis.

SUBAREA	1970	1975	Planned	Ultimate
Marina	2,484	5,246	5,887	47,450
Del Rey	490	463	463	467
South Venice	404	393	393	423
Playa del Rey	520	611	611	967
Summa	0	0	0	19,584
Peninsula	1,125	1,416	2,216	2,916
Villa Marina	739	1,077	1,655	1,655
TOTAL	5,762	9,206	11,225	73,462

Table 13: Marina del Rey Subregion, Dwelling Units by Subarea.

TABLE 13

The matrix above represents the first step in the method pursued to forecast growth and development. 1970 dwelling unit counts for the Subregion are taken from the 1970 Census, Characteristics of Housing Units by Blocks for the Los Angeles-Long Beach Urbanized Area, California.<sup>16</sup> Block level data are used for the subareas since subarea boundaries often do not coincide with census tract boundaries. A single exception to this procedure occurred with the Marina del Rey subarea, in which census error added data for the large Veteran's Administration Hospital facilities in Westwood to the data for Marina del Rey, designated as census tract #7029. Data for the Marina del Rey subarea, therefore, is taken from Statistical Handbook of Coastal Zone Socio-Economic and Housing Characteristics: Los Angeles County<sup>17</sup> in which the Marina del Rey data has been resorted and corrected.

Since 1970 data is now five years old, it was deemed necessary, because of the conditions of rapid development and change which exist in the Subregion, to update the 1970 information. Assessor's plans were used to identify all lots in the subareas and, by walking inspections of all properties, numbers and types of all dwelling units were noted and recorded. Information on vacant lots, City-owned lots and redevelopable lots were also gained by these means. These counts of dwelling units appear in the 1975 column of each subarea report in Chapter II and, accumulated, in Table 13 above. Information gained on dwelling unit type is found in Chapter II, Housing. The exception, again, to this procedure, is Marina del Rey. All data on current dwelling unit counts and types was provided by the Los Angeles County Department of Small Craft Harbors.

The Planned column in each subarea residential matrix tabulates all dwelling units for which construction permits are pending. Units added to the Planned column diminish the numbers in the Vacant Lot column. Vacant lots appearing in the City-owned lots are not diminished by development projected in either the Planned or Ultimate columns. It is assumed that City-owned property in the Subregion will be used, either directly or through trade for privately owned property, for public uses recommended in the Plan.

The Ultimate column represents ultimate development in the subareas as well as the "local commitment to growth" of the Sorensen-Dickert method.<sup>18</sup> Ultimate development in the residential areas is figured as the maximum total dwelling units allowed

<sup>16</sup> U.S. Bureau of Census.

<sup>17</sup> P. Symonds, R. Warren, and S. Stallard. Statistical Handbook of Coastal Zone Socio-Economic & Housing Characteristics: Los Angeles County. (University of Southern California: Sea Grant Program, 1974).

<sup>18</sup> J. Sorensen and T. Dickert. "Subregional Planning Within the California Coastal Zone." May, 1975, p. 2.

in each City subarea by the City of Los Angeles zoning regulations now in force. In the County of Los Angeles, the Summa Corporation land is projected for ultimate development according to the land uses and the density estimates found in the "1990 Land Use Policy Maps" and "Land Use Element" of the 1973 General Plan of Los Angeles County.<sup>19</sup> Projections for Marina del Rey are based on density control information provided by the Los Angeles County Department of Small Craft Harbors.

SUBAREA	1970	1975	Planned	Ultimate
Marina	4,270	9,967	11,185	90,155
Del Rey	1,497	1,400	1,400	1,412
South Venice	1,172	1,140	1,140	1,227
Playa del Rey	800	941	941	1,489
Summa	0	0	0	33,358
Peninsula	1,941	2,443	3,823	5,031
Villa Marina	1,446	2,111	3,244	3,244
TOTAL	11,126	18,002	21,733	135,916

Table 14: Marina del Rey Subregion, Population by Subarea.

TABLE 14

1970 population data is taken from the Census<sup>20</sup> and the Statistical Handbook,<sup>21</sup> using the same procedures as were used in dwelling unit information for 1970.

Average number of persons per unit is figured for each subarea by dividing total block populations by total block numbers of dwelling units for each subarea. These figures, based on 1970 census data, are used to estimate 1975 population: the average number of persons per unit for each subarea is multiplied by the number of dwelling units counted in 1975. It is recognized that, as patterns of life styles

<sup>19</sup> Regional Planning Commission. 1973 General Plan of the County of Los Angeles, p. 17 and Appendix F.

<sup>20</sup> op. cit.

<sup>21</sup> op. cit.

may have changed in the past five years in the Subregion, the average family size may also have changed, but this possible error is believed to be numerically insignificant.

Population figures for the Planned and Ultimate columns are also estimated by multiplying the projected numbers of dwelling units by the averages of persons per unit established in the 1970 census. Populations estimated for the open land in the Summa subarea are based on averages of persons per unit according to the type of housing (single family, apartment, etc.). Averages by type of housing are extracted from subarea information generated in Chapter II.

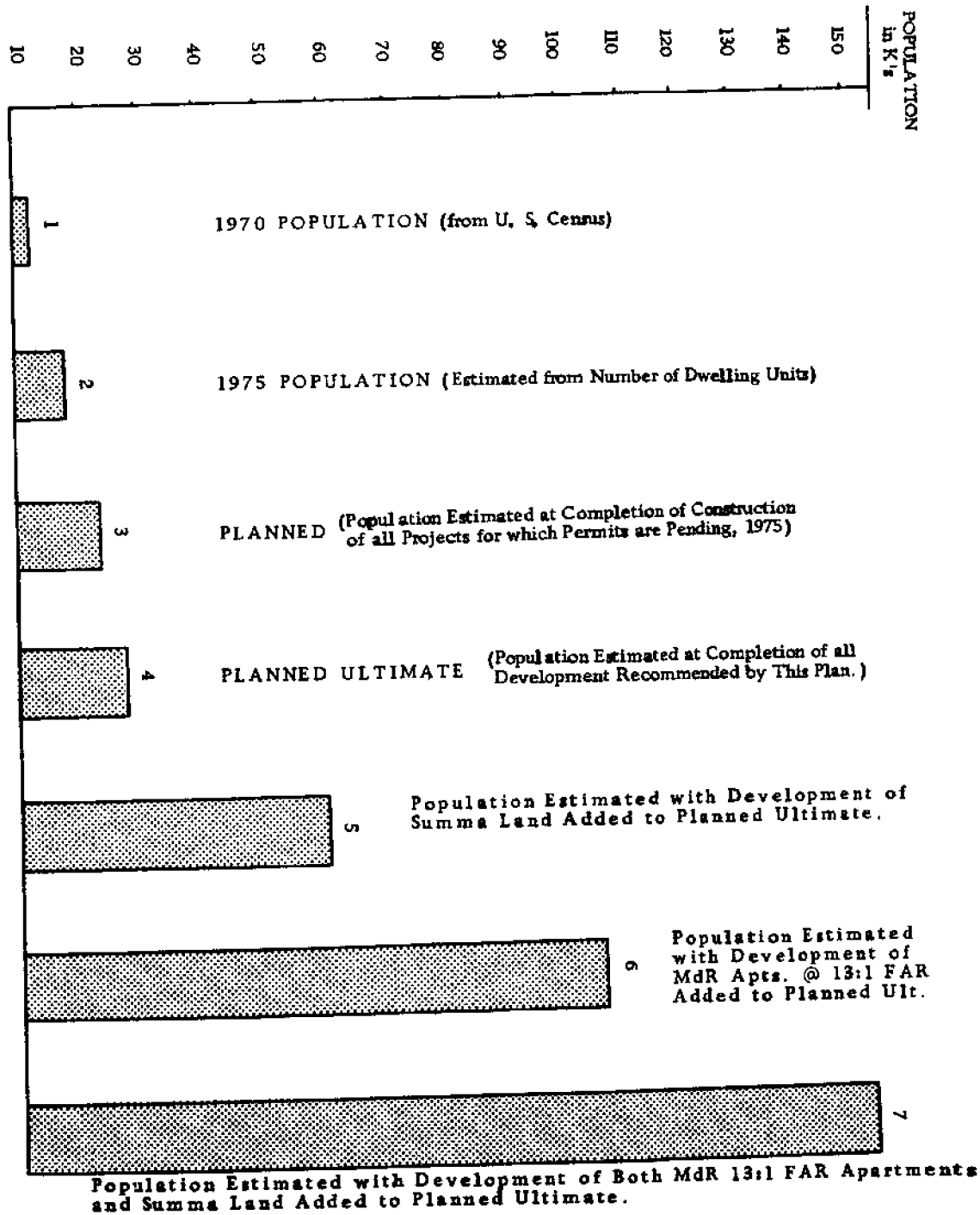
Densities for both population and dwelling units are figured by dividing population numbers by the number of acres of land devoted to general residential use. In City subareas these residential areas are determined by the acreage zoned residential. For the Summa subarea, acreages for residential land use designated by the County plan are used and, for Marina del Rey, the determination of area in residential use is described in the Marina del Rey subarea report in Chapter II.

All densities used in background information for the Plan are gross densities: that is, open space, streets, parks, public facilities and other neighborhood spaces not identified with each individual lot are included in the acreages used to figure density. Later, in determinations necessary for policy and implementation decisions, net densities are used. These will be found in Chapter IV.

Net densities are established using only acreage devoted to building sites or lots and result, therefore, in much higher ratios of people or numbers of dwelling units to areas of land. Net densities are best used to conceptualize living and working conditions in small and specific areas. Gross densities reflect a wider environment for activity systems within a larger area, such as a neighborhood. In all cases, densities should be regarded as relative to each other, with value as comparative figures rather than as discrete numerical measures. And, as with the classical apples and oranges, gross densities must be related only to other gross densities, and net densities compared only to other net densities. This rule has been carefully observed throughout the process for this Subregional Plan.

## PROJECTIONS AND ANALYSIS

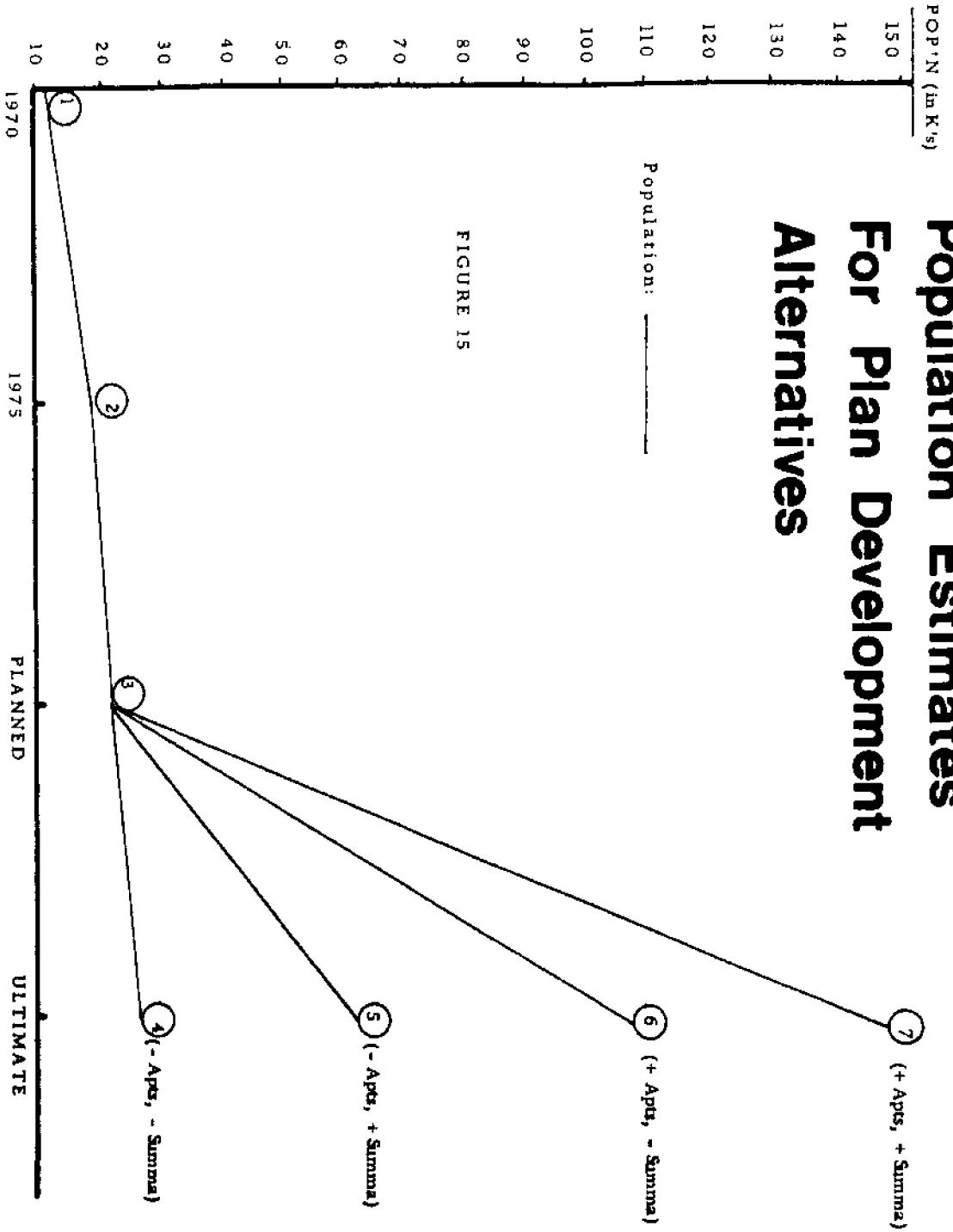
Figure 14 demonstrates the future populations to be expected under several alternative future conditions of development. The figures for 1970 and 1975 are totals of populations taken from the subarea tabulations and appearing in the first and second columns of the matrices above. The third bar in Figure 14 is equivalent to the Planned column in Table 14. The final, seventh



# Population Estimates

FIGURE 14

# Population Estimates For Plan Development Alternatives



bar on the far right of the bar chart is the equivalent of the Ultimate column in Table 14. The fourth, fifth and sixth bars, between 'Planned' and 'Ultimate' are the disaggregations resulting from analysis of major components of population growth identified for the future. These components are: the development of the Summa Land (Bar 5), the development and some redevelopment of Marina del Rey apartments (Bar 6) at maximum densities currently permitted (a 13 to 1 floor area ratio). Bar 4 shows estimated future population less the populations expected from either Summa Land development or Marina del Rey's ultimate permitted residential growth. Bar 7 shows the estimated population with all residential development now permitted by City and County standards. It represents the "local commitment to growth", used in the Sorensen-Dickert model.<sup>22</sup>

### POLICY OPPORTUNITIES

Figure 15 orients the bar chart to the flow of time. The numbers which appear in circles correspond to the numbered bars in Figure 14. It is assumed that point #3 will occur in the near future and point #4 in the mid-range future. Points #5, #6, and #7 would occur according to the long-range future policies this Plan recommends for circulation, open space, and recreational facilities and according to recommended development standards as they appear in Chapter IV.

It should be noted that sequences of development beyond #3, the short-range planned stage, are not predicted by Figure 14. Summa Land development may occur before or after Marina del Rey apartment construction or, in the worst circumstance of development impact, all development may occur simultaneously. Development may occur before the long-range time span considered by the policies, but this is only possible if this Plan is not accepted for implementation.

A major assumption for the Subregional Plan is that existing densities of residential development in the City subareas will be maintained, so that no redevelopment at higher densities will be allowed by rezoning, variances, or conditional use permits. This supports policies presented in Chapter IV related to existing single family housing, and other intensity standards developed from subarea analysis.

Figure 15 shows the population curves which will be applied to trip generation and open space to produce thresholds for establishing the Subregion's carrying capacity within the parameters of the objectives of the Plan. This, then, represents the first major opportunity in the Subregional planning process for policy formation.

<sup>22</sup> op. cit, p. 2.

## COMMERCIAL

### PROJECTIONS AND ANALYSIS

Projection and analysis for future commercial development is based on information gained from subarea studies set forth in Chapter II. Problems such as those of commercial strip-zoned areas are identified there to be dealt with in the policies of Chapter IV.

A large sector of the Subregion's commerce, commercial recreation such as restaurants, theatres, etc. is dealt with in the recreation sections of this Plan.

### POLICY OPPORTUNITIES

The preceding population projection and analysis indicates only the spatial and environmental impacts of the present and future residents of the Subregion. As such, it represents a major factor in planning for future activity systems but, in this Subregion, it is but one factor to be equated with other, non-resident generated activity systems which must be preserved and enhanced in order to maintain access and use of the Subregion as a regional recreation resource.

Present and future commercial development in the area may be conceptualized as divided into two categories: that which exists to serve the permanent residents and employees of the area, and that which exists to serve visitors to the area. Like most planning categories, the line between these two categories is not always as clear as is wished. Marine-related commerce, for example, falls in the second category because the boat owners who patronize it are, in the main, frequent visitors from outside the Subregion to their boats within the Subregion. It must be noted, nonetheless, that a significant number of clients of marine-related business also live within the Subregion.<sup>23</sup> Marina del Rey subarea shopping centers fall into the first category because the primary locational client group lives within the Subregion, although a significant amount of business is drawn from regional visitors.

Without extending this concept further than the imprecision of its boundaries will allow, it can be said that planning policies for future commercial development must be aimed at protecting the second category from being overcome by the first - that is,

<sup>23</sup> According to a recent survey, 17% of the respondents living in Villa Marina owned boats moored at Marina del Rey, as did 12% of those living in Villa Marina East. A 1974 survey found that 9.2% of Marina del Rey residents kept a boat at their residence and that 7.2% of Marina boatowners are also Marina residents, according to the Los Angeles Dept. of Small Craft Harbors.



maintaining and enhancing commercial support facilities for regional recreational visitors. Locally-oriented commerce (stores, office buildings and medical facilities) will be allowed to develop according to implementation standards so as to maintain the urban vitality of the Subregion (Objective #1) but not to a level which would encroach on regional recreation facilities and the public's access to them (Objectives #2 and #3).

## INDUSTRIAL

### PROJECTIONS AND ANALYSIS

Existing industrial development can, like commercial development, be divided into two categories; in this case marine-related and non-marine-related. Marine-related industry, mainly boat building and repair, is located in the Subregion to a large extent, on and west of Lincoln Boulevard, and within the Marina. Industry unrelated to marine activities is centered in the Del Rey subarea, with a smaller aggregate in the southern triangle of the South Venice subarea.

As with the preceding Commercial section, base-line information used for planning future industrial development is to be found in the subarea studies.

### POLICY OPPORTUNITIES

Policies for future industrial development are subject to the same constraints of balance in order to protect space needed for regional recreational use from overdevelopment of locally-oriented industrial activities.

The current location of industry drawing employees and clients into the Subregion is centered east of Lincoln Boulevard, while marine-related industry is located, in general, on or west of Lincoln Boulevard. This locational separation of activity systems, particularly of automobile traffic generated by the industries, must be encouraged to continue in future development.

## CIRCULATION

Parallel to the preceding treatment of Population and Development discussion of Marina del Rey Subregion's Circulation will consider the following:

1. Projections and Analysis; and
2. Policy Opportunities

## PROJECTIONS AND ANALYSIS

While Subregion residents and visitors cannot agree whether local traffic conditions are acceptable or intolerable, there is strong consensus that opportunities for improvements exist and are, in fact, mandatory at key pressure points in the circulation network. In order to spot the problems and their roots, the Subregional Plan will develop trip generation standards applicable to the area, establish traffic volume trends geared to each of the population alternatives, and interpret the impact of future traffic growth on the existing infrastructure. The role of parking and transit expansion in aiding and abetting these alternative traffic outcomes will be described.

At present, several congested intersections require re-design to accommodate existing traffic volumes with greater ease and efficiency. These maneuvers are fully described under Policy Opportunities.

Briefly, improvements are recommended for the Via Marina-Washington, Washington-Lincoln, Lincoln-Nixon Freeway, and Lincoln-Mindanao intersections. The recommended improvements range from double left-turn lanes and left-turn signals, to carving a new point of access to the Marina at the terminus of the Nixon Freeway. With the exception of the Marina cut-off, all of the improvements involve only minor capital expenditures and can be implemented without delay. Several recommended changes are in fact already endorsed by the City, County, and State and have simply not been carried out according to the original schedules.

Given the existing infrastructure with minor but strategic upgrading, the next step in gauging future traffic impact on the area involves modelling traffic effects implied by the population and development alternatives presented in Population and Development above. Three vital items of information are required to construct this forecast: current traffic counts for major streets in the Subregion; knowledge of planned development in the area as well as the maximum amount of development possible in the long range future; and trip generation standards keyed to different kinds of development (residential, commercial or industrial).

Figure 12 in Chapter II, Circulation displays the 1974 traffic volume in average daily trips (a.d.t.'s) for major Subregion routes. Signalized intersections are indicated by open circles.

Table 15 presents trip generation standards keyed to the intensity and mix of development in the Marina vicinity. These standards are distilled from those used by Los Angeles City, Los Angeles County, South Coast Regional Commission, the

USE	TRIP GENERATION
Residential	8 vt/unit (multiple, condo.) 10 vt/unit (sm. single family) 12 vt/unit (lge. single family)
Commercial Fashion Center Convenience Center	40 vt/1000 <sup>□</sup> gross leaseable area 80-85 vt/1000 <sup>□</sup> g.l.a.
Industrial	90 vt/acre
Office Medical Office	10-12 vt/100 <sup>□</sup> g.l.a. 15 vt/100 <sup>□</sup> g.l.a.
Hotel Banquet	9 vt/guest room .8 vt/seat
Restaurant Fast Food	50 vt/1000 <sup>□</sup> g.l.a. or 4 vt/day/seat 553 vt/1000 <sup>□</sup>
Table 15: Trip Generation Standards	

TABLE 15

consulting firm of Linscott and Associates, traffic engineers and planners. Unless otherwise indicated these figures are employed throughout to formulate future traffic volumes.

Information on population and development trends provides the backdrop for the traffic forecast. These are available in this Chapter in the Population & Development section. Table 16 below consolidates these trends multiplied by their attendant trip generation properties.

Residential trip generation standards for each subarea are indicated beneath the current traffic volumes. These factors were selected according to the predominate housing type (apartments, townhouses, or single family units) in the subarea. The trip generation standards for commercial and industrial development prevail throughout all subareas.

For convenience, the potential traffic impacts of Summa development have been computed separately to show the overwhelming changes in the quantity and quality of automobile travel in the Subregion. Summa land was assumed to be developed in accordance with the land use mix assigned by the Los Angeles County General Plan. (See Population and Development above). The phasing of development, the percentage

SUBAREA	RESIDENTIAL			COMMERCIAL			INDUSTRIAL			TOTAL		
	1975	PLND.	ULT.	1975	PLND.	ULT.	1975	PLND.	ULT.	1975	PLND.	ULT.
MARINA	41,968 (8vt/du)	47,096	379,600	73,368	88,397	115,307	0	0	0	115,335	135,493	494,907
DEL REY	4,862 (10.5 vt/du)	4,862	4,910 (12 vt/du)	14,562	14,562	20,998	5,652	5,652	6,000	25,076	25,076	31,908
SO VENICE	3,930 (10 vt/du)	3,930	4,230	7,407	7,407	8,247	3,695	3,695	5,175	15,032	15,032	17,652
PLAYA DEL REY	5,499 (9 vt/du)	5,499	8,703	7,160	7,160	7,560	0	0	0	12,659	12,659	16,263
PENINSULA	12,744 (8 vt/du)	19,481	25,081	6,736	6,736	9,872	0	0	0	19,480	26,217	34,953
VILLA MAR.	8,616 (8 vt/du)	13,240	13,240	21,220	23,920	28,543	500	500	2,210	30,336	37,660	43,993
SUBTOTAL	77,619	94,108	435,764	130,452	148,182	190,527	9,847	9,847	13,385	217,918	252,137	639,676
SUMMA	0	0	154,352	0	0	42,664	1,080	1,080	7,560	1,080	1,080	204,576
TOTAL	77,619	94,108	590,116	130,452	148,182	233,191	10,927	10,927	20,945	218,998	253,217	844,252

Table 16: TRIP GENERATION

Notes: (1) Includes 337 R-W1 @ 9 vt/du and 463 condominium units @ 8 vt/du.  
(2) Includes only hotels @ 9 vt/du.

of the total area allotted to transportation infrastructure, and the area's self-sufficiency or dependence on the Marina proper, will also influence the character of travel. Under the Williamson Act arrangements recommended for the Summa property in the final chapter of this Plan, apprehension would become unnecessary. A nominal amount of visiting traffic for the leased recreation parcels will accrue, but only a fraction of the total implied by ultimate development projections.

In spite of the enormous trip generation potential of Summa development, the single most influential jump in trip generation will occur in the Marina itself. If apartment development continues to the 13:1 floor area ratio saturation allowable under the current County special center designation, average daily trip generation will increase tenfold.

Figure 16 graphs the relationship between the rate of growth in population and the rate of growth in average daily trips prompted by population growth. At present, trips in the Subregion are climbing in number faster than is population. (See Point A). Several factors contribute to the Subregion's disproportionately large burden of automobile traffic. Nonresident recreation facilities - the beach, restaurants, etc. - increasingly pull additional trips into the Marina vicinity. Commercial, office, and hotel uses in the area are intensifying, thereby generating more cars per developed acre than would residential uses occupying the same land area. In existing residential areas, the number of trips generated per dwelling unit rises when conversion to a more binding form of ownership or base takes place (from apartment to condominium, for example).

The planned stage of trip generation and population growth represents a short- to mid-range projection. (Note point C in Figure 16). As the graph illustrates, the rate of growth in trip generation lags below the rate of population growth (Note point B in Figure 16), at a point before the planned stage is met. This does not mean that traffic congestion will abate, but only that uses causing lower levels of trip generation are being built in the short- to mid-range time period. Again, the location and timing of development will alter the traffic impacts. It should be noted that the trends plotted in Figure 16 are based on population growth. Commercial and industrial uses accompanying this growth also generate trips, which, if added to the residential trips in that Figure, would steepen the trends.

Finally, Point D of Figure 16 shows the results of ultimate development within present zoning maxima, and the anticipated growth in trip generation accompanying such development. Points A, B, and D correspond respectively to the existing, planned, and ultimate columns in Table 16. Once more, the rate of growth in trip generation bypasses

TRIP POP	(in K's)
900	150
850	140
800	130
750	120
700	110
650	100
600	90
550	80
500	70
450	60
400	50
350	40
300	30
250	20
200	10

# Trip Generation And Population Interrelated



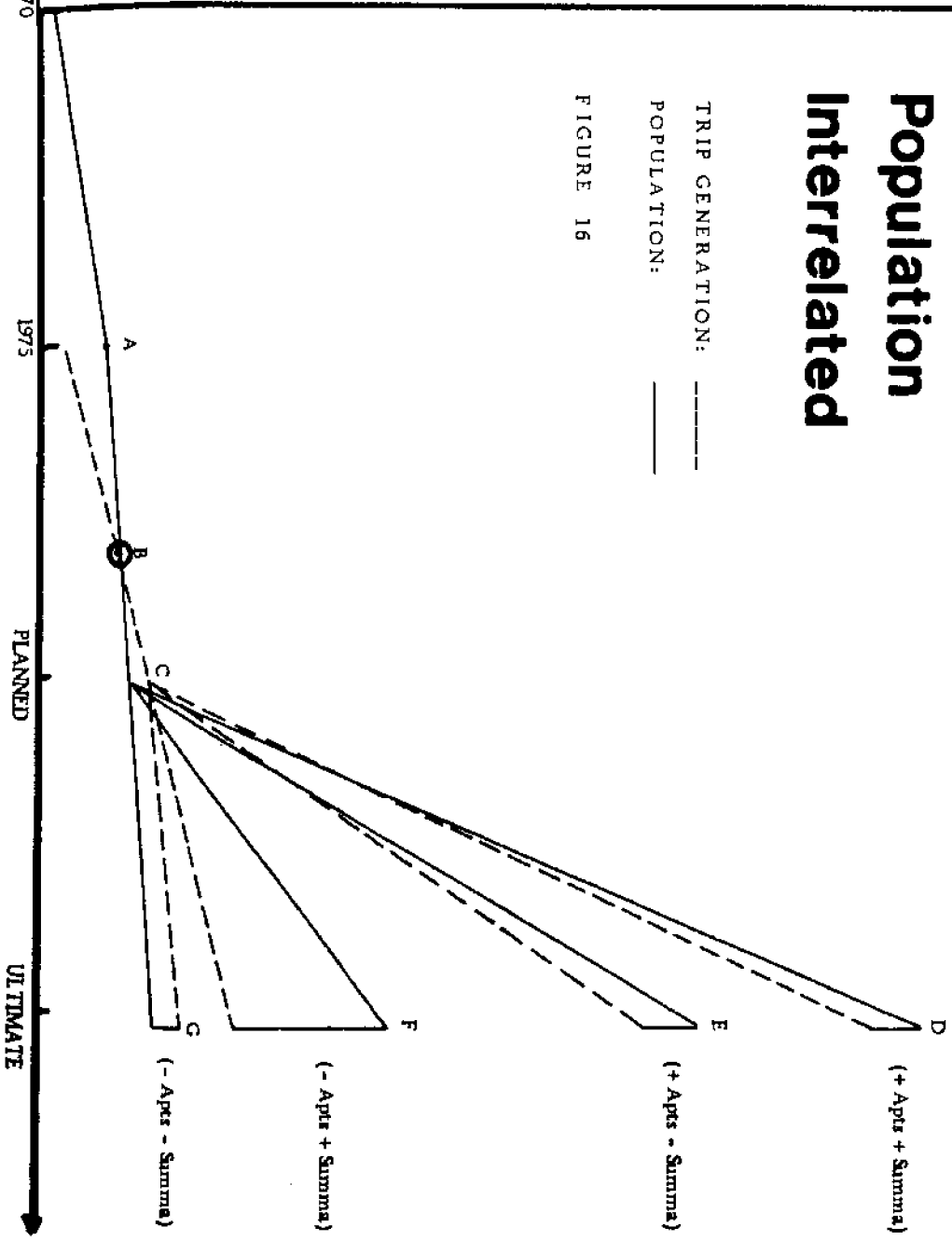
TRIP GENERATION:   
 POPULATION: 

FIGURE 16



the rate of growth of population in spite of the added allocated space to roads on Summa land to offset much or most of the Summa traffic's impact on the Subregion. Comparing the ultimate development alternative shown by Point D with alternatives Point E and F (ultimate development of either the Summa property or Marina apartments), apartment development in Marina del Rey at currently-permitted densities clearly stamps the most devastating traffic impacts on the area.

Land use, development, and circulation are inextricably linked in the Marina del Rey Subregion. Population and Development policies suggested by data in Chapter III must reinforce circulation policies at hand. For comparison, therefore, point G in Figure 16 illustrates the trip generation impact associated with development policies recommending no further apartment development in the Marina, plus Williamson Act arrangements for the open Summa land. This alternative produces the lowest anticipated trip generation, requires the least alteration of existing circulation networks, encourages conservative energy expenditures in the Subregion, and foremost, it preserves maximum future options for public access to the Subregion.

Figure 17 summarizes the impact of present and projected trip generation growth due to development. For each link in the network, the top figure represents existing average daily trips; the middle figure corresponds to planned traffic status (Point G of Figure 16); and the bottom figure related to ultimate trip generation (Point D of Figure 16) on the existing network aside from new roadspace on the Summa property. This basemap is important for indicating the relative magnitude of present to planned and ultimate traffic volumes, as the actual figures vary widely from day to day, season to season. Due to uneven traffic sampling procedures, this map averages all available 1974 counts for a given road link in an effort to erase any seasonal or daily bias. Planned traffic volume estimates are predicated on an overall 40% increase over existing volumes, as indicated by the figures in Table 16. Ultimate traffic volume is, in turn, a 67% increase over planned traffic levels. This yields a total ultimate growth in average daily trips of 107%.

Reviewing the above projections and analysis, two items of information shed light on the development parameters that are being sought according to the Sorensen-Dickert methodology introduced in Part I. Table 16 plots alternative traffic trends based on development and population growth. Point B isolates a threshold in terms of traffic behavior. When the rate of growth of trip generation exceeds the rate of growth of population, traffic activity will be intensifying faster than any other carrying capacity index. Since this occurs before the planned stage of growth is met, one concludes that Point B is primarily a product of inertia rather than a result

FIGURE 17

TRAFFIC COUNT

Volume:

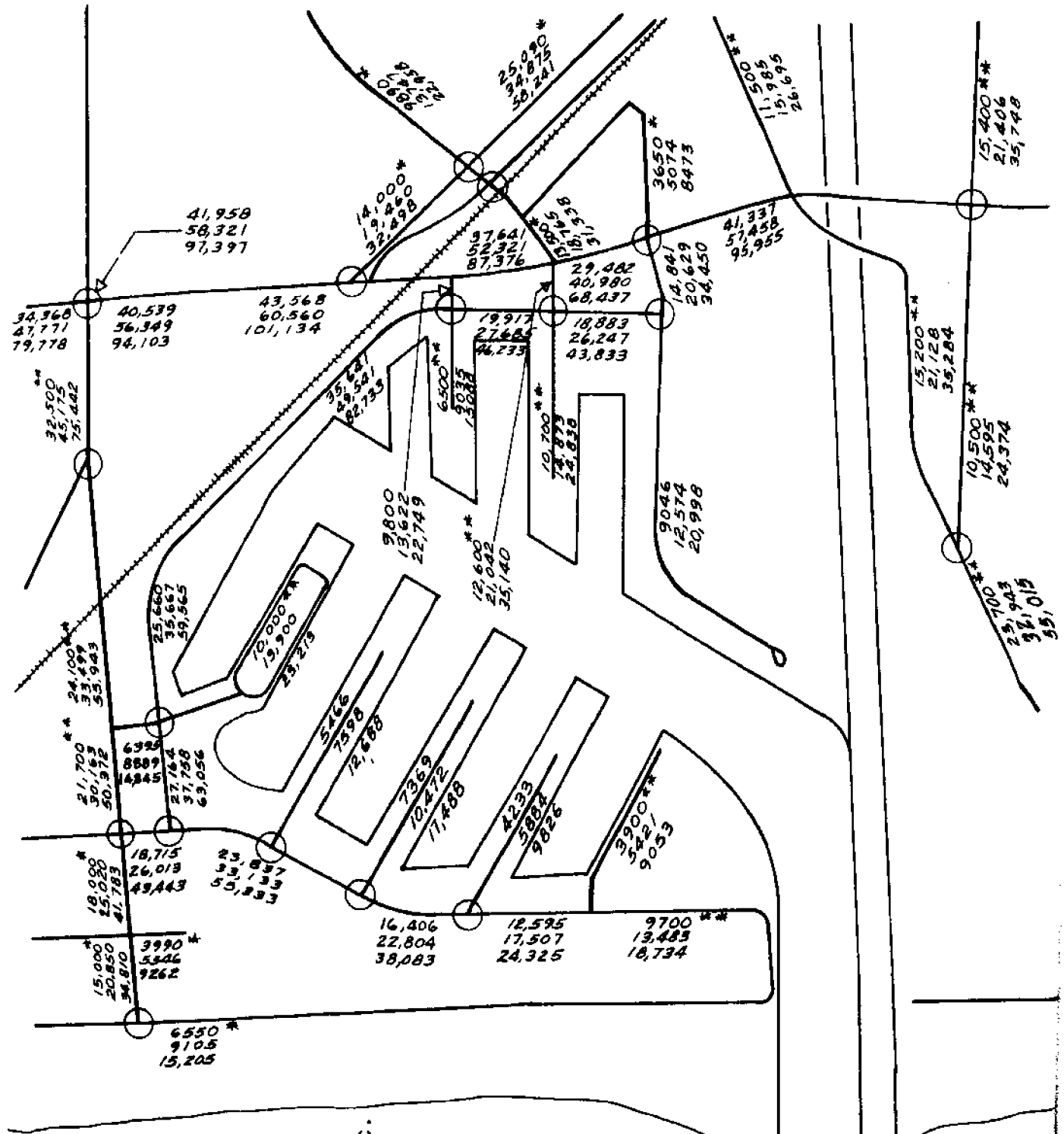
- Existing
- Planned
- Ultimate

ooo 1974 County

ooo 1974 City

ooo Linscott Assoc.

O Traffic Signal Control





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of a particular development strategy. Points B<sub>1</sub>, B<sub>2</sub>, and B<sub>3</sub>, however, indicate a second, longer-range threshold wholly dependent on the development policy chosen at Point C. The cross-over in population and traffic growth trends occurs at a later point in time with the increasing degree of intensity of alternatives D, E, and F. The threshold lag is due to the implementation time required after a development alternative is selected. Because these thresholds are dependent on development alternatives rather than actual population figures, they are not easily translated into the simple step format chosen by Sorensen-Dickert. They are, nevertheless, capacity thresholds in the same sense.

As soon as any but the most constrained development occurs as shown in D, E, and F; the rate of trip generation growth becomes disproportionate to that of population growth. The Subregion will, in this predicament, be in need of improved public transit to ameliorate congestion, curtail energy costs, and retain public access. Jitney, shuttle and park-and-ride facilities are modest means to this end. Start-up costs for these services can be minimized by using existing equipment and operators whenever possible. Existing parking lots or government-owned parcels, for example, serve park-and-ride needs as well as a new lot can if properly located. Parking requirements, too, will be boosted proportionately to the growth in development, people and automobiles. Curbside parking is clearly no answer. Inadequate parking facilities will cause cars to line up near parking lots, thus impeding traffic flow. Without a proportioned requirement for parking, automobile parking for non-residential activities will invade neighborhoods and adjacent communities. Positive action to tie parking needs to development policy is a necessary component of this Subregional Plan, especially in light of the area's strong regional use.

#### POLICY OPPORTUNITIES

The Subregional Plan needs concise policies designed to protect both regional and local access; maintain the existing level of service on vicinity streets to ensure safety and maximum access; and adequately prepare the Subregion to coordinate traffic development growth. To these ends, policy opportunities include short-, mid-, and long-range infrastructure improvements; mass transit expansion; parking provisions; and alternative means of transportation.

Design review mechanisms to ensure proper and safe designing of the circulation system is desirable, especially where personal modes of transportation circulate with automobiles and transit vehicles.

## RECREATION AND OPEN SPACE

The discussion of Circulation above related traffic volumes and behavior to population and development options in the Marina del Rey Subregion. The following presentation of Recreation and Open Space will emphasize short-, mid-, and long-range relationships between population, development, and open space. In addition to the data in this section, a complete inventory of open space by subarea appears in Appendix C.

### PROJECTIONS AND ANALYSIS

Open space is an important urban indicator for two reasons. First, open space is related to this Plan's objective of maintaining urban vigor and diversity. Open space effectively aerates densely developed urban nodes, buffers urban uses and defines urban edges. Open space also provides space for the development alternatives which shape an urban area. Furthermore, protected open space sets aside land with which to insure that the opportunity for future options does not disappear. Second, open space is a key factor in the second Subregional objective - maintaining and enhancing recreation opportunities and diversity in the Marina vicinity. Without public open space, most free forms of recreation have nowhere to take place.

With these relationships in mind, three items of information provide a methodological backdrop for recreation and open space policies.

SUBAREA	Temporary	Transitional	Permanent	TOTAL
Marina	8.4	14.1	425.2	447.7
Del Rey	2.0	2.2	0	4.2
South Venice	2.5	2.8	0	5.3
Playa del Rey	3.1	0	67.2	70.3
Summa	0	782	0	782
Peninsula	47.2	4.7	106.2	158.1
Villa Marina	24.9	53.8	4.8	83.5
TOTAL	88.1	859.6	603.4	1,551.1

Table 17: Existing Open Space Categories

TABLE 17

Table 17 above further analyzes the contents and quality of the vacant land category first presented in the subarea reports in Chapter II. Open space is characterized as either temporary, transitional, or permanent. As the table indicates, less than half of the current total open space is expected to survive future development. Even the Summa properties, which account for half of the current open space in the Subregion are subject to mid-range development pressures. The second largest open space increment is water, particularly 405 acres of the Marina alone, and is permanent open space. Thus, 6% of the total open space is deemed temporary and will be depleted at the planned stage of development. An additional 55% of the total is transitional open space and will be absorbed by construction yielding the ultimate level of population and development, leaving only 39% of the current total open space free of development (most of which will be water). These are average figures for the Subregion, but closer inspection of Table 17 reveals that the Del Rey, South Venice, and Summa subareas face the possibility of no open space whatsoever, if development options are exercised on the open land. Del Rey and South Venice already are dealing with an acute shortage of open space for recreation. Ironically, these areas are the only ones in the Subregion housing a significant number of children.

Table 18 correlates temporary, transitional, and permanent open space with the open space absorption expected to occur as a result of planned and ultimate development.

SUBAREA	Existing	Planned	Ultimate
Marina	447.7	439.3	425.2
Del Rey	4.2	2.2	0
South Venice	5.3	2.8	0
Playa del Rey	70.3	67.2	67.2
Summa	782.0	782.0	0
Peninsula	158.1	110.9	106.2
Villa Marina	83.5	58.6	4.8
TOTAL	1,551.1	1,463.0	603.4a
Table 18: Open Space Absorption			

TABLE 18

Ultimate development, as explained earlier, subsumes four different development alternatives. In Table 18 above, the most extreme case (extensive apartment construction in the Marina subarea plus complete Summa property development) is used for comparison. Table 19 charts the impact of future open space attrition in terms of people per acre of open space. Should temporary and transitional open space actually be developed according to present zoning, the overall intensity of open space use will increase nearly twentyfold. This assumes, however, that Subregion recreationists will continue to use remaining subregional open space once it becomes over-populated. Unfortunately, some portion of Subregional recreationists - not enough to eliminate open space congestion - will spill over into neighboring open space.

In order to visualize the differing open space absorption associated with the four possible development alternatives, Figure 18 plots the rate of growth of people per open space acre. The increase in people per open space acre ranges from 41 people/acre in the least intensive ultimate development alternative to 233 people/acre in the most intensive alternative (see point C and F) - a six-fold difference between extremes. In terms of open space preservation, the Subregion clearly benefits most from the alternatives shown by points E and F.

Open space serves educational as well as recreational needs. Through a questionnaire answered by schools, colleges, and universities in the area, the Group discovered a strong desire for open space preservation in key wetland and water areas to provide places for wildlife and marine studies.

Commercial recreation does not necessarily occupy open space, although some forms of commercial recreation such as tennis or golf do so. The preponderance of Subregion recreationists do depend on commercial facilities, however, and non-resident recreationists rely on commercial recreation to an even greater degree. This trend promises to be sustained in the future as population and visitors increase.

### POLICY OPPORTUNITIES

In terms of open space preservation, the single most dramatic impact would be precluding development of the Summa land. In order to accomplish this, policies urging County adoption and application of the Williamson Act on selected Summa parcels would be in order, to compensate the owner with tax relief for non-development. This mechanism may also be appropriate for other parcels throughout the Subregion.

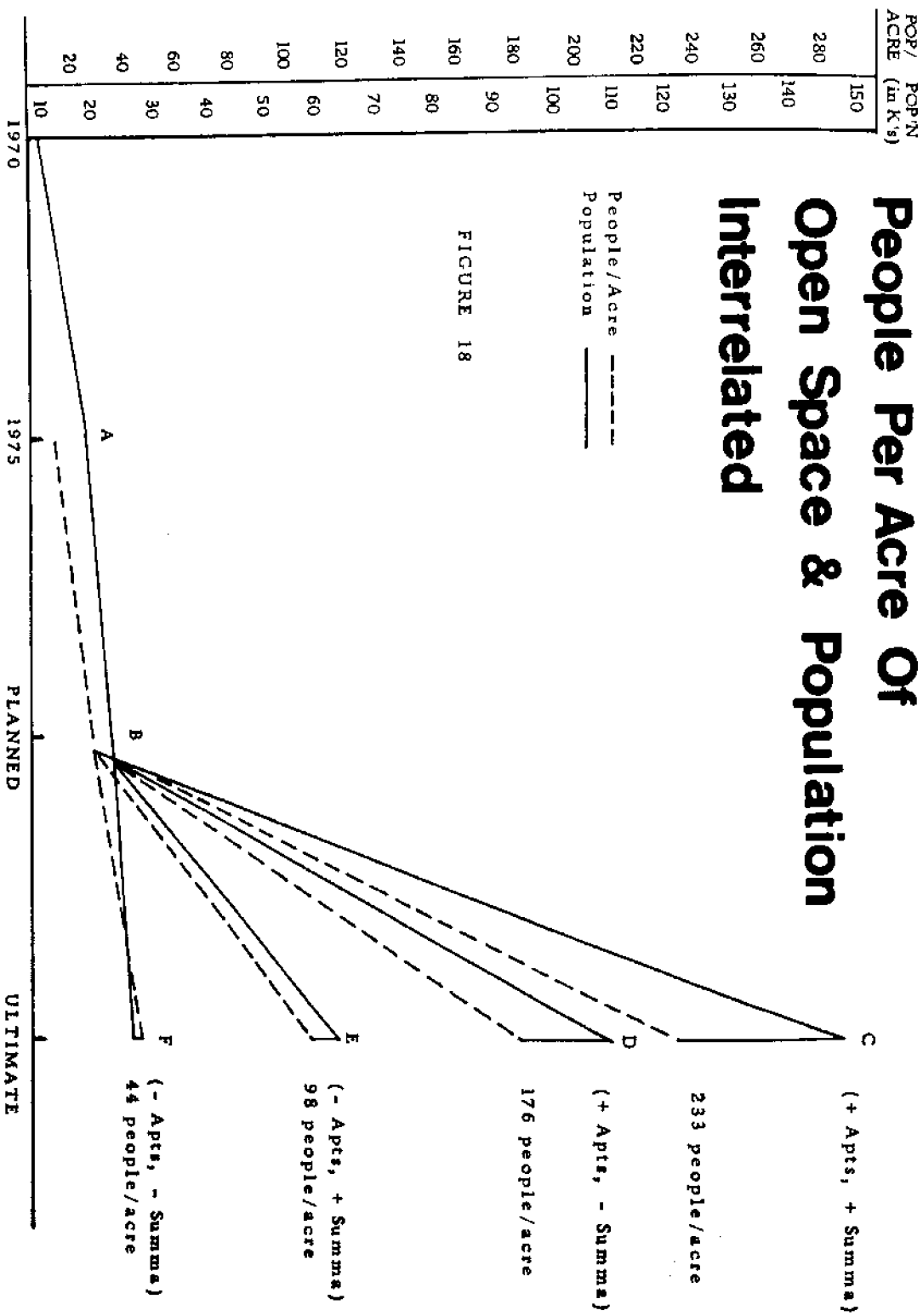
Another policy opportunity concerns restoration of neglected recreation resources such as Ballona Lagoon. Enhancement of existing recreation resources through the addition of equipment

SUBAREA	EXISTING			PLANNED			ULTIMATE		
	Pop. (1)	Open Space	People/Acre	Pop. (1)	Open Space	People/Acre	Pop. (1)	Open Space	People/Acre
Marina	10,188	447.7a.	23/ac.	12,492	439.3a.	28/ac.	93,405	425.2	220/ac
Del Rey	1,409	4.2	335/ac.	1,409	2.2	640/ac.	1,421	(.1)(2)	14,210/ac
South Venice	1,152	5.3	217/ac.	1,152	2.8	411/ac.	1,239	(.1)(2)	12,390/ac
Playa del Rey	941	70.3	13/ac.	941	67.2	14/ac.	1,489	67.2	22/ac
Peninsula	2,443	158.1	15/ac.	3,823	110.9	34/ac.	5,031	106.2	47/ac
Villa Marina	2,111	83.5	25/ac.	3,394	58.6	58/ac.	3,391	4.8	706/ac
SUBTOTAL	18,244	769.1	24/ac.	23,211	681.0	34/ac.	105,976	603.4	176/ac
Summa	0	782.0	0	0	782.0	0	34,561	(.1)(2)	345,610/ac
TOTAL	18,244	1,551.1	12/ac.	23,211	1463.0	16/ac.	140,537	603.4	233/ac

Table 19: People Per Acre of Open Space

1. Includes 50% of hotel/motel population so as to absorb recreating conventioners and vacationers.
2. Actual figure would be 0, but .1 acres is used for statistical convenience. The error, however, is negligible.

# People Per Acre Of Open Space & Population Interrelated



or maintenance, such as picnic facilities in day use beach area, extends further policy possibilities. Due to the large number of options available, and the attendant expenditure of funds, a phased recreation facilities program is desirable.

Protection of and support for commercial recreation keyed to the Subregion's role as a regional recreation resource are necessary, as is the reservation of some open space for commercial recreation facilities.

Design review mechanisms to ensure attractive open space and recreation facilities are encouraged to complement recreation enjoyment. Furthermore, attractive circulation to and from recreation areas in all parts of the Subregion is encouraged, as the circulation system also complements sight-seeing and vacation driving.

### MARINA DEL REY SUBREGIONAL PLAN POLICIES

The policies of the Subregional Plan are all supportive of the goal of the Plan, and at least one of its objectives. A discussion of the goal and objectives is found in Chapter III. For ease of reference the goal and objectives are repeated here:

#### GOAL

TO PRESERVE, RESTORE, AND ENHANCE THE ENVIRONMENTAL QUALITY OF THE MARINA DEL REY SUBREGION

#### OBJECTIVES

1. Preserve and enhance the Subregion's diversity of activities and opportunities which shape it as a vigorous urban community.
2. Preserve and enhance the Subregion as a regional recreation resource.
3. Preserve and enhance regional access to recreational resources; and local access to existing and planned residential, commercial, and industrial development.

#### POLICIES

The following text develops the Plan policies in detail. The overall structure of this policy plan is found in Figure 19.

Policies presented here are grouped in four functional divisions: Population and Development, Circulation, Recreation and Appearance and Design. Each policy is noted for the time range in which implementation is expected: immediate,

short-range (0-2 years), medium-range (2-5 years), and long-range (5 or more years). Also noted will be the Objectives, 1, 2, and/or 3 which the policy supports. An explanation of the intent of the policies is provided after each functional group.

**Figure 19:**

**INDEX TO THE POLICY PLAN**

<b>GOAL</b>			
	<b>Objective 1</b>	<b>Objective 2</b>	<b>Objective 3</b>
<b>Immediate</b>	P & D1 P & D2 R1	R1 R2 R3 R4 R5	C1 R4
<b>Short-range</b>  <b>0-2</b>	P & D3 P & D4 P & D5	P & D3 P & D4 C4 C6 R6 R7	P & D3 P & D4 C2 C3 C4 C5 C6 R6 R7
<b>Mid-range</b>  <b>2-5</b>	P & D3 P & D4 P & D5	P & D3 P & D4 R8 R9	P & D3 P & D4 C7 R8 R9
<b>Long-range</b>  <b>5 or more</b>	P & D3 P & D4 P & D5 C8	P & D3 P & D4 R10 R11	P & D3 P & D4 C8 R10 R11



POPULATION AND DEVELOPMENT

Policy P & D#1 - Immediate Implementation  
In support of Objective #1

IMMEDIATE DEVELOPMENT SHALL BE PERMITTED FOR RESIDENTIAL, COMMERCIAL AND INDUSTRIAL USE ACCORDING TO THE STANDARDS, LIMITS AND CONDITIONS SET FORTH IN TABLE 20.

Land Use	Maximum Development Allowed	Maximum FAR	Development 5 Contribution		Trips Generated (ADT)	%
			per of NRA	Total \$		
Hotel <sup>1</sup>	900 rooms	1.125:1	20¢	\$100,000	8,100	75%
Commercial <sup>2</sup> incl. office	150,000 sq.ft.	.5:1	10¢	\$ 15,000	3,000	50%
SFR	no limit	N/A	N/A		N/A	100%
Other <sup>3,4</sup> residential	200 DU per year		20¢	\$ 60,000	2,000	75%
Industrial	10 acres per year	.5:1	10¢	\$ 22,000	900	100%
Total \$				\$137,000		
Total Trips					14,000/day	

Table 20: Policy P & D#1, Standards, Limits & Conditions for Immediate Development

TABLE 20

1. No more than 25% of total area to be devoted to banquet, management room, restaurant, and lounge use(s).
2. No office buildings inside the Marina del Rey Small Craft Harbor.
3. No added residential inside the Marina del Rey Small Craft Harbor.
4. Except single family residence that meets Specific Planning Standards.
5. To be placed in Trust Fund.

**SPECIFIC PLANNING STANDARDS**

Marina del Rey and Vicinity Subregional Planning Group

	A	B	C	D	E	F	G	H	I
	MULTI-FAMILY RENTAL (6)	MULTI-FAMILY, OWNER-OCCUPIED (6)	HOTEL	RETAIL	OFFICE	INDUSTRIAL (9)	SINGLE FAMILY RESIDENCE	SENIOR CITIZEN HOUSING (8)	SUB-STANDARD LOTS
PARKING:	2 spaces/unit + 10% for guests	2 covered + 1/2 (guest) per unit	1/2 space/hotel rm; 1/400 s.f. non-public floor area plus employee parking. (1)	5 spaces / 1,000 s.f. NRA	3.5 spaces/ 1,000 s.f. NRA (1)	3.5 spaces/ 1,000 s.f. NRA (3)	2 covered/DU plus 1 guest (tandem OK)	1/DU including guest parking	2 covered + 1 guest
LOT COVERAGE	70% (4)	70% (4)	50% (not counting underground structure.) (2)	50% (4)	50% (4)	60% (4)	60%	60%	60%
FLOOR RATIO	N/A	N/A	1.5 : 1 (6)	1 : 1	1 : 1	1 : 1	N/A	1 : 1	N/A
MIN. SET BACK (all yds)	10 ft.	10 ft. (10)	10 ft.	10 ft.	10 ft.	10 ft.	10 ft. except 5 ft. sideyds.	10 ft.	All yards per City Ord.
RESIDENTIAL DENSITY	30 DU/ net acre	16 DU/ net acre	N/A	N/A	N/A	N/A	9 DU/net ac.	N/A	1 DU/lot 13 DU/acre
HEIGHT LIMIT		40 ft. above nearest street grade	None	None	None	---	40 ft. above nearest street grade.	None	40 ft. above nearest street grade.
LANDSCAPING	10%	10%	10%	10%	10%	10%	10%	20% L.S./Rec/Open	10%
SGNS	Identifying only.	Identifying only.	Identifying only + entertainment marquee.	Identifying only + entertainment marquee.	Identifying only.	Identifying only.	Identifying only.	Identifying only.	Identifying only.

TABLE 21: Policy P & D #3 - Specific Planning Standards

Estimate of annual public sector revenues realized from  
Table 20:

Real Estate Tax:	\$1,750,000
Bed Tax:	600,000
Sales Tax:	900,000
Luxury Tax:	1,000,000

TABLE 21

Footnotes:

1. 1 to 45  for Restaurant, Banquet, and Meeting Rooms of NRA or dining area in the case of Restaurants.
2. Exception for parking because of high water table so long as underground structure does not exceed a height of 8 ft. above street project front, grading and landscaping obscure 1/2 of height along frontage street, and said structure is used for parking. On bulkhead side of garage, there shall be adequate landscaping between the bulkhead and garage structure.
3. Excluding warehouse areas within structure (storage) which shall be one per 2500 sq. ft.
4. Including ground floor area of parking structure.
5. Includes dry land area only.
6. Not including garage floor area used for parking.
7. Deed restriction.
8. No warehousing or storing allowed outside a structure.
9. Building to building as well as lot line setbacks.
10. No further office buildings in the Marina del Rey Small Craft Harbor.
11. No further residential construction in the Marina del Rey Small Craft Harbor.
12. Column I will apply immediately to 325 lots in the Silver Strand area of Marina Peninsula, excluding the two lots abutting the Marina Channel. State agencies should declare any intention of acquisition of these two blocks by January 1, 1977, and acquire those lots within a three-year period.

Policy P & D#2 - Immediate Implementation  
In support of Objective #1

HOUSING RESTRICTED TO OCCUPANCY BY SENIOR CITIZENS,  
INCLUDING THOSE OF LOW AND MODERATE INCOME SHALL  
BE PERMITTED TO DEVELOP IMMEDIATELY.

Policy P & D#3 - Short-, Mid-, and Long-Range Implementation  
In support of all Objectives

NO FUTURE RESIDENTIAL, COMMERCIAL OR INDUSTRIAL  
DEVELOPMENT SHALL BE PERMITTED EXCEPT AS IT CONFORMS  
TO THE SPECIFIC PLANNING STANDARDS IN TABLE 21

Policy P & D#4 - Short-, Mid-, and Long-Range Implementation  
In support of all Objectives

WITH THE STATED EXCEPTIONS OF POLICIES P & D#1 AND  
P & D#2, FURTHER DEVELOPMENT MUST AWAIT SUBSTANTIAL  
IMPROVEMENT IN THE TRANSPORTATION CIRCULATION SYSTEM.  
DEVELOPMENT MAY PROCEED IN ALL BUT THE SUMMA SUBAREA  
WHEN THE IMPROVEMENTS REQUIRED BY POLICY C#1 HAS BEEN  
SCHEDULED AND/OR CONTRACT LET. DEVELOPMENT OF THE  
SUMMA SUBAREA WILL REQUIRE FULFILLMENT OF POLICIES  
C#2/C & D.

Policy P & D#5 - Short-, Mid-, and Long-Range Implementation  
In support of Objective #1

NEIGHBORHOODS OF SINGLE FAMILY HOUSING SHALL BE  
PROTECTED FROM THE ENCROACHMENT OF NON-RESIDENTIAL  
AND MORE INTENSIVE RESIDENTIAL USES.

- A. City-owned lots in the Marina Peninsula, South Venice,  
and del Rey Subareas shall be dedicated to open park  
space and construction of low and moderate income  
housing.

#### POPULATION AND DEVELOPMENT POLICIES: DISCUSSION

The central theme of population and development is to allow  
the growth necessary for the continued economic vitality of the  
Subregion while, at the same time, protecting against traffic  
congestion and overuse of natural and constructed recreational  
resources which would damage the natural environment and deteriorate  
the urban center.

The standards proposed in Policy P & D#3 can be seen as the  
key to intensities of development which will support growth but  
prohibit over-development. Policy P & D#4 provides the necessary  
phasing of future development to transportation facility improve-

ments in order to preserve access to recreational resources as well as to preserve the essential mobility of workers and residents in the Subregion.

It will also be noted throughout the policies which follow, that development priorities favor public and commercial recreation facilities.

Policies P & D#1 and P & D#2 may be regarded as interim measures. Policy P & D#1 recognizes that moratoria are not within the intent of the Coastal Zone Conservation Act and are, in addition, often disastrous to an urban economy. Therefore, pending the improvement of traffic facilities some development will be allowed. That which is allowed will be at a lower density than the intensity of the phased development standards, in order to minimize development impacts on the existing facilities. In addition, a limit to non-phased development is provided by specifying maximum quantities of development units which will be allowed during the interim period. These maxima recognize that, even with reduced densities, existing circulation and some recreational resources are near saturation and must not be burdened beyond definite limits.

A third provision of Policy P & D#1 is establishment of a Trust Fund set up as a non-profit corporation. A board of trustees, chosen from the community, will supervise collection and dissemination of the funds. Funds will be collected for interim development according to the schedule shown in the matrix. These funds will be used as seed money to be matched with City, County or State funds, in order to generate the circulation or recreation facilities needed to mitigate the impacts of interim development. At such time as the improvements required by Policy C#1 are provided, the interim period will be declared at an end. All funds remaining will be disbursed for approved purposes and the non-profit corporation will be dissolved. (The Quimby Act is seen as a parallel to the Trust Fund and was the precedent used to structure this provision of the policy).

Policy P & D#2 is scheduled for immediate implementation. As noted in Chapter II, Population, age patterns in the Subregion are markedly homogeneous, with an unusually low percentage of people older than 65. In order to promote the population diversity in age and income necessary to an urban center, as well as to provide housing and access to the coastal zone to those former residents who have suffered dislocation from the coastal zone in many urban areas, Policy P & D#2 is provided. This policy is scheduled for immediate implementation because the problem is pressing and because the development impacts from the proposed development are minimal. Policy P & D#2 will continue in force until a more normal statistical increment of the elderly is established in the

Subregion. This is estimated to occur before or during the medium time range.

Policies P & D#5 and P & D#6 follow from the discussions of both the single family housing and the commercial strip zoning in the subarea reports found in Chapter II, particularly the South Venice and Del Rey subareas.

While the need for the redevelopment required by P & D#6 is immediate, it is recognized that time is needed to initiate redevelopment areas as well as to implement redesign and rehabilitation, therefore this policy is scheduled for the time span covered by short and medium range implementation.

Policy P & D#5 is a continuing effort. Initial programs are simply to enforce existing City ordinances on screening and noise abatement. There are, at present, two such neighborhoods in need of protection, located in the South Venice and Del Rey subareas. Additional vulnerable neighborhoods are possible in several other subareas, and would be included in the provisions of Policy P & D#5 as conditions require.

#### CIRCULATION

All references to specific locations are mapped in Figure 20.

Policy C#1 - Immediate Implementation  
In support of Objective #3

THE FOLLOWING LOCAL ROADWAY IMPROVEMENTS SHALL BE ACCOMPLISHED WITHOUT DELAY TO EASE CRITICAL LINKS IN THE TRANSPORTATION SYSTEM.

A. Intersection of Fiji Way and Lincoln Boulevard

Stripe double left-turn lanes and increase stacking capability from northbound Lincoln Boulevard to Westbound Fiji Way.

B. Intersection of Washington at Lincoln Boulevard

Stripe double left turn lanes from northbound Lincoln to westbound Washington Boulevard. Extend both left and right-turn lanes to increase stacking capacity at the intersection.

C. Carlton Cut-Thru

Provide said connection directly to Admiralty Way from the Richard M. Nixon Freeway and resignalize as necessary. (See Fig. 21). No left turn shall be allowed at northbound Lincoln to the Cut-Thru.

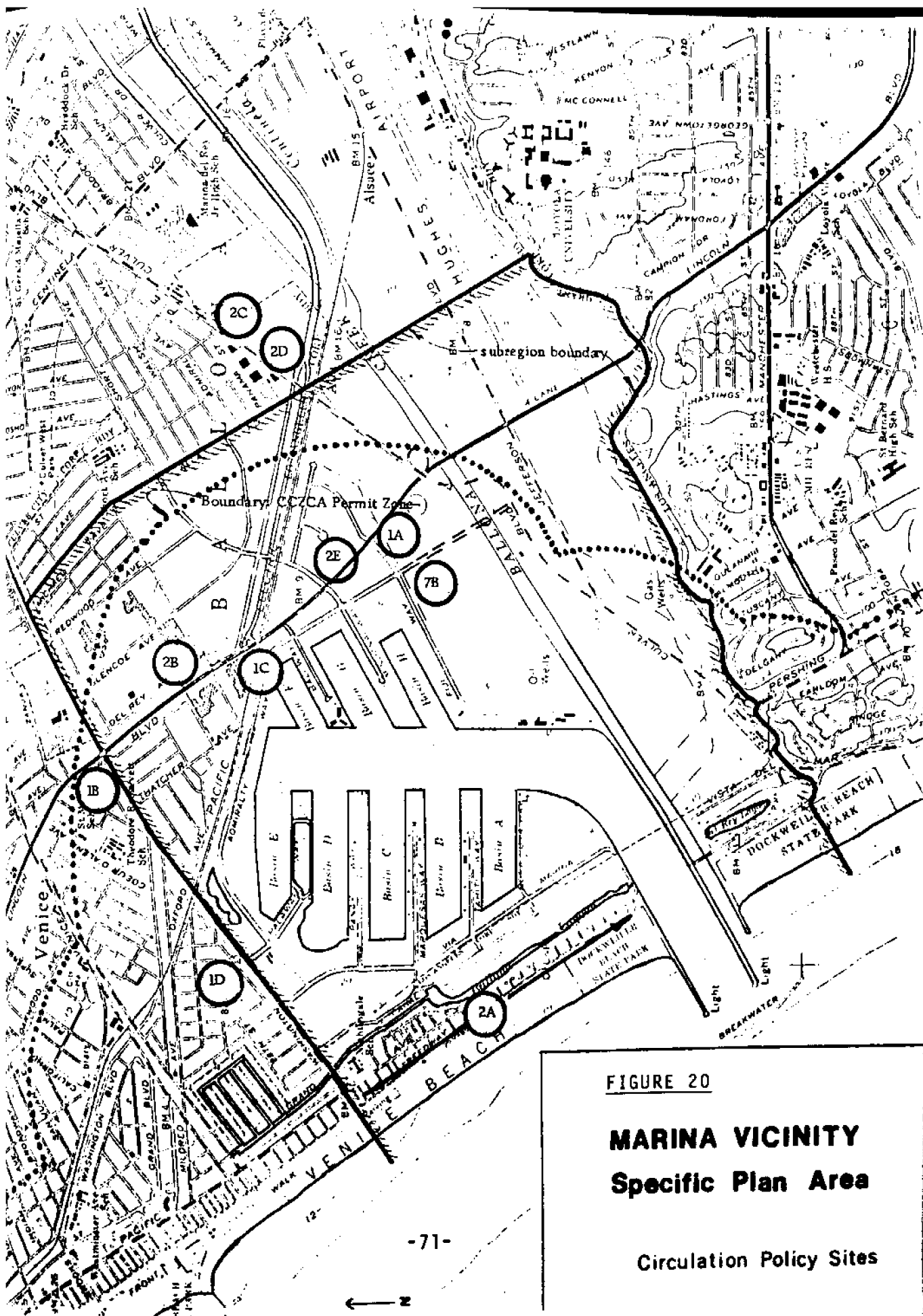


FIGURE 20

**MARINA VICINITY  
Specific Plan Area**

Circulation Policy Sites



D. Intersection of Palawan and Washington Boulevard

Signalize intersection and add a double left-turn lane onto Washington Boulevard from Palawan to complete the access link to the coastal zone provided by the Carlton Cut-Thru.

Policy C#2 - Short-Range Implementation  
In support of Objective #3

THE FOLLOWING LOCAL ROADWAY AND TRAFFIC IMPROVEMENTS IN AND ADJACENT TO THE STUDY AREA SHALL BE ACCOMPLISHED TO BETTER USE THE EXISTING TRANSPORTATION SYSTEM.

A. Pacific Avenue

Re-designate Pacific Avenue as a collector street for planning purposes. It is presently deemed a secondary highway, although its traffic load and design characteristics are not of this magnitude.

B. Intersection of Lincoln Boulevard at Maxella Avenue

Signalize intersection to provide left turn capability from westbound Maxella Avenue onto southbound Lincoln Boulevard.

C. Interchange at San Diego and Richard M. Nixon Freeways

Connect eastbound Route 90 to southbound San Diego Freeway.

D. Improvement of the Culver Boulevard and Richard M. Nixon Freeway Intersection

Upgrade and streamline said connection to mitigate existing safety hazards and insure free-flow connections with the San Diego Freeway.

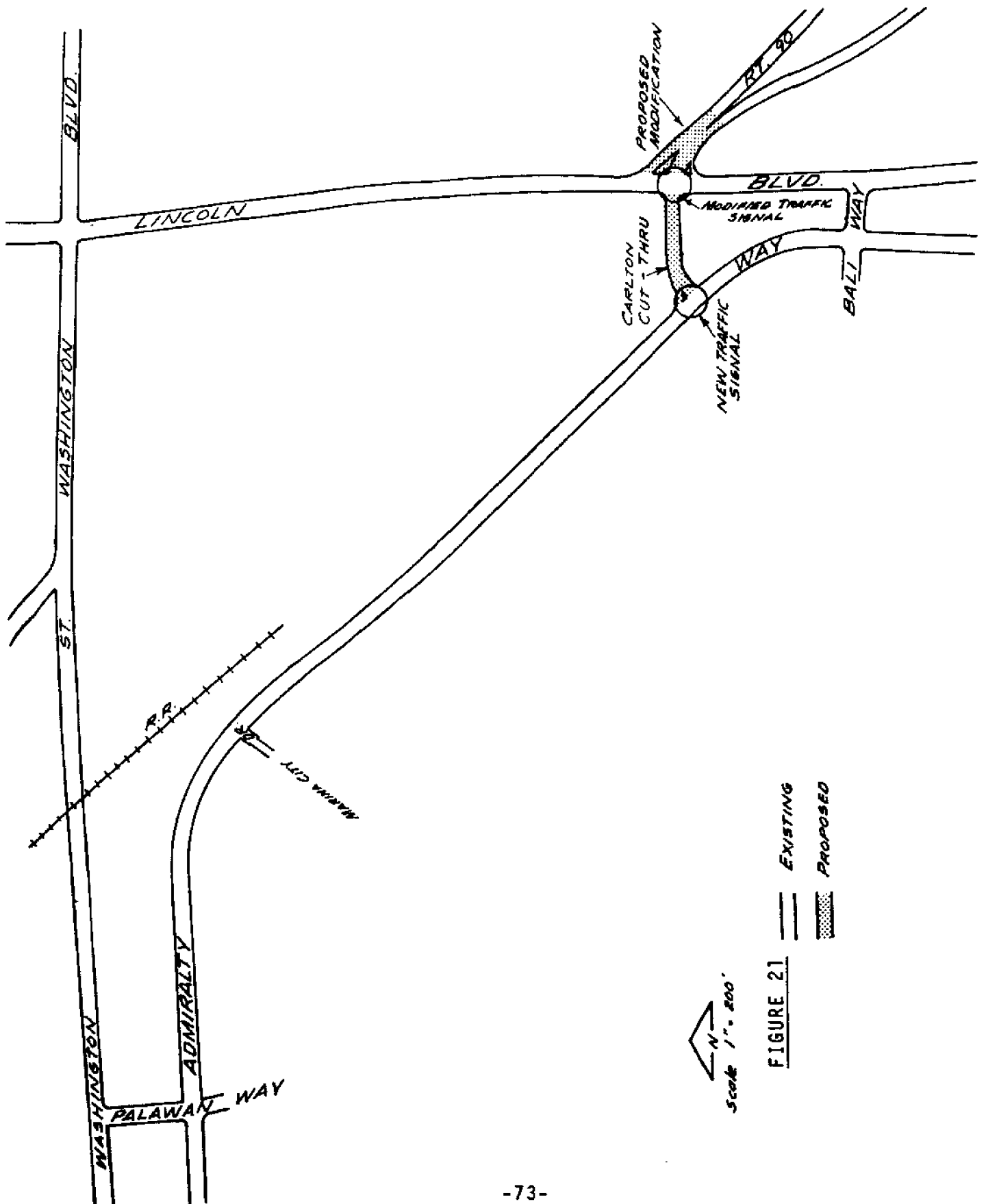
E. Intersection of Mindanao Way and Lincoln Boulevard

Add left-turn arrow to signalization to both northbound and southbound Lincoln Boulevard.

Policy C#3 - Short-Range Implementation  
In support of Objective #3

NECESSARY IMPROVEMENTS TO EXISTING MASS TRANSIT SYSTEMS SERVING THE MARINA DEL REY SUBREGION SHALL BE ACCOMPLISHED.





A. Bus Lanes on Roadways

Establish lanes on Richard M. Nixon Freeway, Washington Boulevard, Admiralty Way, and Lincoln Blvd., when practicable.

B. Terminal Facilities for Existing and Proposed Mass Transit

C. Park-and-Ride Facilities

Establish facilities to provide off-street parking for commuters, sightseers, beachgoers, overflow Marina parking, and recreational vehicles on a short-term basis. Examples of park-and-ride locations to investigate:

- (1) Venice Boulevard Median
- (2) McDonnell/Douglas Property (Washington east of Lincoln)
- (3) LAX International Airport (East of north runway and Sepulveda)
- (4) Unused large parking lots for weekend use
- (5) Richard M. Nixon Freeway median between Mindanao Way and Culver Boulevard

Policy C#4 - Short-Range Implementation  
In support of Objectives #2 and #3

NECESSARY LOCAL TRANSIT FACILITIES SHALL BE ESTABLISHED.

- A. Encourage jitney for local service within the study area.
- B. Establish jitney and mini bus service within the Impact Area and provide connections to Park-and-Ride facilities and existing bus lines, hotels, restaurants, shopping centers, beaches, and all residential areas. Also to be included is a direct airport service from the Marina area hotels.
- C. Encourage all hotels, motels, or public meeting places to provide or subscribe to transit facilities if economically feasible, within the specific area and to the airport terminal facilities.

Policy C#5 - Short-Range Implementation  
In support of Objective #3

NECESSARY IMPROVEMENTS TO LOCAL PARKING SHALL BE ACCOMPLISHED.

- A. Provide three through lanes on Lincoln Boulevard from Jefferson to Washington by prohibiting parking north-bound from 4-6:00 PM to accomplish this.

- B. Group parking spaces along Lincoln Boulevard in two's with ample space between groups to obviate parallel parking which impedes traffic flow.

Policy C#6 - Short-Range Implementation  
In support of Objectives #2 and #3

PEDESTRIAN AND BICYCLE ROUTES SHALL BE ESTABLISHED THROUGHOUT THE SUBREGION, PROVIDING LINKAGE TO PARK-AND-RIDE AND LOCAL TRANSIT FACILITIES WHEREVER PRACTICAL AND DESIRABLE.

Policy C#7 - Mid-Range Implementation  
In support of Objective #3

PENDING SOLUTION OF THE PRESENT, FOSSIL-FUEL DEPENDENT AUTO TRANSPORTATION, AND THE ATTENDANT DEGRADATION OF OUR AIR, MASS TRANSIT SYSTEMS WILL BECOME MORE DESIRABLE, DEVELOP AN INCREASING CLIENTELE, AND PROVIDE A BETTER ENVIRONMENT. THUS, THE USE OF RAILROAD TRACKS IN THE SUBREGION SHALL BE INVESTIGATED FOR NEAR TERM RAPID TRANSIT IN CONJUNCTION WITH THE CITY OF LOS ANGELES' PRESENT EFFORTS TO MAKE USE OF SAID TRACKS.

A. Extension of Admiralty Way Southbound

Connect Admiralty Way to Jefferson Boulevard across Culver Boulevard and signalize at Jefferson. Resignalize the intersection of Fiji Way and Admiralty.

Policy C#8 - Long-Range Implementation  
In support of Objectives #1 and #3

HIGH SPEED REGIONAL MASS TRANSIT WILL BE NECESSARY IN THE LONG-RANGE (15+ years). ALTHOUGH IT IS NEITHER WITHIN THE SCOPE NOR THE POWER OF THE SUBREGION, IMPLEMENTATION OF REGIONAL MASS TRANSIT SERVICE IN THE AREA IS ENCOURAGED AND FORESEEN AS A LONG-RANGE TRANSPORTATION IMPROVEMENT.

#### CIRCULATION POLICIES: DISCUSSION

The central focus of Circulation Policies #1 through #8 is the maintenance of hazard-free movement in the Subregion keyed to the traffic capacity required by phased development prescribed in Policies P & D#3 and P & D#4. The short-, mid-, and long-range circulation provisions complement and reinforce the Population and Development policies. For example, phased development implies a gradual increase in traffic volume. Gradual trip generation growth gives the transportation network an opportunity to expand or reorganize in response, whereas unchecked and sudden additional traffic can strain

the level of roadway service to the point of paralysis. Thus, Policies C#1 and C#2 are supportive of Policies P & D#3 and P & D#4. Policies C#6, C#7 and C#8 further strengthen the mid- and long-term implications of Policies P & D#3 & P & D#4 by preparing for advanced mass transit circulation solutions. The extent of such regional mass transit service will depend upon the development alternative decisions over time.

Policies C#3, C#4 and C#6 dealing with local and mass transit systems are supportive of recreational access and recreation opportunities. Bike paths, walks along the Marina moles, and the networks of which they are a part encourage recreation and circulation at a human scale. Environmental degradation and urban congestion are minimized by these personal modes of circulation and reinforce the Appearance and Design precautions for an attractive Subregion.

Finally, Policies C#1 through C#8 reinforce each other. Until the immediate and short-range policies such as C#1 and C#2 are realized, development of regional mass transit would be premature and underutilized. Furthermore, unnecessary or improperly located circulation improvements only absorb open space better used for other activities. The sequence of implementation and options needed to balance circulation efficiency with development demands.

## RECREATION

All references to specific Recreation Areas are mapped in Figure 22.

Policy R#1 - Immediate Implementation  
In support of Objectives #1 and #2

THE EXISTING VARIETY OF PUBLIC RECREATIONAL OPPORTUNITIES AND FACILITIES SHALL BE MAINTAINED, ENHANCED, AND PRESERVED. SEE CHAPTER II, CURRENT RECREATION FACILITIES FOR A ROSTER OF COMMERCIAL AND FREE PUBLIC RECREATION.

Policy R#2 - Immediate Implementation  
In support of Objective #2

RECREATION PROJECTS THAT ARE PHYSICALLY DEPENDENT UPON A COASTAL LOCATION (E.G. BOAT SLIPS, LAUNCHING RAMPS) IN THE EXISTING MARINA DEL REY SMALL CRAFT HARBOR SHALL BE PERMITTED TO DEVELOP IMMEDIATELY UPON REQUEST.

Policy R#3 - Immediate Implementation  
In support of Objective #2

FREE PUBLIC RECREATIONAL FACILITIES (E.G. PARKS AND BIKE PATHS) SHALL BE PERMITTED TO DEVELOP IMMEDIATELY AS RESOURCES BECOME AVAILABLE.

- A. The City of Los Angeles is urged to earmark Quimby Funds which have been or will be generated by development in the Marina Peninsula subarea for acquisition of land on the east and/or west bank of the Ballona Lagoon for the creation of parks.
- B. The City of Los Angeles is urged to dedicate those City-owned lots in the Marina Peninsula subarea, other than those mentioned in Policy P & D#2, or to trade those lots for lots along the east or west side of Ballona Lagoon, for the creation of parks.

Policy R#4 - Immediate Implementation  
In support of Objectives #2 and #3

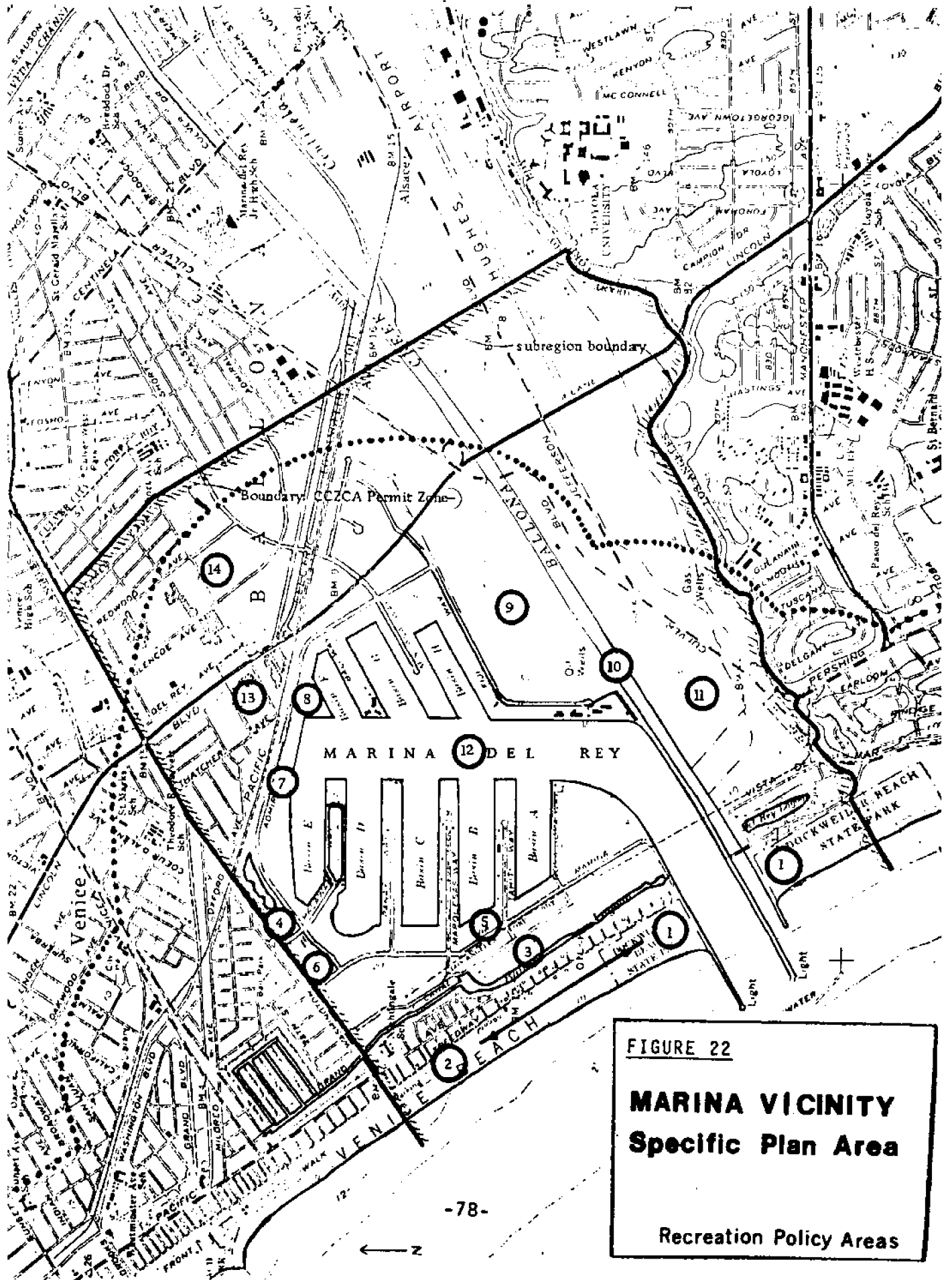
HOTEL/MOTEL DEVELOPMENT SHALL BE PERMITTED WITHIN THE SUBREGION AS RECREATION NEEDS WARRANT FURTHER EXPANSION

Policy R#5 - Immediate Implementation  
In support of Objective #2

OUTDOOR, NOT INDOOR, RECREATIONAL FACILITIES THAT ARE OPEN TO THE PUBLIC BUT SUPPORTED BY CHARGES TO USERS (E.G. GOLF DRIVING RANGES, TENNIS COURTS), SHALL BE ENCOURAGED STRUCTURES FOR SUPPORTING FACILITIES BUT SHALL BE RESTRICTED TO A GROSS AREA OF 2,000 SQUARE FEET.

Policy R#5 - Short-Range Implementation  
In support of Objectives #2 and #3

- A. Recreation Area 1: Public beaches adjacent to Marina Entrance Channel and Ballona Creek.
  - L. A view park with bench facilities shall be established on the South Jetty for pedestrian use.
- B. Recreation Area 2: Public beach on south side and adjacent to Venice Pier on Washington Street:
  - 1. Pier activities shall be upgraded, including facilities for the following activities:
    - (a) fishing
    - (b) food
    - (c) sightseeing
  - 2. A park-and-ride terminal shall be established to serve Recreation Area 2 by those transit operators serving the Subregion.



**FIGURE 22**  
**MARINA VICINITY**  
**Specific Plan Area**  
 Recreation Policy Areas

3. Bike racks shall be provided on or near bicycle paths in the area.
- C. Recreation Areas 1 and 2: Public beach between Areas 1 and 2, (Ocean Strand):
1. A bicycle path shall be completed along the Ocean Strand.
  2. Volleyball courts shall be constructed for public use on the Ocean Strand beach.
  3. An Ocean Strand walkway shall be completed for public use.
  4. Bike racks shall be installed along the bike path prescribed in 1. above.
- D. Recreation Area 3: Ballona Lagoon (from Marina Channel to Washington Street).
- No recommendation.
- E. Recreation Area 3: Ballona Lagoon (wide part of Lagoon, from Marina Channel to Ironsides).
1. Public parking shall be maintained at the southern end of Ballona Lagoon to provide access to the north jetty walkway and underutilized beaches on Marina Peninsula.
  2. Every effort shall be made to maximize the educational aspects of the Ballona Lagoon and the existing wetlands including tours providing access provisions for public school and college groups.
- F. Recreation Area 3: Ballona Canal (from Ironsides to Washington Street).
- No recommendation.
- G. Recreation Area 4: Flood Control Basin.
1. The Japanese Garden planned for the existing flood control basin shall be completed as a Bicentennial project. All existing fencing shall be removed.
  2. Bike racks shall be installed to encourage bike access to the Japanese Garden.
- H. Recreation Area 5: Parcel #9, Tahiti Way and Via Marina.
1. Insure that development of any waterfront property

must provide a public walkway abutting the waterfront.

- I. Recreation Area 6: Parcel #26 (Parcels #141, #142, and #143) Via Marina and Admiralty Way.

No recommendation.

- J. Recreation Area 7: Parcel #125 between Firehouse and Marina City Club.

1. Insure that development of any waterfront property must provide a public walkway abutting the waterfront.

- K. Recreation Area 8: Cal Yacht Club Parcel #132.

1. Insure that development of any waterfront property must provide a public walkway abutting the waterfront.

- L. Recreation Area 9: Between Ballona Creek, Lincoln Boulevard, County Line, and Marina Freeway.

1. Little League diamonds shall be maintained until such time as permanent diamonds are established (see mid-range policy P-1).

- M. Recreation Areas 9 and 10: Ballona Creek (flood control channel).

No recommendation.

- N. Recreation Area 11: Extension of Hughes Airport flight pattern.

1. The Los Angeles County Board of Supervisors is urged to implement the Williamson Act, and cooperate in placing that portion of the Summa Corporation property designating as Area 11 under Williamson Act provisions.
2. Los Angeles County is urged to lease the Hughes Airport flight pattern (Area 11) on a long-term basis for use as a recreational park, consistent with the Williamson Act provisions urged in 1. above. This will include 20 to 40 acres of wetland.
3. Every effort shall be made to maximize the educational aspects of the Ballona Lagoon and the existing wetlands including tours providing access provisions for public school and college groups.



- O. Recreation Area 12: Marina Bulkheads
  - 1. A continuous public promenade shall be developed along the bulkheads consistent with security and safety precautions.
- P. Recreation Area 13: County Line, Washington Boulevard, Pacific Electric Car Tracks.
  - 1. The City of Los Angeles is urged to establish mini parks and vestpocket parks on City-owned lots.
- Q. Recreation Area 14: Villa Marina, Lincoln Boulevard, Maxella Avenue, Alta Road, and County Line.

No recommendation.

Policy R#7 - Short-Range Implementation  
In support of Objectives #2 and #3

THROUGHOUT THE SUBREGION:

- 1. THE LOS ANGELES UNIFIED SCHOOL DISTRICT IS URGED TO OPEN LOCAL SCHOOL GROUNDS FOR PUBLIC RECREATIONAL USE WHEN SCHOOL IS NOT IN SESSION.

Policy R#8 - Mid-Range Implementation  
In support of Objectives #2 and #3

- A. Recreation Area 1: Public beaches adjacent to Marina Entrance Channel and Ballona Creek.
  - 1. A ferry which traverses an elliptical route between Marina Peninsula and the pedestrian and bicycle bridge on the south jetty shall be provided to transport pedestrians, cyclists, and tourist sightseers across the Marina del Rey Channel. (The elliptical route ensures a non-conflicting angle of traverse between the ferry and boats entering and leaving the Channel).
  - 2. A picnic park shall be provided on these sections of beach.
- B. Recreation Area 2: Public Beach on south side adjacent to Venice Pier.
  - 1. Existing picnic areas shall be increased.
  - 2. Existing parking areas shall be considered for free recreational use such as basketball or paddle tennis courts as Park-and-Ride facilities are developed.

3. Restrooms adequate to the increased use of the area shall be provided.

C. Beach Area Lying between Recreation Areas 1 and 2.

1. A tramway shall be provided on the beach, located midway between the mean high tide line and Ocean Front Walk. The tramway shall be constructed of landing mats which shall be relocated at such time as an area of the beach evidences any environmental damage. The tram will follow the Venice Ocean Front Walk route and continue to the north jetty of the Marina Channel.
2. Restrooms adequate for the increased use of this beach shall be provided.

D. Recreation Area 3: Ballona Lagoon from Marina Channel to Washington Street.

1. A lineal park shall be provided along the west side of the Lagoon. The park shall include a picnic area. A walkway shall be provided for the length of the park. Benches for pedestrians and visitors shall be provided.
2. A walkway shall be provided on the east side of the Lagoon.

E. Recreation Area 3: Ballona Canal from Ironsides to Washington St.

No recommendation.

F. Recreation Area 4: Flood Control Basin

No recommendation.

G. Recreation Area 5: Parcel #9, Tahiti Way and Via Marina.

No recommendation.

H. Recreation Area 6: Parcel #26, Via Marina and Admiralty Way

No recommendation.

I. Recreation Area 7: Parcel #25 between Firehouse and Marina City Club.

No recommendation.

- J. Recreation Area 8: Cal Yacht Club Parcel #132.  
No recommendation.
- K. Recreation Area between Ballona Creek, Lincoln Boulevard, the County Line, and the Richard M. Nixon Freeway.  
No recommendation.
- L. Recreation Areas 9 and 10: Ballona Creek flood control channel.
1. With the cooperation of the Los Angeles County Flood Control District bicycle paths shall be constructed on the dikes on both sides of the Creek.
  2. With the cooperation of the Los Angeles County Flood Control District a lineal park shall be created along the creek.
- M. Recreation Area 11: Extension of Hughes Airport Flight Pattern.  
No recommendation.
- N. Recreation Area 12: Marina Bulkheads  
No recommendation.
- O. Recreation Area 13: County Line, Washington Boulevard, Pacific Electric Car tracks.  
No recommendation.
- P. Recreation Area 14: Villa Marina, Lincoln Boulevard, Maxella Avenue, A11a Road, and County Line.
1. The City of Los Angeles is urged to establish a community park within the area by relocating and/or enlarging undeveloped, dedicated parkland within proximity of area.

Policy R#9 - Mid-Range Implementation  
In support of Objectives #2 and #3

THROUGHOUT THE SUBREGION:

1. THE CITY OF LOS ANGELES AND THE COUNTY OF LOS ANGELES ARE URGED TO COMPLETE IMPROVEMENTS TO EXISTING PARK AREAS AS PLANNED.

Policy R#10 - Long-Range Implementation  
In support of Objectives #2 and #3

THE FOLLOWING LONG-RANGE POLICIES AFFECT THE FUTURE DEVELOPMENT AND PRESERVATION OF RECREATIONAL NEEDS.

- A. Recreation Area 1: Public Beaches adjacent to Marina Entrance Channel and Ballona Creek.

No recommendation.

- B. Recreation Area 2: Public beach on south side and adjacent to Venice Pier on Washington Street.

No recommendation.

- C. Recreation Areas 1 and 2: Public beach between Areas 1 and 2 (Ocean Strand).

No recommendation.

- D. Recreation Area 3: Ballona Lagoon.

1. The City of Los Angeles is urged to restore Ballona Lagoon for visual and recreational purposes for the public's benefit.
2. The City of Los Angeles is urged to limit restoration of Ballona Lagoon to a depth not to exceed four feet at mean low-low water.
3. The City of Los Angeles is urged to restore sandy beach and/or plant material along water edges of Ballona Lagoon wherever possible.
4. The City of Los Angeles is urged to restore one (and if possible, two) of the existing bridges across the Lagoon for public pedestrian use.

- E. Recreation Area 3: Ballona Canal and Lagoon.

1. The City of Los Angeles is urged to restore better water flow to Ballona Canal and Lagoon.
2. The City of Los Angeles is urged to permit small, shallow-draft boat activity in the restored Lagoon.

- F. Recreation Area 4: Flood Control Basin.

No recommendation.

- G. Recreation Area 5: Parcel #9, Tahiti Way and Via Marina.

No recommendation.

- H. Recreation Area 6: Parcel #26 (Parcels #141, #142, and #143) Via Marina and Admiralty Way.  
No recommendation.
- I. Recreation Area 7: Parcel #25 between Firehouse and Marina City Club.  
No recommendation.
- J. Recreation Area 8: Cal Yacht Club Parcel #132.  
No recommendation.
- K. Recreation Area 9: Between Ballona Creek, Lincoln Boulevard, County Line, and Marina Freeway.  
No recommendation.
- L. Recreation Areas 9 and 10: Ballona Creek (Flood Control Channel).  
No recommendation.
- M. Recreation Area 11: Extension of Hughes Airport flight pattern.  
No recommendation.
- N. Recreation Area 12: Marina Bulkheads  
No recommendation.
- O. Recreation Area 13: County Line, Washington Boulevard, Pacific Electric Car tracks.  
No recommendation.
- P. Recreation Area 14: Villa Marina, Lincoln Boulevard, Maxella Avenue, Alta Road, and County Line.  
No recommendation.

Policy R#11 - Long-Range Implementation  
In support of Objectives #2 and #3

THROUGHOUT THE REGION:

1. RECREATIONAL USES ARE ENCOURAGED TO OCCUPY PARKING LOTS WHEN NOT IN USE FOR PARKING PATRONS.
2. THE COUNTY OF LOS ANGELES IS URGED TO DEVELOP UNLEASHED LAND IN MARINA DEL REY FOR RECREATIONAL AND/OR BOAT

STORAGE USES WHEN ALTERNATE MEANS OF PARKING AND  
TRANSPORTATION BECOME AVAILABLE AND PRACTICAL.

RECREATION POLICIES: DISCUSSION

Recreational policies, like those in Population and Development and Circulation, are phased both to local and regional demand and to the facilities needed to satisfy that demand. Throughout, policies are geared to phasing capital costs for improvements over the life of the Plan. Policy R#1 begins the address to recreational needs by making the most of the public recreation facilities which already exist. Policy R#2 provides for additional facilities in Marina del Rey for which the support infrastructure already exists. Policies R#3 and R#4 encourage the provision of free and commercial outdoor recreation facilities whenever they are offered; such facilities are always welcome additions to the inventory of recreational opportunities, offering increased enjoyment of the area with minimal environmental and development impacts.

Recreational policies for short-range implementation are grouped in Policies R#6 and R#7. In general, these are policies which expand or adapt existing resources to more intensive recreational use and involve minimal public expense. Walkways on bulkheads, bicycle racks at strategic locations, mini parks, beach volleyball nets, and the public use of public school yards after school hours are examples.

Equally feasible, although more expensive, are policies which concur with supportive City and County provisions of recreational facilities. The up-grading of Venice Pier facilities is largely a matter of improved inspection and maintenance. The bicycle path in Recreation Areas 1 and 2 and the park-and-ride facility are already under investigation by the City and have been approved by the Coastal Commission.

A major addition to the recreational inventory will be the flood control basin conversion to a public park. This project is already underway and design is complete. Capital for this project is being donated by the private sector.

The most expensive of policies for short-range implementation is Policy R#6N, the Williamson Act recommendation. The expense of the policy lies in revenues foregone by the County, rather than in the expenditure of public funds. It is reasoned that the circulation facilities necessary for support of development on the Summa Corporation land cannot be provided before the long-range time span and thus development cannot proceed. Compensation for the long delay must, in equity, be provided the land owner, and the State has provided statutory enablement with the Williamson Act. Recreational and open space benefits also help to balance the foregone revenues.

Throughout all time increments, the tourist industry remains a major recreation activity and will be supported with such hotel/motel facilities as are indicated by the growth of clientele.

Policies for mid-range implementation are to be enacted from 2 to 5 years after adoption of this Plan. A primary group of these policies addresses the current underuse of the two large beaches in Playa del Rey and Marina Peninsula subareas. More extensive use is not encouraged in the short-range as it would require additional roads and parking areas in two subareas which can ill afford the space. Within 5 years, however, park-and-ride facilities and the transit linkages to support them will have made these beaches more independent of beach parking lots.

One of those linkages is to be a restoration of the Venice Tram, continuing its route down the beach, traveling over metal mats, invisible just beneath the surface of the sand. The Trams' mid-beach path will shorten the walk to the water's edge for those beach-goers who must struggle through the soft sand with young children or paraphernalia for a beach outing. For tourists and for sightseers, the end of the Tram line can lead to a walkway through Ballona Lagoon Park, onto the Marina jetty, or to a ferry ride to continue the walk south over the bridge to Playa del Rey with its park, lagoon and beaches. Bicycle riders may circle the Marina or proceed south by use of the ferry.

Restrooms and picnic areas will complete the beach facilities. At such time as the beach parking areas are underused, conversion of these areas will enable beachside sports facilities

The policies for lineal park facilities at Ballona Creek and companion bike path are eminently feasible. The Los Angeles County Flood Control District has already begun an extensive program for multiple use of its right-of-way to meet community recreation and open space needs. Although this policy is scheduled for mid-range, negotiations should begin in the near future to insure the Subregion's inclusion in Flood Control programming.

Ballona Lagoon is slated for restoration to allow better water flow, reconstructed banks, and repaired bridges. The restored Lagoon will be far more accessible to the public and will enhance adjacent privately-owned properties.

The long-range recreation policy implications most directly concern the City of Los Angeles. Ballona Lagoon restoration, as described in Policy R#9-D, 1. through 4., require funding and support from the City of Los Angeles. Likewise, converting Marina parking to recreational uses and/or boat storage (Policy R#10-B) requires County cooperation.

The long-range accent, then, lies on intergovernmental cooperation and major recycling activity. All of the policies treating Ballona Lagoon are deemed long-range because of continuing difficulties in reaching agreement on recreational restoration and recycling in the Subregion. With regard to recycling County-owned parking in the Marina, the day when existing parking is unneeded because alternate modes of transportation are available is not foreseen for at least 15 years.

#### APPEARANCE AND DESIGN

Policy A & D#1 - Immediate Implementation  
In support of Objectives #1 and #2

A DESIGN REVIEW BOARD SHALL BE CREATED: ITS POWERS SHALL BE LIMITED TO THE REVIEW OF THE FOLLOWING:

1. SIGNS, BILLBOARDS, AND MAJOR IDENTIFICATION SIGNS,
2. THE UNDERGROUNDING OF ALL UTILITIES,
3. REVIEW OF PROJECTS TO DETERMINE CONFORMANCE TO LANDSCAPE STANDARDS,
4. TO OPTIMIZE LINE OF SIGHT TO SEA WATER,
5. REVIEW PROJECT CONFORMANCE TO INTENSITY OF DEVELOPMENT STANDARDS.

The powers of the Design Review Board shall be advisory only.

The membership of the Design Review Board will be composed of two residents of the City of Los Angeles,<sup>1</sup> appointed by the Councilperson from the District, two residents of Los Angeles County,<sup>2</sup> appointed by the Supervisor of the District, and one member appointed by the Directors of the Marina del Rey Subregional Foundation, Inc. Terms shall be for one year and two years, alternating.

#### Footnotes to Policy A & D#1

1. One of whom shall be from the building trades.
2. One of whom shall be a professional member of the design profession.

(Until the Design Review Board has been formed by the appointments as designated above, the five members of the subregional Plan Group designated as the Implementation Team will serve as the Design Review Board for all permits for construction pending within the Subregion).



## APPEARANCE AND DESIGN: DISCUSSION

The Marina del Rey area has been criticized for its appearance by a number of commentators. The 1967 Gruen Report on Marina del Rey deplores the esthetic mediocrity of Marina construction and the failure to develop a design focus. The Preliminary Coastal Plan<sup>24</sup> decries the wall of high rise that obscures the Marina from the view of residents and visitors to adjoining areas. Most recently, the California Coastal Zone Conservation Commission noted in a report on a permit denial, "no evidence exists of any effective design review coordination between the City of Los Angeles and the County of Los Angeles in the Marina area. The projects already built or under construction tend to confirm the absence of such coordination....Until effective design coordination, with overall design criteria and guidelines, is brought about between the City and County, the Commission is unable to conclude that the monotonous, unimaginative design of the proposed project constitutes the maintenance or enhancement of coastal zone amenities and aesthetics."<sup>25</sup>

The formation of an effective Design Review Board for the Subregion could do much to answer the critics and, much more important, to preserve, restore and enhance the visual amenities of the Subregion. Despite the critics, there is much to be recommended in the visual experience of the Subregion, and many people, both residents and visitors, who take pleasure in it. Preserving those aspects, and increasing the incidence of new ones, will certainly further the first and second objectives of the Plan.

The Design Review Board's broadened purview over the Subregion rather than the Marina alone is justified by the scope of visual impact of construction. No one who has viewed the Marina del Rey highrise from the residential area of So. Venice, or seen the Marina Peninsula beachfront skyline from within Marina del Rey will argue the visual interrelations of the subareas.

## A PRELIMINARY ECONOMIC IMPACT STATEMENT

In order to gauge the economic impacts of the Marina del Rey Subregional Plan, both the private and public sector costs must be assessed. Appendix D contains cost estimates for immediate-, short-, mid-, and long-range Circulation and Recreation policies. These estimates address the publicly absorbed costs involved in realizing this Subregional Plan.

<sup>24</sup> op. cit.

<sup>25</sup> California Coastal Zone Conservation Commission, Appeal #132-74, Aug. 5, 1974.

The cost estimates quoted are based on what the project will cost in the near future, accounting as closely as possible for inflation. In brief, the cumulative pricetag for recreation and circulation improvements are as follows:

Policy	Capital Costs	Annual Maintenance Cost
I Circulation	\$10,721,000	\$ 70,770
II Recreation		
a. Improvements	8,856,000	420,000
b. Williamson Act obligations	-0-	500,000
c. County Park on Summa Land	5,000,000	750,000
TOTAL	\$24,557,000	\$1,740,770

The cumulative nature of Capital Costs deserves emphasis, as the improvements slated for implementation will be phased over a period of at least 15 years.

Whenever possible, yearly maintenance costs are distinguished from construction costs. Capital costs for implementation will be absorbed by tax revenues. Proceeds from immediate development allowable under policy P & D#1 will be administered by the Community Trust Fund as seed money for immediate and short-range recreation and circulation improvements. While this seed money is too little to absorb significant costs, it is a good-faith contribution that reflects the anticipated public benefits which justify the public expenditure. Quimby Act Funds can also be put to work in acquiring open space and developing parks in the Subregion.

Clearly, the phasing of recreation and circulation projects is also instrumental to efficiently use public funding mechanisms. Quimby Act revenues must not be depleted by a burst of simultaneous improvements, since its main purpose is that of a continuing hedge against open space absorption. When specific improvements are scheduled, the public's ability to covet annual maintenance costs well into the future must also be considered.

APPENDICES

- APPENDIX A            Location and Area of City-owned Lots  
                         in Subarea Residential Zones
- APPENDIX B            Detail Maps of Industrial and Commer-  
                         cial Uses: South Venice and Del Rey  
                         Subareas
- APPENDIX C            Inventory of Open Space by Subarea
- APPENDIX D            Economic Impact - Cost Estimates
- APPENDIX E            Landscape Standards for Commercial  
                         and Industrial Use
- APPENDIX F            Subregional Planners: Abbreviated Vitae

APPENDIX A

LOCATION AND AREA OF CITY-OWNED LOTS  
IN SUBAREA R-ZONES

Playa del Rey Subarea - City Owned Lots

65th and Pacific	19,278	sq. ft.
66th and Backbay	8,279	
63rd and Backbay	15,813	
63rd and Esplanade	334,000	
Adjacent to Beach	150,280	
Pacific between 66th and Argonaut	24,590	
Argonaut and Esplanade	24,920	
Argonaut and Pacific	81,000	
Argonaut and Esplanade	20,880	
Argonaut and Pacific	16,000	
Esplanade and Convoy	33,850	
Nicholson and Culver	25,000	
Nicholson	25,000	
Nicholson	125,000	
Nicholson and Culver	2,705	
Nicholson and Culver	2,543	
Nicholson and Culver	2,381	
Total	911,519	sq. ft. (20.9 acres)

The majority of City land is devoted to a Little League baseball field with an adjacent park.

South Venice Subarea - City Owned Lots

Howard Street	3,000	sq. ft.
Howard Street	9,000	
Dickson Street	7,594	
Dickson Street	4,500	
Oxford Street	3,700	
Oxford Street	2,329	
Oxford Street	7,500	
Berkeley Street	5,000	
Thatcher Street	2,100	
Total	44,723	sq. ft. (1+ acre)

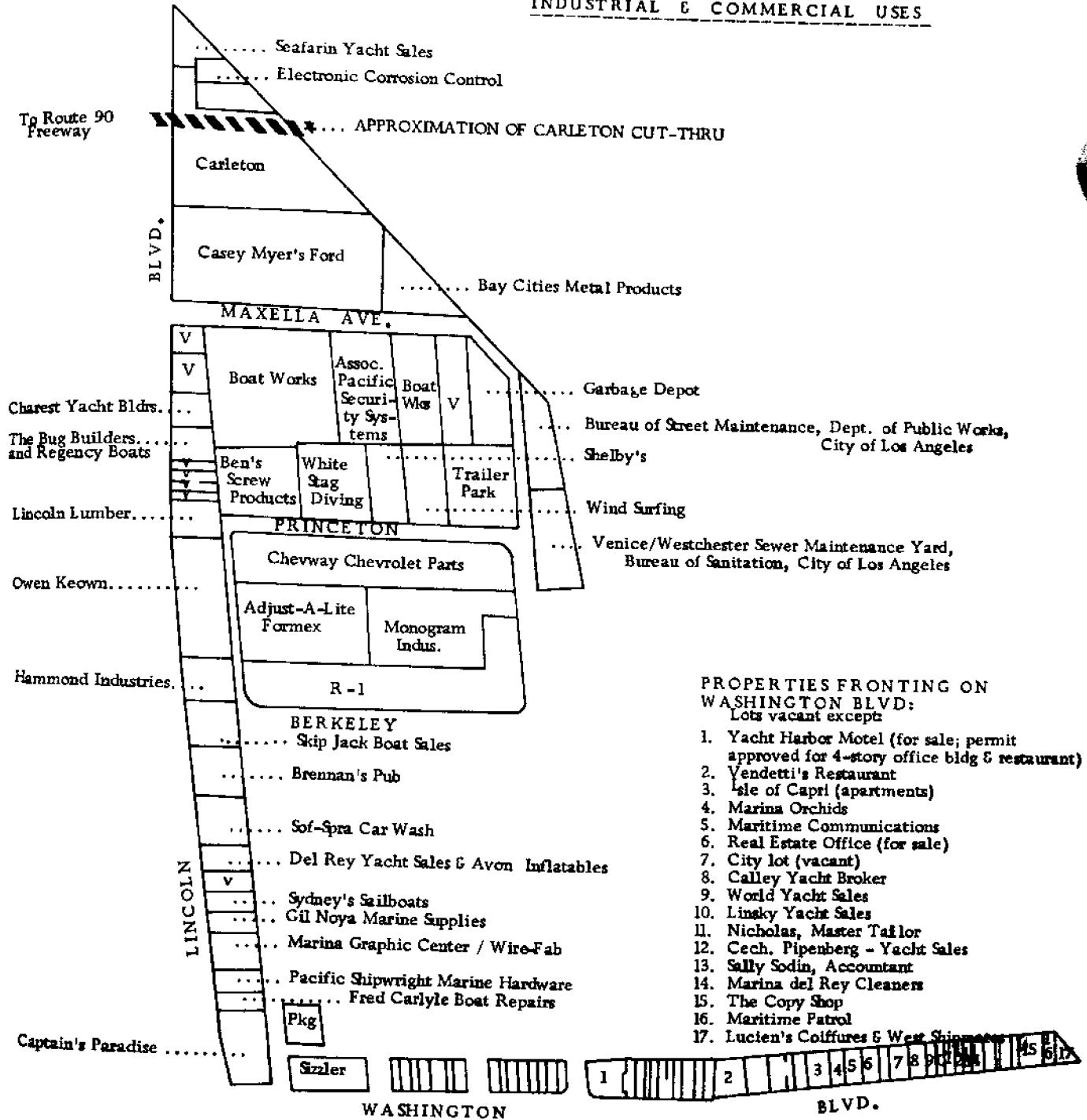
Marina Peninsula Subarea - City Owned Lots

Catamaran and Gran Corso	2,160	sq. ft.
Catamaran and Gran Corso	2,700	
Driftwood	2,888	
Pacific and Eastwind	3,600	
Fleet Street	10,800	
Eastwind	13,500	
Eastwind	2,700	
Eastwind and Gran Corso	15,523	
Via Dolce	6,500	
Via Dolce	4,000	
Via Dolce	31,215	
(County) Via Dolce (road easement?)	3,800	
Fleet and Gran Corso	7,841	
Hurricane and Gran Corso	7,841	
Hurricane and Canal Court	2,704	
Hurricane (on alley)	2,700	
Gallion (on alley)	2,700	
Gallion	5,407	
Gallion (whole court)	18,925	
Fleet (whole court)	18,925	
Gallion	2,888	
Ocean Front Walk	10,924	
Pacific Avenue (for widening?)	7,800	
Pacific Avenue (for widening?)	1,362	
Delfino Canal	3,976	
Delfino Canal	6,300	
Esplanade East	4,728	
Total	204,407	sq. ft. (4.69 acres)

APPENDIX B

DETAIL MAPS OF SOUTH VENICE AND DEL REY  
SUBAREAS - INDUSTRIAL AND COMMERCIAL USES

INDUSTRIAL & COMMERCIAL USES







GLENCOE AVE.

Transco Prod. Inc.		Parking	
Revel, Inc.		Parking	
Parking		Revel, Inc.	
Parking		Revel, Inc.	
Transco Prod. Inc.		Revel, Inc.	
Intradeco		Western Circuits	
Spatz Lab.		Coast Enamaling Co.	
Revel, Inc.		Anes Elec., Inc.	
Bekin Moving/Storage		Parking and Boat Works	
Leni		Thendern Del Rey Kennel	Protair Corp Custom Boats by MacCauly
Marina Industrial Center **		Parking	
Buty Crafters		Parking	
Cherokee Shoe Co.		Dock Side Rigging Salco "Fabrication"	Fore Peak Cabt Boat Works
Venice Trailer Center		Column Sign Co. / Raul Welding Fairmarket Sailboats / Prop. Svc.	
Aircraft Fashions	Mfg V	SEA Products, Ladies Garments. Venice Squash Club	Truck Park'g Alchem open

BEACH AVE.

North Sails	Lt. Mfg.	Precision	Technic Cpy	Marina Air Cond'g	Encore Motel	ARC CUTTER Welding Wks	Massery's Auto Body Repairs	Massery's Mtr Linear Estimate	H. Webber RE
vacant	vacant	vacant	vacant	vacant	vacant	vacant	vacant	vacant	vacant
Shag Harbor Restaurant	Bay Cities Dog & Cat Hosp.	Buddy Jack's Thrift Shop	vacant	Karate MDR Manila Innbr	Rigo's Place vac parking	vacant	vacant	vacant	vacant

WASHINGTON BLVD.

DEL REY AVE.

Vacant for sale.	Lincoln Blvd.
Elliot Yachts	vacant
Charles Powers Signs	vacant
Trout Marine Engines	Pizza Hut
Boat Storage	Casa Rodriguez Restaurant
Marine Welding Shop	Standard Sa.
Bikeology	
Water Works Water Beds	
Sunset Unpainted Furn.	
Oscar Boat Upholsterers	
(store)	
Marine Trader Marine Sup.	
(warehouse)	
Paint Factory	
RV & Trailer Supplies	
Love Tennis Wear	
Surface Engineering	
Auto & Marine Engine Wks	
Sandy's Ski Shop	
Sea Chest Restaurant	
Del Mar Marine Welding	
Metal stge.	
Bay Steel Corp'n.	
Bldg supplies	
The Attic Sail Maker	
C Block Marine Inst.	
Worldwide Aquarium	
Nautical Decor Co.	
Santa Monica Firewood	

APPENDIX "B"

APPENDIX C

INVENTORY OF OPEN SPACE

	Temporary Open Space	Transitional Open Space	Permanent Open Space	TOTAL
<u>Marina Peninsula Subarea</u>				
Lagoon and Canal			17.2	
Marina Strand/Del Rey Tract	36.9			
Marina Strand Colonies	9.3			
Beach			89.0	
City Lots		4.7		
Vacant Lots	1.0			
TOTALS	<u>47.2</u>	<u>4.7</u>	<u>106.2</u>	<u>158.1 acres</u>
<u>South Venice Subarea</u>				
Vacant C-Zoned Lots		1.0		
Vacant M-Zoned Lots		.8		
Vacant R-Zoned Lots	2.5			
City Lots		1.0		
TOTALS	<u>2.5</u>	<u>2.8</u>	<u>-0-</u>	<u>5.3 acres</u>
<u>Del Rey Subarea</u>				
Vacant R Lots	.5			
Vacant M Lots	1.5			
Vacant C Lots		2.2		
TOTALS	<u>2.0</u>	<u>2.2</u>	<u>-0-</u>	<u>4.2 acres</u>

	Temporary Open Space	Transitional Open Space	Permanent Open Space	TOTAL
<u>Villa Marinas</u>				
<u>Subarea</u>				
Park			4.8	
M-Zoned Land		18.8		
R-Zoned Land	34.2			
C-Zoned Land	5.5			
Nixon Freeway Ctr Strip		35.0		
TOTALS	24.9	53.8	4.8	83.5 acres

Playa del Rey  
Subarea

Beach			41.2	
Park			21.0	
Vacant R Lots	3.1			
Summa Land	-0-	782.0	-0-	
Lagoon			5.0	
TOTALS	3.1	782.0	67.2	852.3 acres

Marina del Rey  
Subarea

Channel			405.0	
Parcel 9U	3.7			
Park			.3	
Open-Via Dolce		2.0		
Theme Park			.4	
Parcels 141, 142, 143	3.0			
Bird Sanctuary			10.7	

(continued on next page)

	Temporary Open Space	Transitional Open Space	Permanent Open Space	TOTAL
<u>Marina del Rey</u> <u>Subarea (con't.)</u>				
Parcels Q, RR, SS		8.2		
Marina City Land	1.7			
Cal Yacht Land		1.3		
Library Site		.6		
Chace Park	-0-	-0-	8.8	
Parcel 72S		2.0		
TOTALS	8.4	14.1	425.2	447.7 acres

Total Areas of Open  
Space by Subarea

Marina Peninsula	158.1
South Venice	5.3
Del Rey	4.2
Villa Marina	83.5
Playa del Rey	70.3
Summa Land	782.0
Marina del Rey	447.7
Total	1,551.1 acres

APPENDIX D

ECONOMIC IMPACT - POPULATION & DEVELOPMENT  
IMMEDIATE IMPLEMENTATION

To Be Placed in Trust Fund, according to Policy P & D#1:

Estimate of Annual Public Sector Revenues realized from  
Table 20:

Real Estate Tax	\$1,750,000
Bed Tax	600,000
Sales Tax	900,000
Luxury Tax	1,000,000

ECONOMIC IMPACT - CIRCULATION  
IMMEDIATE OR SHORT-TERM IMPLEMENTATION

Summary of Costs:

<u>Policy</u>	<u>Capital Costs</u>	<u>Annual Maintenance Costs</u>
C#1	\$ 476,000	\$ 11,280
C#2	238,000	7,140
C#3	5,362,000	break even
<hr/>	<hr/>	<hr/>
TOTAL	\$6,076,000	\$ 18,420

Cost of Transportation Improvements:

I Policy C#1

A. Intersection of Fiji at Lincoln

1. Capital Costs

- a. Increase stacking capability (i.e. 15,000  
island revisions, new paving,  
concrete, signs, striping)
- b. Signal revisions 15,000

Total Capital Costs

30,000

2. Annual Costs - 3% of Capital Costs  
for Maintenance, etc.

900/yr

B. Intersection of Washington at Lincoln

1. Capital Costs

a. Double left-turn lane, raised median, signing, striping	15,000
b. Upgrade signalization at this intersection (mini computer) as proposed by Cal-Trans	40,000

Total Capital Costs

55,000

2. Annual Costs - 3% of Capital Costs for Maintenance, etc.

1,650/yr

C. Carlton Cut-Thru Connection to Admiralty Way

1. Capital Costs

a. Land Acquisition - 400 linear feet. ROW=20,000 sq.ft.x \$5/sq.ft.	100,000
b. Roadway - 400 linear feet x \$100/linear feet	40,000
c. Resignalize Lincoln at Highway 90	100,000
d. New signal at cut-thru to Admiralty	60,000
e. Stacking lanes on Admiralty and Revisions to median	15,000
f. Revise Highway 90 lanes to match cut-thru (striping/signing, etc.)	8,000

Total Capital Costs

323,000

2. Annual Costs -3% of Capital Costs for Maintenance, etc.

6,690/yr

D. Signalize Palawan at Washington and Add Left-Turn Lane

1. Capital Costs

a. Signalization	60,000
b. Left turn lane	8,000

Total Capital Costs

68,000

2. Annual Costs - 3% of Capital Costs for Maintenance, etc.

2,040/yr

II Policy C#2

A. <u>Redesignate Pacific Avenue</u>	no cost
B. <u>Intersection of Lincoln at Maxella</u>	
1. Capital Costs	
a. Signalization - this requires coordination with Highway 90 and Lincoln Intersection	80,000
b. Striping, raised medians, signing	<u>8,000</u>
Total Capital Costs	88,000
2. Annual Costs - 3% of Capital Costs for Maintenance, etc.	2,640/yr
C. <u>Interchange at San Diego and Marina Freeways</u>	
<u>Connect east end Marina Freeway to Southbound San Diego Freeway. Temporary closing of Sepulveda Blvd. offramp</u>	
1. Capital Costs	
a. 800 linear feet @ \$160	128,000
b. temporary closing of Sepulveda	10,000
c. Other costs	<u>12,000</u>
Total Capital Costs	150,000
2. Annual Costs - 3% of Capital Costs for Maintenance, etc.	4,500/yr

III Summary of Costs (Policies C#1 and C#2)

1. Capital Costs	2,214,000
2. Annual Maintenance Costs	18,420

IV Policy C#3

1. Capital Costs	
a. Land for Park-and-Ride, 20 acres at \$200,000/acre	4,000,000
b. Park-and-ride improvements. On-site improvements grading, paving, striping, lighting, signs, landscaping, fencing, 19.5 acres x \$54,450/acre	1,062,000

c. Park-and-ride Terminal building - 300,000  
 20,000 sq. ft. of terminal  
 facilities @ \$15/sq.ft.

Total Capital Costs 5,362,000

2. Annual Maintenance Costs - break  
 even on maintenance and replacement  
 via user charges -0-

ECONOMIC IMPACT - RECREATION  
 IMMEDIATE OR SHORT RANGE IMPLEMENTATION

Summary of Costs:

<u>Policy</u>	<u>Capital Costs</u>	<u>Annual Maintenance Costs</u>
R#6-B	\$ 10,000	\$ -0-
R#6-C	293,000	20,000
R#6-G	500,000	50,000
R#6-N	5,000,000	750,000
R#6-P	250,000	15,000
<b>TOTAL</b>	<b>\$ 6,053,000</b>	<b>\$835,000/yr</b>

Cost of Recreation Improvements:

I Policy R#6-B/Area 2

1. Capital Costs  
 a. Bike Racks, 100 x \$100 10,000  
 Total Capital Costs 10,000

2. Annual Maintenance Costs -0-

II Policy R#6-C/Area 1-2

1. Capital Costs  
 a. Bike Path on beach 200,000  
 b. Volleyball Courts - five addi-  
 tional courts, complete and  
 restore 3,000  
 c. Pedestrian walkways 90,000  
 d. Bike racks, 100 x \$100 10,000  
 Total Capital Costs 293,000



- 2. Annual Maintenance Costs - restrooms, 20,000/yr  
equipment, walkway, sweeping

III Policy R#6-G/Flood Control Basin

- 1. Capital Costs 500,000 500,000\*
- 2. Annual Maintenance Costs 50,000/yr

IV Policy R#6-N/Hughes Flight Pattern

- 1. Capital Costs
    - a. Park improvements, 50,000/  
acre linear x 100 linear 5,000,000
  - 2. Maintenance Costs
    - a. Lease 100 acres of land  
from Summa land value:  
5,000,000 (\$50,000/acre x  
10% = 500,000/yr
    - b. Maintenance 250,000/yr
- Total Maintenance & Lease  
Costs 750,000

V Policy R#6-P/Area 13

- 1. Capital Costs
  - a. Park improvements - 2 acres 100,000
  - b. Park acquisition 150,000
- Total Capital Costs 250,000
- 2. Annual Maintenance Cost 15,000/yr

ECONOMIC IMPACT  
CIRCULATION, POPULATION & DEVELOPMENT, AND  
RECREATION MID-, AND LONG-RANGE IMPLEMENTATION

VI Policy C#7

- 1. Use of existing railroad tracks for  
Mass Transit no estimate avail-  
able at this time

\* Funds are being donated by private sector

2. Extension of Admiralty Way Southbound -  
Connect Admiralty Way to Jefferson Blvd.  
over Culver Blvd. and Signalize at  
Jefferson. Resignalize the inter-  
section of Fiji Way and Admiralty

a. Capital Costs		
(1)	2400 linear feet @ 120	288,000
(2)	400 feet bridge	1,000,000
(3)	3 signal sites @ 60,000	180,000
(4)	Other costs	32,000
(5)	Land acquisition cost - 280,000 sq. ft. @ \$5.	<u>1,400,000</u>
Total Capital Costs		2,900,000
b. Annual Costs - 3% of Capital Costs for Maintenance, etc.		45,000

VII Policy C#8

Mass Transit no estimate avail-  
able at this time

VIII Policies P & D#3, #4, and #5

Policy P & D#6 no cost to public  
sector  
by tax increment  
program

IX Policy R#8/Recreation Area 1

1. Capital Costs		
a.	Elliptical Ferry, 3 boats (2 + spare) at \$25,000	75,000
b.	Two boat docks	50,000
c.	Landscaping in #3 above, 2 acres x \$44,000/acre	88,000
d.	Restrooms - 4 x \$25,000	100,000
e.	Sheltered swimming buoy markers	4,000
f.	Life guard stands, 2 @ \$1,000	<u>2,000</u>
Total Capital Costs		319,000
2. Annual Maintenance Costs		
a.	Elliptical Ferry	self supporting
b.	Picnic Park and restrooms	25,000
c.	Lifeguards, 2 @ \$10,000/yr	<u>20,000</u>
Total Maintenance Costs		45,000

X Policy R#8/Recreation Area 2

1. Capital Costs		
a. Increased picnic area - 1 acre	44,000	
b. Restrooms, expansion (2 x \$25,000)	50,000	
c. Conversion of parking lots	<u>no estimate</u>	
Total Capital Costs		94,000
2. Annual Maintenance Costs		
a. Picnic park and restrooms	<u>25,000</u>	
Total maintenance costs		25,000

XI Policy R#8/Recreation Area lying between 1 and 2

1. Capital Costs		
a. Tram on beach	by private sector	
b. Restrooms - (4 x \$35,000)	<u>140,000</u>	
Total Capital Costs		140,000
2. Annual Maintenance Costs		
a. Restrooms	<u>10,000</u>	
Total Maintenance Costs		10,000

XII Policy R#8/Recreation Area 3

1. Capital Costs		
a. Improvements	1,500,000	
b. Land acquisition	<u>no estimate</u>	
Total Capital Costs		1,500,000
2. Annual Maintenance Costs	<u>100,000</u>	
Total Maintenance Costs		100,000

XIII Policy R#8/Recreation Areas 9 and 10

1. Capital Costs		
a. Bike path - no paving repair	-0-	
b. Landscaping and irrigation over on each side confined to small area	<u>100,000</u>	
Total Capital Costs		100,000

2. Annual Maintenance Costs	5,000/yr	
Total Maintenance Costs		5,000

XIV Policy R#8/Recreation Area 14

1. Capital Costs		
a. Develop existing 5 acre dedicated park parcel	300,000	
b. Acquire added 15 acres to #1 above, 15 acre x 250,000/acre	3,750,000	
c. Improvements to #2 above, 100,000/acre	<u>1,500,000</u>	
Total Capital Costs		5,550,000
2. Annual Maintenance Costs	150,000/yr	

XV Policy R#9 no estimate

XVI Policy R#10/Recreation Area 3 no estimate

XVII Policy R#11 no estimate

Summary of Costs for Recreation Improvements:

<u>Policy</u>	<u>Capital Costs</u>	<u>Annual Maintenance Costs</u>
R#8	\$7,703,000	\$ 335,000
R#9	no estimate	no estimate
R#10	no estimate	no estimate
R#11	no estimate	no estimate
<b>TOTAL</b>	<b>\$7,703,000</b>	<b>\$ 335,000</b>

ECONOMIC IMPACT - PUBLIC SECTOR

<u>SUBJECT</u>	<u>CAPITAL COSTS</u>	<u>COSTS PER YEAR</u>
I Circulation	\$ 8,976,000	\$ 63,420
II Recreation		
A. Improvements	8,756,000	420,000
B. Williamson Act	-0-	500,000
C. County Park - Summa Land	<u>5,000,000</u>	<u>750,000</u>
<b>TOTALS</b>	<b>\$22,732,000</b>	<b>\$ 1,733,420/yr</b>

APPENDIX E

LANDSCAPE STANDARDS

1. Landscaped street setbacks - minimum 10' on all street frontages
2. Minimum landscaped areas - 10% of parking areas plus street setbacks
3. Trees - one 24" box size tree (10-14' high) for every 200 sq. ft. of required landscaped area. Tree species to be indigenous to coastal zone or fast growing species. At least 80% of all trees to be evergreen species.
4. Shrubs - one 5 gallon size (3-4' high and with a crown size of 2-4') every 4' on center in all required landscape areas.
5. Ground cover - to be planted one foot on center throughout all required landscaped areas.
6. Mortality - mortality of any tree and shrub at any time during the life of the project required herein shall be corrected by immediate replacement thereof with the same materials as originally required.
7. Irrigation - all required landscape areas shall be adequately serviced with automatic irrigation systems.
8. Standards 3, 4, 5, 6, and 7 above may be substituted by a professional landscape plan for which the implementation costs would equal or exceed those costs of 3 through 7 above.

APPENDIX F

SUBREGIONAL PLANNERS: ABBREVIATED VITAE

DONALD L. R. BAKER:

- Fleet Captain, Marina del Rey Fleet of N.A.S.A.
- Serves on the N.A.S.A. National Board of Directors
- Graduate of Santa Monica City College, majored in real estate and business. Also attended U.C.L.A. and Woodbury College for additional business courses.
- A licensed real estate broker
- Representative of various materials to the California furniture building industry

DR. RICHARD BARTHOL:

- Ph.D., Associate Professor, Department of Psychology at U.C.L.A.
- resident of Marina del Rey
- has a number of publications out on industrial psychology and value systems and sports psychology
- consultant to industry and governmental organization
- visiting professor at University of Leeds, England
- visiting professor at Catholic University, Brazil

RON BURNS:

- Vice-president of Chazan Construction Co. in Burbank
- U.C.L.A. graduate
- Past financial background: Sr. mortgage loan analyst with Aetna Insurance Co., Hartford, Conn.; Mortgage loan manager and solicitor with Coldwell, Banter

ROBERT CARLTON:

- B.S. from Steven F. Austin University
- Licensed real estate broker
- Licensed contractor
- Former Vice-president at Union Bank
- Presently a real estate developer
- Involved in Marina-related center in Marina del Rey

ALLAN EMKIN:

- works for Legal Aid Foundation of Los Angeles, Venice office
- B.A. from Antioch College
- Interested in access and low-income housing in coastal zone

HELEN FOWKS:

- University of Southern California alumnus
- Has lived on the Marina Peninsula since 1974
- Was a charter member in forming the Marina Peninsula Property Owners Association in 1958
- Was president of the association for five years

RUTH A. HAYES GLENNON:

- Graduate of Boston University (1951)
- Wrote for the Los Angeles Times
- Has been a resident and homeowner in the Del Rey area for 14 years
- Co-founder of the Mar Vista-Del Rey Homeowners Association in 1969

NORM GREEN:

- Has lived in Marina del Rey all of his life
- Owns Marina Tennis World
- Graduate of Venice High School

JOHN HJORTH, JR.:

- Attended University of Virginia
- Active in Marina del Rey since 1964
- Member of Ocean Racing Catamaran Association
- Mediation Comm. of Marina del Rey
- Owner of AMRE Co., builds custom boat equipment

MARY RUTH JOHNSON:

- Represents Villa Marina Council, Inc., a condominium development

DAVID KNADLE:

- Director of Engineering for Barclay Hollander Corp.
- Registered Civil Engineer

ROBERT LESLIE:

- Executive Director of Marina del Rey Chamber of Commerce
- Executive Vice-president of Marina del Rey Leasee Association
- State President of California Marine Parks & Harbor Association

ABE LURIE:

- Member of the California Bar and a Certified Public Accountant
- Graduate of Ohio State University

- Actively engaged as the principal officer directing all activities of Real Property Management, Inc.
- Experience includes law and public accounting practice, and many years in real estate investments.

GRACE R. MYERS:

- B.S. degree in Special Education from Western Michigan University
- Former secretary of the Mar Vista del Rey Homeowners Association
- Property owner in Subregion since 1957

JOHN NYHAN:

- Practicing attorney with Lawler, Felix and Hall
- Venice resident

BUD PRICKETT:

- Graduated in 1972 from Cornell Univ. with B.S. in Hotel Administration
- Graduated in 1974 from Columbia Univ. with M.B.A. concentrating in real estate, finance, money and financial markets
- Since 1968 has run hotels in Hawaii
- Presently employed: Marina City Club, as Assistant to the President

BETTY ROBINSON:

- Represents Villa Marina Council, Inc., a condominium development

DAVID ROME:

- College graduate
- Involved in various business since 1946

MOE STAVNEZER:

- Pharmacist with an M.A. in Political Science
- Involved in Venice North Beach Planning Task
- Member of the Venice Community Plan Advisory Committee

JOHN ZEAZEAS:

- Developing partner in the Villa Marina Center
- Graduate of University of Oregon
- Two years background in city planning
- Involved in land development since 1965