

Summary of Development Impacts

1) **Purpose of LA County's Local Coastal Program (LCP) Amendment**

(i.e. purpose of changes to the Marina's planning/zoning/development laws)

- Change the types of development allowed in the Marina by re-defining 'recreation'
- Change where such development can be placed within the Marina
- Change traffic impact conclusions and re-define mitigation measures
- Change public parking supply by reducing the quantity and shifting the burden
- Reduce overall open space and recreational usage in the Marina
- Adds a conservation mgmt plan that puts development ahead of bird protection

2) **If the proposed LCP Amendment is approved by the Coastal Commission, LA County can approve the following NEW development in the Marina:**

- 1954 more Residential Units (3 times the size of the Marina City Club which is the 3 huge 17 floor towers located on Admiralty Way)
- 505 more Hotel Rooms (5 times the size of the MdR Jamaica Bay Inn which is located at Palawan and Admiralty Way)
- 1323 more Restaurant Seats (3 times the size of the MdR Cheesecake Factory)
- 273,000 more sq ft of Retail Space (2 times the size of newly remodeled Waterside Shopping Center located at the corner of Mindanao and Admiralty Way - and the new "high end" shopping center will be directly across the street from Waterside!)
- 53,000 more sq ft of Office Space (3 times the size of Marina Fitness Center which is located near Mother's Beach and Cheesecake Factory restaurant.)

3) **Impacts of the LCP Amendment include:**

- Re-defining 'recreation' to mean 'shopping, dining, and staying in hotels or time-shares'.
- Converting 4 public parking lots to private development (see list above)
- Concluding that traffic is not an issue (see Traffic Patterns & Impacts page)
- Reducing the traffic mitigation that needs to take place
- Ignoring the external traffic impacts on the City of Los Angeles
- Increasing retail development by reducing hotel/restaurant development
- Concentrating retail and recreational uses to the East side of the Marina
- Removing 17 acres of net open space (See Open Space and Recreation Use Analysis)
- Removing 8 acres of net boating and public parking recreational uses
- Removing 800+ small boat slips (35 feet and under)
- Reducing protection of birdlife in the Marina via conservation management plan
- Allowing land-side boating uses throughout the Marina to be diminished or removed based on economic conditions

Marina Traffic Patterns & Impacts

LA County alleges traffic is better than expected and is not an issue. And with a few internal traffic intersection improvements, there will be sufficient capacity to build out the Marina to its full potential. However, the County ignores the fact that the Marina is like a 'container' with only 5 ways to enter or exit: 2 on Washington Blvd. and 3 on Lincoln Blvd. And all cars entering or exiting the Marina must drive into or out of the City of LA. But once in the Marina, the traffic will be (1) slowed down by the "No Right Turn on Red" restriction on Admiralty Way at Via Marina, and (2) duplicated because all cars driving towards the water must turn around and come back. Since all of the proposed developments will bring more people to the Marina, the 'container' will explode and spill into surrounding communities. Traffic impacts and issues include:

- County has stated it is no longer concerned with external Marina traffic circulation;
- New Residential/Restaurant development alone will bring more than 7,000 cars into and out of the Marina each day;
- Concentration of Retail development along Admiralty Way at Mindanao Way, along with increased recreation and visitor usage at Chase Park, will create a traffic bottleneck (see circle below);

