

CALIFORNIA COASTAL COMMISSION

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**F12b**

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Commission Action: 7/8/98 appeal
opened and continued

**STAFF REPORT: APPEAL
SUBSTANTIAL ISSUE****LOCAL GOVERNMENT:** City of Los Angeles**LOCAL DECISION:** Approval with Conditions CDP 97-015**APPEAL NUMBER:** A-5-VEN-98-222**APPLICANT:** EMC/Snyder Partnership**AGENT:** Don Getman**PROJECT LOCATION:** 4750-4761 Lincoln Boulevard, Venice, City of Los Angeles,
Los Angeles County.**PROJECT DESCRIPTION:** Demolition of 148,000 square foot office complex and construction of two residential buildings consisting of a four-story apartment building containing 334 units over two levels of parking and a four-story 166 unit senior apartment building over two levels of parking with a total of 812 parking spaces.**APPELLANT:** County of Los Angeles Department of Beaches & Harbors**STAFF NOTE**

The City of Los Angeles approved the permit pursuant to Section 30600(b) of the Coastal Act, which allows local governments, subject to appeal, to issue coastal development permits prior to certification of a local coastal program. On appeal to the Commission, the standard of review for permits issued by a local government prior to certification of the LCP is the Coastal Act.

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission, after public hearing, determine that no substantial issue exists with respect to the grounds on which the appeal has been filed. (**Motion on page 7**) The appellant, the County of Los Angeles Department of Beaches and

Harbors, alleges:

The project, as approved by the City of Los Angeles, may not require adequate mitigation for the project's impacts on traffic circulation in the Marina del Rey area as required by Section 30252 of the Coastal Act, and may negatively impact the public's ability to access the coast.

The County of Los Angeles Department of Beaches & Harbors has appealed the City of Los Angeles decision to approve a Local Coastal Development Permit, with conditions, for the demolition of an office building and construction of two four-story apartment buildings with a total of 500 units (Exhibit #4.) Although the project site is located within the City limits of Los Angeles, the Lincoln Boulevard right-of-way adjacent to the site is located outside the City within the Marina del Rey plan area of Los Angeles County. The County interprets the City's findings of approval to mean that residential projects in the City are not required to mitigate their impacts on the subregional traffic system. In comparison, they note, the certified Marina del Rey LCP requires all residential projects in the County jurisdiction to be assessed a traffic mitigation *in lieu* fee to fund such improvements.

The Marina del Rey certified LCP assessment is \$4,098.00 per peak hour trip¹, for "subregional impacts." This fee is based on the trip fees established by a City-operated improvement district, the Coastal Transportation Corridor Specific Plan. These proposed "Lincoln Corridor" improvements will serve increasing levels of development in the Marina and in the City of Los Angeles. Most of the highways which require increases in capacity are located within the City of Los Angeles and include Lincoln Boulevard (California Route 1), Washington Boulevard, Route 90, Culver Boulevard and the connections between Route 90 and Marina del Rey. The appellants argue that exempting residential development located in the City from considering cumulative impacts to these Lincoln Corridor highways is inequitable and could result in unmitigated impacts on the subregional traffic system. (Exhibits 5,11,12)

The applicant agrees that it was not assessed *in lieu* fees under the City's Coastal Transportation Corridor Specific Plan. However, the City required the developer to dedicate land to widen Lincoln Boulevard by one lane, and to make substantial improvements to Lincoln Boulevard, and Mindanao and Fiji Ways adjacent to the project. These requirements were conditions of the conditional use permit (CUP) and adopted by reference in the conditions of the coastal development permit. The applicant estimates that all these improvements, including land, will cost \$1,440,000. The applicant estimates this amount substantially exceeds what would have been required in *in lieu* fees had the project been located within Marina del Rey. The applicant further asserts that, if assessed on the same basis as Marina del Rey projects, using the County's lower trip generation rate, it would have been required to pay only \$635,000 dollars.² The applicant contends

¹ Peak hour here, elsewhere in the report, and in the LCP, refers to the evening peak hour, because traffic during the evening peak hour generally exceeds traffic at any other time in the day.

² The trip generation rate used by LA County to assess its fee is significantly lower than that applied in the City to determine impacts of projects. Based on the County's subregional fee, and the lower number of trips

that the actual improvements they are required to make mitigate the project's impacts on north-south (subregional) traffic circulation and expedite connections to Route 90, a major east-west route. (Exhibits 6, 9, 10, 11, 12, and 13)

The improvements, which the applicant must make as a condition of its CUP and CDP approvals, include the following:

1) Dedicate and improve a 17-foot wide strip of land adjacent to Lincoln Boulevard along the entire Lincoln Boulevard frontage of its property, which would add a lane to Lincoln

2) Make changes to Lincoln and dedicate additional land to allow the construction of a right turn lane at Lincoln and Mindanao. Mindanao connects Lincoln and Marina del Rey to the Route 90 freeway

3) Change a traffic signal on Mindanao Way, to reduce a left turn hazard that significantly slows traffic, and

4) Provide a U turn intersection signal at Lincoln and Fiji Way timed to allow south bound travelers to enter the project from Lincoln without disrupting through traffic. This would reduce use of an alternate "around the block" route through the Marina.

Therefore, based on impacts identified in the City environmental review process, the applicant will be constructing improvements to the major highway, Lincoln Boulevard, and to local streets. The applicant's traffic engineer asserts that these improvements may not significantly reduce regional traffic loads, but they would mitigate the impact of the project along Lincoln, Mindanao and Fiji Ways. (See Exhibits 6, 9 and 10 for a list of these fees and assessments and copies of the City reports in which they were required.)

In its approval, the City analyzed traffic impacts in its Conditional Use Permit (CUP) and required improvements to mitigate identified impacts. The City considered comments from County traffic engineers and accepted some, but not all of the County recommendations. The City adopted both the analysis and the mitigation measures from the CUP into its CDP 97-015 by reference. Any change in the adopted conditions and mitigation measures would require an amendment to its CDP, which would be appealable to the Commission. Therefore, given that the City required the developer to actually construct improvements to mitigate subregional impacts, staff recommends that the City's decision not to impose an in lieu fee raises no substantial issue of consistency with the Chapter 3 policies of the Coastal Act.

the County would have used had the development been located in the Marina, the staff estimates the number would have been more: \$766,326.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles Local Coastal Development Permit No. 97-015, CP Case No. 172 (EMC/Snyder Partnership).
2. City of Los Angeles Zone Variance Case No. ZA 96-1051(ZV) & File No. 97-1557 (EMC/Snyder Partnership).
3. Mitigated Negative Declaration No. MND 96-0366.
4. Project Traffic Analysis Report by Crain & Associates, Sept. 1997.
5. Coastal Commission Appeal No. A-5-VEN-94-249 (Wood Investments).
6. California Coastal Commission Regional Interpretive Guidelines for Los Angeles County, 10/14/80.
7. A-5-90-653 (CDP90-0069) Channel Gateway appeal of permit issued by City of Los Angeles for office and residential complex
8. CDP 95-003(Channel Gateway) (City of Los Angeles) Construction of food market instead of office complex on site of CDP90-0069
9. A-5-95-017 (Goldrich and Kest) appeal of permit issued by Los Angeles County for conjoint care facility and apartment building, Marina del Rey
10. California Coastal Commission; County of Los Angeles Local Coastal Program, Marina del Rey/Ballona LUP: Adoption of Revised Findings of Denial and Adoption of Suggested Modifications. April 25, 1984
11. California Coastal Commission; County of Los Angeles Local Coastal Program, Marina del Rey Ballona LUP approval of segmentation of Area A (Playa Vista) and Denial and Approval with suggested modifications of LIP for Marina del Rey segment of the County's LCP. November 20, 1990
12. California Coastal Commission; County of Los Angeles Local Coastal Program Marina del Rey LCPA 1-94, May 10, 1995, approval of segmentation of Area A (Playa Vista) and Denial and Approval with suggested modifications of LIP for Marina del Rey segment. LCP
13. California Coastal Commission; City of Los Angeles Local Coastal Program Playa Vista segment LUP Adoption of Revised Findings for Denial and Certification of Land Use Plan with Suggested Modifications. December 19, 1986

I. APPELLANT'S CONTENTIONS

The County of Los Angeles Department of Beaches & Harbors has appealed the City of Los Angeles decision to approve a Local Coastal Development Permit with conditions for the construction of two four-story apartment buildings with a total of 500 units and 812 parking spaces (Exhibit #4). The City-approved project is located on the inland side of Lincoln Boulevard, near Marina del Rey (Exhibits 1 & 2). Vehicular access to the project will be taken principally from Lincoln Boulevard.

Although the project site is located within the City limits of Los Angeles, the Lincoln Boulevard right-of-way adjacent to the site is located outside of the City within the

unincorporated area of Los Angeles County. The County has filed this appeal on the grounds that the proposed project will impose a significant additional traffic load on Lincoln Boulevard and other streets in the Marina del Rey area without providing adequate mitigation of those impacts (Exhibit #5). Specifically, the appeal states:

"If constructed, this project will impose a significant additional traffic load on Lincoln Boulevard and other streets in the Marina del Rey area without providing adequate mitigation of those impacts. We request that traffic mitigation measures, for both the immediate project as well as regional impacts, are made a condition of development as they are currently required in Marina del Rey. As proposed, the developer of this project will not make any contribution towards mitigating its own impacts on regional traffic flow."

"Lincoln Boulevard provides one of three primary corridors between Los Angeles International Airport (LAX) and Santa Monica. Allowing projects such as this to be constructed without mitigation aggravates traffic on streets that are already congested in this intensely populated part of the County. With the proposed expansion of LAX, the build-out of the Playa Vista Project, and additional unmitigated development in Culver City and Santa Monica, we will all suffer from inevitable gridlock. At this time the County is coordinating a Multi-jurisdictional Lincoln Corridor Transportation Committee."

II. LOCAL GOVERNMENT ACTION

On October 30, 1997, a public hearing for Local Coastal Development Permit No. 97-015 (EMC/Snyder Partnership) was held before the Los Angeles City Zoning Administrator. On February 13, 1998, the Zoning Administrator approved a Local Coastal Development Permit for the proposed residential project comprised of two four-story buildings containing a total of 500 apartment units and 812 parking spaces (Exhibits 3 and 4). One of the proposed buildings containing 166 apartment units was required by the permit to be devoted to seniors (persons over 62 years of age). The local government action also allows demolition of the structures, which currently occupy the site, including a four-story office building (Exhibit #3), and construction of the street and road improvements required as mitigation measures.

Subsequently, the County of Los Angeles Department of Beaches & Harbors appealed the Zoning Administrator's approval of the Local Coastal Development Permit to the City of Los Angeles Board of Zoning Appeals. On April 14, 1998, the Board of Zoning Appeals heard the appeal and upheld the Zoning Administrator's approval of the proposed project. The action by the Board of Zoning Appeals approved Local Coastal Development Permit No. 97-015 and Mitigated Negative Declaration No. MND 96-0366.

The City of Los Angeles also approved a zone variance for the proposed project after several public hearings that were separate from the Local Coastal Development Permit

hearings. The County of Los Angeles Department of Beaches & Harbors appealed the grant of the zone variance to the City Council on the issue of traffic impacts and mitigation. The zone variance, finally approved by the City Council on January 13, 1998, allows the proposed project to exceed height and density limitations that apply to the site [Case No. ZA 96-1051(ZV) & File No. 97-1557 (EMC/Snyder Partnership)].

The City's Notice of Final Local Action for Local Coastal Development Permit No. 97-015 (EMC/Snyder Partnership) was received in the Commission's Long Beach office on April 27, 1998. On April 30, 1998 the Commission established its required twenty working day appeal period. On May 26, 1998, James Fawcett and Julie Cook, representing the County of Los Angeles Department of Beaches & Harbors, submitted the Department's appeal of the City's approval of the Local Coastal Development Permit to the Commission's Long Beach office (Exhibit #5).

On July 8, 1998, the Commission opened and continued the public hearing in San Francisco to determine whether a substantial issue exists with respect to the grounds on which the appeal has been filed.

III. APPEAL PROCEDURES

Section 30600(b) of the Coastal Act provides that prior to certification of its Local Coastal Program, a local jurisdiction may, with respect to development within its area of jurisdiction in the coastal zone and consistent with the provisions of Sections 30604, 30620 and 30620.5, establish procedures for the filing, processing, review, modification, approval, or denial of a Coastal Development Permit. In 1978 following this provision, the City of Los Angeles developed a permit program in order to exercise its option to issue Local Coastal Development Permits.

Sections 13302-13319 of the California Code of Regulations provide procedures for issuance and appeals of locally issued Coastal Development Permits. Section 30602 of the Coastal Act allows any action by local government on a Coastal Development Permit application pursuant to Section 30600(b) to be appealed to the Commission.

After a final local action on a Coastal Development Permit, the Coastal Commission must be noticed within five days of the decision. After receipt of a notice which contains all the required information, a twenty working day appeal period begins. During the appeal period, any person, including the applicant, the Executive Director, or any two members of the Commission, may appeal the local decision to the Coastal Commission (Section 30602). The appeal and local action are then analyzed to determine if a substantial issue exists as to the conformity of the project to Chapter 3 of the Coastal Act (Section 30625(b)(1)). If the Commission finds substantial issue, the Commission holds a new public hearing to act on the Coastal Development Permit as a de novo matter.

In this case, the City's Notice of Final Local Action was received on April 27, 1998. The twenty working day appeal period was determined on that day, extending from Monday, April 30, 1998, through May 26, 1998. One appeal of the Local Coastal Development Permit was filed on May 26, 1998, the last day of the appeal period.

Section 30621 of the Coastal Act states that the appeal must be scheduled for hearing within 49 days of the receipt of a valid appeal. As previously stated, the Commission opened and continued the public hearing on the matter in San Francisco on July 8, 1998, within the 49 day period.

The Commission may decide that the appellants' contentions raise no substantial issue of conformity with the Coastal Act, in which case the action of the local government stands. Alternatively, if the Commission finds that the proposed project may be inconsistent with the Chapter 3 policies of the Coastal Act of 1976, it will find that a substantial issue exists with the action of the local government. If the Commission finds substantial issue, then the hearing will be continued open and scheduled to be heard as a de novo permit request at a subsequent hearing. Section 13321 specifies that de novo actions will be heard according to the procedures outlined in Section 13114 of the Code of Regulations.

IV. STAFF RECOMMENDATION ON SUBSTANTIAL ISSUE

The staff recommends that the Commission determine that a no substantial issue exists with respect to the approval of the project with the provisions of Chapter 3 of the Coastal Act (commencing with Section 30200), pursuant to PRC Section 30625(b)(1).

MOTION. Staff recommends a YES vote on the following motion:

I move that the Commission determine that Appeal No. A-5-VEN-98-222 raises NO substantial issue with respect to the grounds on which the appeal has been filed.

A majority of the Commissioners present is required to pass the motion.

V. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

A. Project Description

The project site is a 5.8 acre parcel located on the inland side of Lincoln Boulevard near Marina del Rey (Exhibits #1&2). The site currently contains two vacant office buildings with approximately 373 parking spaces (Exhibit #3). The largest structure on the site is a four-story office building containing 48,269 square feet on the ground floor, and approximately 76,000 square feet on the upper three floors. The other structure on the

site is a one-story, 21,600 square foot office building. The applicant proposes to demolish both existing structures to make way for the currently proposed residential project.

The currently proposed residential project, approved by Local Coastal Development Permit No. 97-015 (EMC/Snyder Partnership), involves the construction of two new apartment buildings: one four-story market rate apartment building containing 334 units over two levels of parking, and one four-story senior citizen apartment building containing 166 units over two levels of parking. The 500 proposed apartment units will be served by 812 parking spaces: 672 parking spaces for the 334 market rate units (2 spaces per unit), and 140 parking spaces for the 166 senior units (0.84 space per unit).

The project is located in the Palms-Mar Vista-del Rey Community plan area. This area does not have a local coastal program, or even an approved work program. It lies between three other plan areas, the Venice community on the north, the Marina del Rey segment (Los Angeles) county on the west, and directly adjacent to the south, the Playa Vista segment of the City LCP.

Although the project site is located within the City limits of Los Angeles, the Lincoln Boulevard right-of-way adjacent to the site is located outside of the City within the unincorporated area of Los Angeles County. Vehicular access to the project site is taken principally from Lincoln Boulevard. Lincoln Boulevard, which runs parallel to the coast, is primary access route to Santa Monica, Venice Beach, Marina del Rey and Los Angeles International Airport (LAX). In the Marina del Rey area, Lincoln Boulevard passes through both unincorporated Los Angeles County areas and City of Los Angeles areas. The current levels of service at many key intersections along Lincoln Boulevard are unacceptable during peak use periods (Exhibit #7).

The City and County have formed a committee with Culver City and Caltrans to identify traffic improvements which can accommodate the anticipated increase in regional traffic that will result from the major new development that is already proposed in the Marina del Rey, Venice and Playa Vista areas. (Exhibits 2,7 and 13.) The certified Playa Vista LUP, and the Marina del Rey LCP both address transportation, and require the jurisdictions to cooperate in increasing the capacity of Lincoln, and Washington and other streets in the Lincoln Corridor before substantial development is allowed. (Exhibit 14)

B. SUBSTANTIAL ISSUE ANALYSIS

1). Appellant's Contentions.

As stated in Section III of this report, the grounds for an appeal of a Coastal Development Permit issued by the local government prior to certification of its Local Coastal Program (LCP) are the Chapter 3 policies of the Coastal Act. Any local government Coastal Development Permit issued prior to certification of its LCP may be appealed to the

Commission. The Commission shall hear an appeal unless it determines that no substantial issue exists as to conformity with Chapter 3 policies of the Coastal Act.

The appellant has appealed the City's approval of a Local Coastal Development Permit on the following grounds:

"If constructed, this project will impose a significant additional traffic load on Lincoln Boulevard and other streets in the Marina del Rey area without providing adequate mitigation of those impacts. We request that traffic mitigation measures, for both the immediate project as well as regional impacts, are made a condition of development as they are currently required in Marina del Rey. As proposed, the developer of this project will not make any contribution towards mitigating its own impacts on regional traffic flow."

"Lincoln Boulevard provides one of three primary corridors between Los Angeles International Airport (LAX) and Santa Monica. Allowing projects such as this to be constructed without mitigation aggravates traffic on streets that are already congested in this intensely populated part of the County. With the proposed expansion of LAX, the build-out of the Playa Vista Project, and additional unmitigated development in Culver City and Santa Monica, we will all suffer from inevitable gridlock. At this time the County is coordinating a Multi-jurisdictional Lincoln Corridor Transportation Committee."

2) COUNTY MARINA DEL REY LCP

The County has appealed the City's approval on the basis that the project, as approved by the City of Los Angeles, does not require adequate mitigation for the project's impacts on regional traffic circulation in the Marina del Rey area. The City Board of Zoning Appeals heard the County's appeal of the project in April of 1998. While it required some physical mitigation measures suggested by the County Department of Public Works, it rejected the County's request that it impose an *in lieu* fee. It found that it could not impose an *in lieu* fee because the City fee, authorized in the Coastal Transportation Corridor Specific Plan, does not apply to residential development. The BZA also found that the City-required traffic mitigation measures will adequately mitigate the project's impacts on traffic circulation in the Marina del Rey area.

The County has requested that the developers of the proposed project contribute to a County fund for regional transportation improvements. As stated above, the County *in lieu* fee program was established in conjunction with the Commission's certification of the Los Angeles County Marina del Rey LCP, and has been incorporated into that certified LCP. As certified by the Commission, developers in the unincorporated areas of Marina del Rey are required as a condition of their Local Coastal Development Permits to pay *in lieu* fees into a

fund for regional transportation improvements³. The developer fees are based on the number of trips generated by the development during the peak p.m. hour. The *in lieu* fees may be used by the County to study and mitigate cumulative traffic impacts in the subregional transportation system.

The County, pursuant to its certified LCP, requires developers within its jurisdiction to pay a traffic improvements fee of \$5,690 per p.m. peak hour trip. This fee is broken down into \$1,592 for internal trip mitigation, (improvements to Admiralty Way) and \$4,098 for subregional trip mitigation. The County asserts that such an assessment translates into an *in lieu* fee of \$1,462,330 (\$5,690 x 257) for the proposed project.

The developer asserts that discounting internal improvements to alleys and the like, its projected costs attributable for improvements to Lincoln and other streets equals \$1,440,000. The developer also points out that the right-of-way will be dedicated in advance of the project and that improvements will proceed along with the project, as with similar development a few blocks to the north, Channel Gateway. (The Commission found no substantial issue with the City's approval of that project [A-5-90-653 (CDP90-0069) Channel Gateway.]

Thus, developers within the Marina must pay fees in lieu of constructing improvements to mitigate regional traffic impacts. Fees are required because it is not always in a developer's power, or that of the County of Los Angeles, to construct improvements of the regional circulation system, because the regional highways are located in adjacent jurisdictions. The Commission required this policy when it certified the amendment 1-94 to the Marina del Rey LCP, finding that traffic from Marina del Rey must use highways located in the City of Los Angeles to reach Marina del Rey from the metropolitan area.

As originally approved, the Marina del Rey LCP included a cap on peak hour trips--2400 peak hour trips were allowed before construction of the Marina Bypass, a connector located in the City. As amended in 1995, the Marina del Rey LCP allows development generating about half of the approved trips⁴ to go forward based on the payment of an interim *in lieu* fee. When half the peak hour trips have been generated, the City and County must formally agree on the identification, funding and construction of traffic improvements to accommodate the cumulative impact of all Marina del Rey second generation development on Lincoln corridor streets and highways.

This interim in lieu fee was based on a list of improvements the City had studied and adopted in its Coastal Transportation Corridor Specific Plan. These are improvements in the City and on Lincoln or Washington Boulevards or their connectors. The LCP subregional impact fee is a trip-based assessment of \$4,098 dollars per peak hour. The LCP also includes a trip-based fee of \$1,592 per peak hour trip for improvements to internal Marina del Rey (local) streets. In the Marina del Rey, these include improvements

³ Sections 22.46.1090.C.4.b and 22.46.1190.A.15

⁴ The peak hour in the Marina del Rey, as elsewhere, is generally the evening peak hour. The term peak hour in this discussion means PM peak hour.

to Admiralty Way and to the mole roads. The amounts of both fees were based on the cost of improvements to mitigate a specific number of trips. Being based on trips, they apply both to residential and commercial development. Expected trip generation rates were also established in the LCP⁵. These rates applied to trip assessments and to evaluating a project's impact on the development cap.

The certified LCP provides:

22.46.1090.C.4.b: As part of the application for development, applicants shall also provide evidence of the cumulative impacts of any proposed project on major state highways and routes leading to the coast in the Marina area, and provide information regarding the capacity of such routes and the cumulative total of new trips generated within the Marina that routinely use the Marina approach roads. Where any significant adverse cumulative traffic impacts on subregional traffic routes will occur, the applicant shall 1) pay a proportional fair share of necessary subregional traffic improvements, and 2) provide information concerning the timing and capacity of planned traffic improvements which will accommodate local growth including that attributed to the development. **However, if the trips generated by the development along with other previously approved development will exceed 50 percent of the total anticipated additional external trips to be generated by new or intensified Marina del Rey development, additional development that generates external trips cannot occur until a traffic improvements on the approach roads that will mitigate those trips has been approved and funded by the appropriate agencies. (Emphasis added.)**

County planners interpret this provision to mean that they must charge each developer the trip fees noted above. When development generating 1250 peak hour trips has occurred, an agreement concerning the design, location and funding of transportation improvements in the Lincoln corridor must be adopted by both jurisdictions before any more development can be approved. In this way, the Commission assured that development would not outstrip the infrastructure needed to serve it and recreational traffic. The LCP also reserves scarce traffic capacity for beach and Marina visitors, which the County rightly states use the facilities in the Lincoln corridor, consistent with Coastal Act policies 30250 and 30252.

3) UNCERTIFIED CITY COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

The City of Los Angeles also requires developers of commercial and industrial projects within its jurisdiction to pay into a fund to finance regional transportation improvements, the Coastal Transportation Corridor Specific Plan.

Although such a fund/plan was required in the 1984 Marina del Rey Ballona LUP, and again in the Playa Vista Plan (Exhibit 14) this City plan has never been certified by the

⁵ The trip generation rate established in the LCP yields fewer trips for this project than the rate established by the City and found in the applicant's traffic reports. Using the County's Marina del Rey rate, the project would generate 187 peak hour trips. Based on the applicant's traffic study and the City findings, the project would generate 257 peak hour trips.

Commission. The specific plan applies to land inside and outside of the Coastal Zone. The existence of a fund and an associated list of improvements allowed the County to opt for an *in lieu* fee program instead of waiting for the construction of one identified actual improvement, the Marina Bypass. As the County points out, the City requires the *in lieu* fee only from commercial and industrial developers. Even though developers of residential projects, including the proposed project, have been exempted from paying into the fund, if a project requires environmental review, its developer is required to mitigate any impacts on the traffic system. These impacts are identified in the City's review of the project. The City, with the assistance and participation of the County, did identify such impacts of the project, and did identify specific improvements (Exhibit 10). According to the applicant's latest correspondence (Exhibit 6), the estimated cost of these improvements differs from the *in lieu* fee program by approximately \$22,320. (See Exhibit 6, and Chart, on page 16, below)

4) COASTAL ACT ANALYSIS

The proposed project is located outside the jurisdiction of Los Angeles County and the Marina del Rey LCP. It is located within the City of Los Angeles, which, prior to certification of an LCP reviews coastal permits under the provisions of 30600(b). All permits issued by the City are appealable to the Commission. Prior to certification of an LCP, the standard of review is Chapter 3 of the Coastal Act. Chapter 3 addresses transportation impacts in Sections 30250 and 30252 of the Coastal Act:

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The issue of regional transportation is important. It has involved and continues to involve considerable time and difficult discussions involving the coastal staff, the City and County staff, Culver City staff, the City of Santa Monica staff, Caltrans, and neighboring jurisdictions that are impacted by development. All of these involved also must meet with major developers concerning their impacts.

At issue here, is whether the method chosen in the City's coastal development permit for these two apartment buildings can mitigate the impacts on the Lincoln corridor. If the Commission finds that traffic impacts have been analyzed and appropriate mitigation measures imposed, then the specific method of mitigating these impacts would not raise a substantial issue of compliance with the Coastal Act. The County of Los Angeles Marina del Rey LCP has specific methods of implementation that are related to the facts pertinent in the community adopting it. The goal is consistency with the development and cumulative impact policies of the Coastal Act sections 30250 and 30252. The City has chosen a different method of reaching the same goal. A different method is not, in the view of the Commission, a substantial issue of conformance with the Coastal Act.

The City's approval of Local Coastal Development Permit No. 97-015 does address the issue of traffic impacts (Exhibit #4, p.8, Exhibit 9). The City's findings state that the City Department of Transportation has reviewed the traffic study for the project. The project traffic analysis report prepared by Crain & Associates estimates that the proposed project will generate approximately 2,844 vehicle trips per day: 188 vehicle trips during the a.m. peak hour, and 257 vehicle trips during the p.m. peak hour (Exhibits #3, 8, 11 and 13). The report identifies specific traffic improvement measures to mitigate the proposed project's impacts.

The City's Local Coastal Development Permit findings state that the identified traffic improvement measures are conditions of a Conditional Use permit and zone variance that was granted for the project by the City Council [Case No. ZA 96-1051(ZV)] and incorporated by reference into the CDP as drafted at the time. The specific traffic improvement measures identified in the City's coastal permit staff report include:

improvements to Lincoln Boulevard and Mindanao Way, modification of traffic signals at Lincoln Boulevard and Fiji Way, and dedication and improvement of a portion of Lincoln Boulevard.

The applicant has itemized the off-site project traffic mitigation measures required by the City and estimates the cost to be \$1.44 million (Exhibit #6 and 13). There is no requirement for the applicant to pay any fees for regional traffic mitigation. The City found that construction of the actual improvements would mitigate the traffic impacts of the project.

The developer asserts, then, that it has been assessed on a fair and equitable basis for its impacts. It further asserts that there is no difference between paying an in lieu fee when a developer cannot make improvements and doing improvements in kind when that is possible. The developer's cost estimates are found in a letter (Exhibit 6). The developer's representatives have provided no precise information concerning the assumptions they made or the methods for creating their estimates. However, the developer's estimates are very close to the fee that would be charged if the development was located in the County.

The improvements required by the City and the developer's estimated costs are as follows:

1) Dedicate and improve a 17-foot wide strip of land adjacent to Lincoln Boulevard along the entire Lincoln Boulevard frontage of its property, which would add a lane to adjacent to Lincoln. *The developer asserts this is a subregional improvement and will cost approximately \$370,000.00 for land and \$575, 000.00 for construction for a total of \$945,000.00.*

2) Make changes to Lincoln Boulevard and dedicate additional land to allow the construction of a right turn lane at Lincoln and Mindanao. Mindanao connects Lincoln Boulevard and Marina del Rey to the Route 90 freeway. *The developer estimates that the total cost of this improvement will be \$350,000.00. This improvement will help both subregional traffic, and residents of the adjoining Villa Marina, a local complex. It will help residents enter the complex, but will also improve the northbound link from Lincoln Boulevard to the Marina Freeway. Approximately half of the total cost, or \$175,000.00, is subregional.*

3) Change a traffic signal on Mindanao Way, to reduce a left turn hazard that significantly slows traffic. *The developer asserts that is a subregional improvement that will cost \$95,000. While the signal will improve the connection from the Marina to the Marina freeway, it is more analogous to the internal (local) improvements to Admiralty Way required by the County.*

4) Provide a U turn intersection signal at Lincoln and Fiji way timed to allow south-bound travelers to enter the project from Lincoln without disrupting through traffic. The applicant states that this would reduce use of an alternate "around the block" route through the Marina. *While again, this will improve traffic on Lincoln, it is a local, rather*

than regional, improvement. The applicant estimates its cost at \$50,000.00

Based on this evaluation, the developer has been required by the City, and has agreed, to make improvements and dedications estimated at \$1,120,000.00 to mitigate subregional traffic impacts. At 257 peak hour trips times the County's fee for subregional impacts (\$4098), the applicant's fee would be \$1,053,186. Calculated using the County's own trip generation rate as well as the County's fee for subregional impacts the applicant would owe \$766,326.00. Thus, the developer's contribution exceeds what the in lieu fee would be, even though a dollar for dollar comparison is not required. Similarly the developer's local improvement contributions are \$320,000, in contrast to \$418,694 using the strictest trip generation rate that could be assessed in the in lieu fee program.

COMPARISON OF CITY AND COUNTY ASSESSMENTS AND APPLICANT'S ESTIMATES

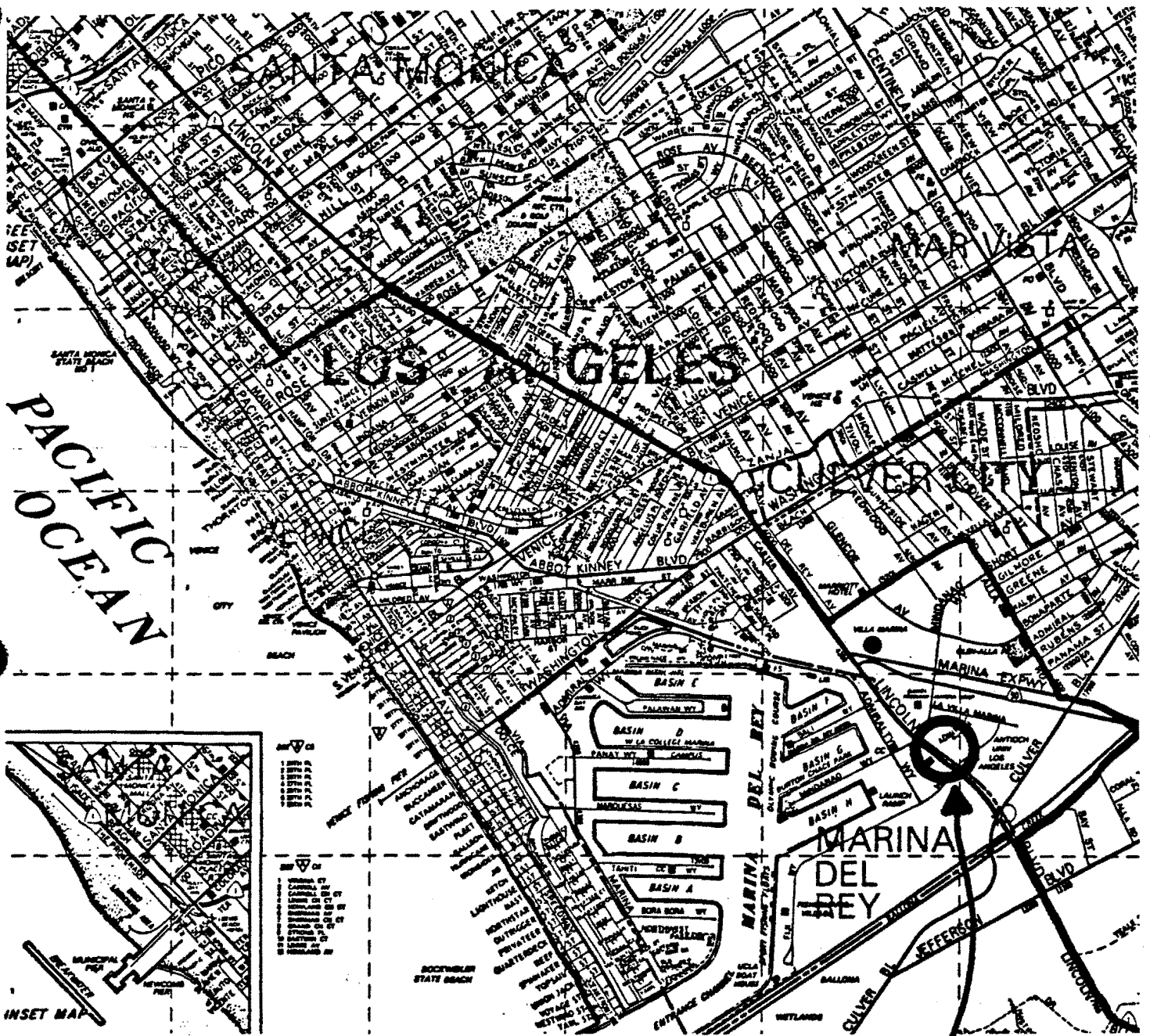
Peak hour Trips generated	Trips times \$1,592, County trip fee for internal MDR improvements	Trips Times \$4,098, County trip fee for Subregional impacts	Total fee or Estimated cost
257 (Applicant's traffic study)	\$409,144	\$1,053,186	\$1,462,330
187 (Marina del Rey LCP trip rates For residential Development)	\$297,704	\$766,326 ⁶	\$1,064,030
Applicant's Estimated cost	\$320,000 Cost of "local street improvements"	\$1,120,000 Cost of Highway improvements	\$1,440,000

Given the fact that the developer is actually constructing the improvements and is not subject to the Marina del Rey LCP, there is no substantial issue with regard to the permit's conformance with the Coastal Act's requirement to reserve capacity on public streets for recreational traffic consistent with Section 30250 and 30252 of the Coastal Act.

The Commission concurs with the County that the issue of traffic in the Lincoln corridor, including Marina del Rey, is an important one that requires immediate attention in order to protect the public's ability to access the coast. The potential for a gridlocked situation, as referred to in the County's appeal, would have serious negative effects on the public's ability to access Venice Beach and the Marina. Nevertheless, the City has already closely

⁶ Staff multiplied the applicant's total trips calculated on a County generation rate by the subregional fee of \$4098 this yielded a result that differed from the applicant's result. The total fee based on its own amount resulted in an identical total.

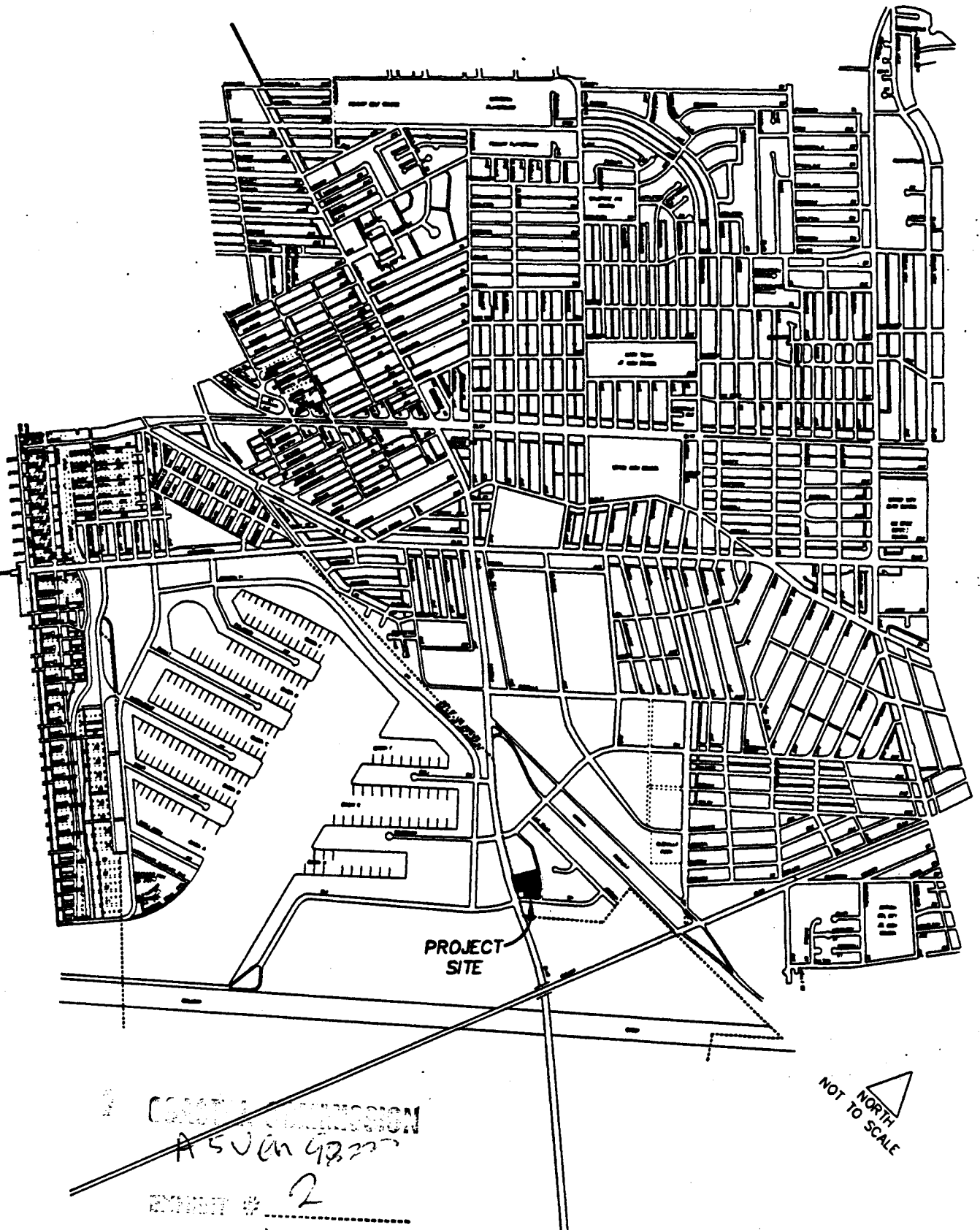
analyzed the traffic generated by this project. If the City changes its conditions of approval, an amendment will be required which the Commission will have the opportunity to review. Given the similarity in estimated cost of the actual improvements required to be constructed under the locally approved CDP and as calculated using the standards of the certified County Marina del Rey LCP, the Commission finds that no substantial issue exists with respect to the proposed project's conformance with the Chapter 3 policies of the Coastal Act, and with the approval of Local Coastal Development Permit No. 97-015.



Site

COASTAL COMMISSION
A-5-VEN-98-222

EXHIBIT # 1
PAGE 1 OF 1



PROJECT SITE



COMMISSION
 A 5 JUN 93 22

EXHIBIT # 2

PAGE 1 OF 2

FIGURE 1

6/24/97

:FN GTE-MDR\AREAMAP

SITE VICINITY MAP



CRAIN & ASSOCIATES
 2007 Sawtelle Boulevard
 Los Angeles, California 90025
 (310) 473-8508

Transportation Planning • Traffic Engineering

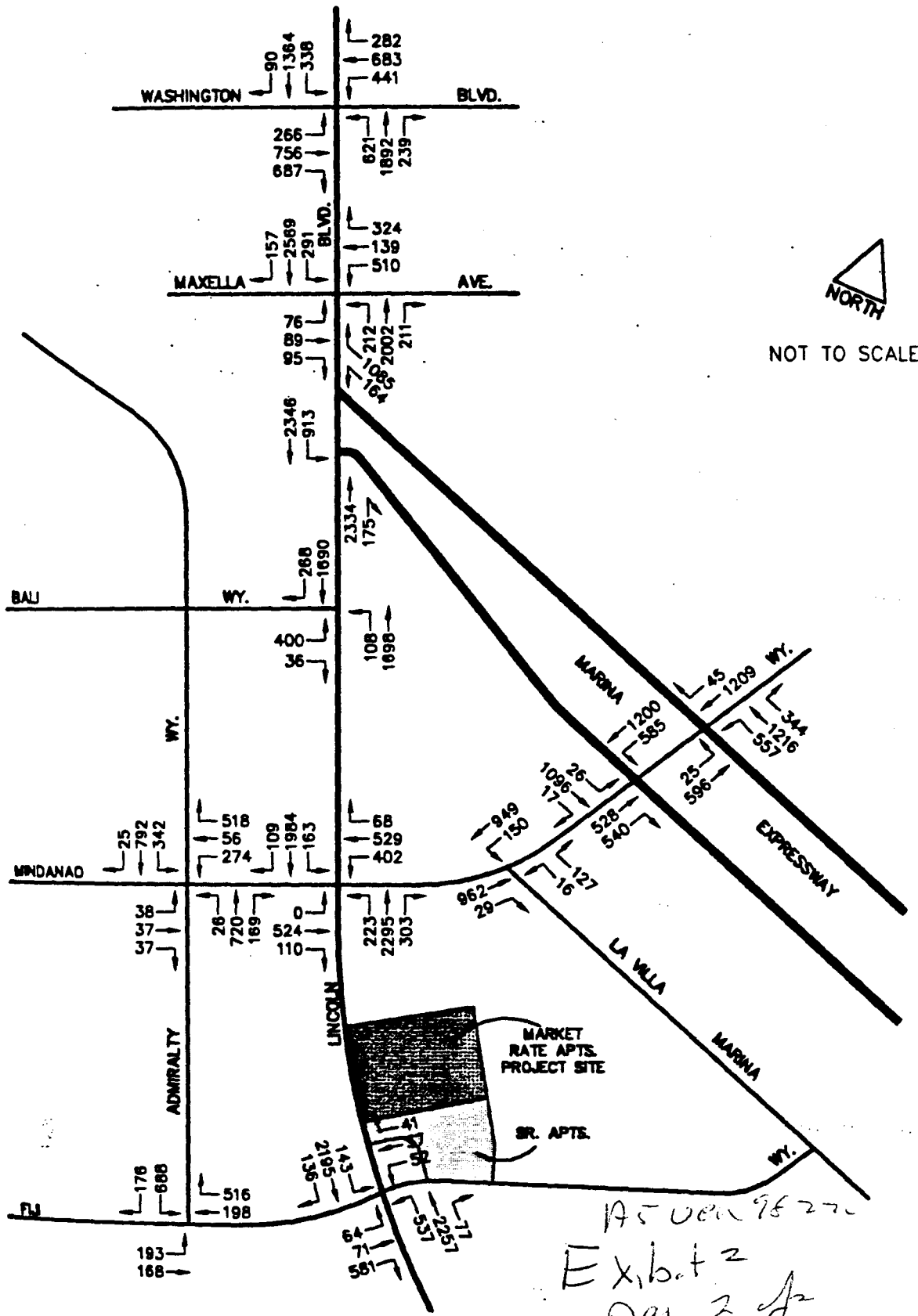


FIGURE 9(b)

*As per 9827
Exhibit 2
Page 2 of*

8/11/97

FN: GTE-MOR/PM2002WP

FUTURE (2002) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

C&A
CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-8508
Transportation Planning • Traffic Engineering

see also Exhibit 12-13

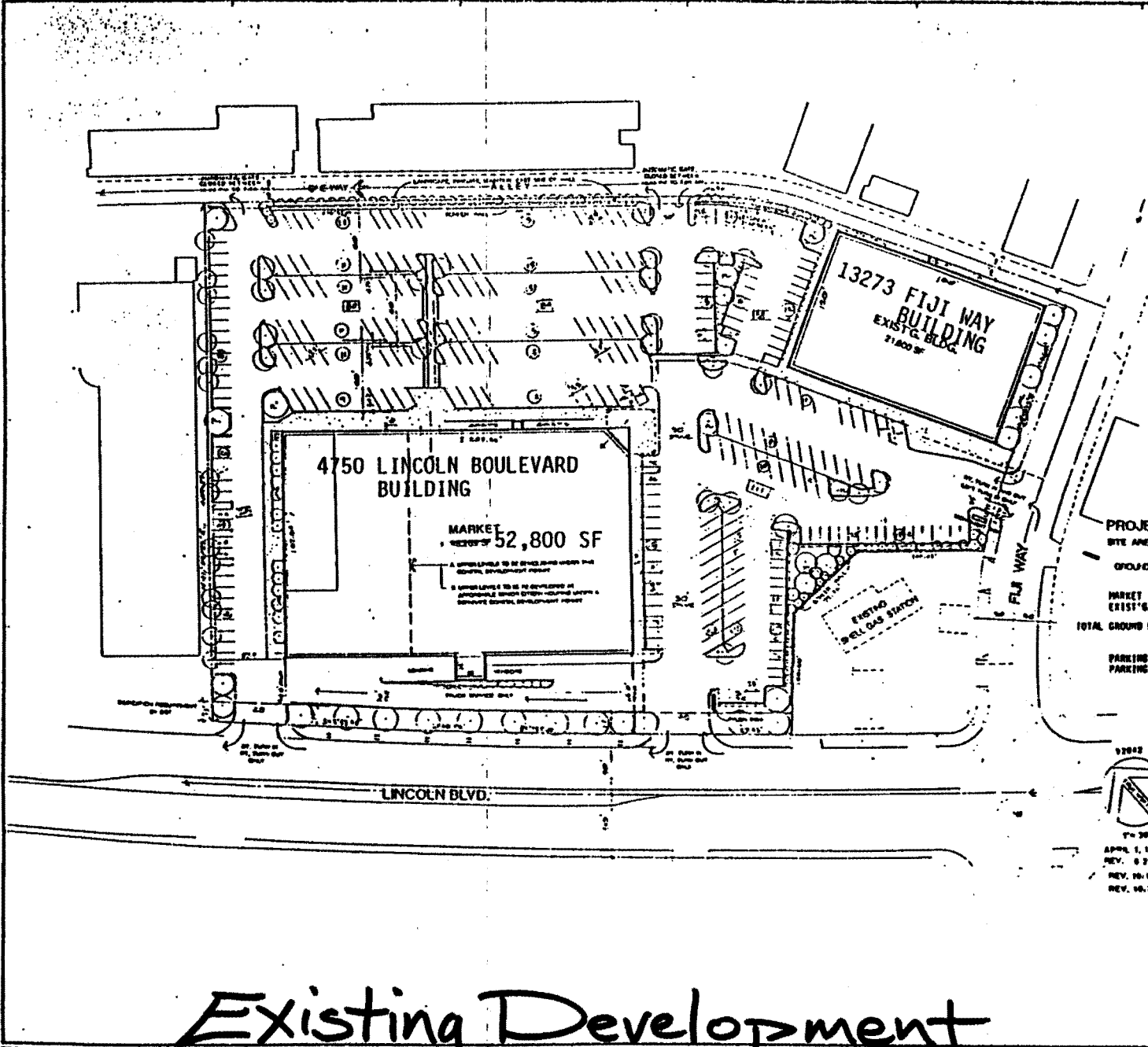
ALL NOTES
 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND THE CALIFORNIA ELECTRICAL CODE.
 2. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED.
 3. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 4. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 5. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 6. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 7. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 8. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 9. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 10. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.

ARCHITECTS
 LEIBENFROST/HOROWITZ & ASSOCIATES
 1000 S. GARDEN AVENUE
 SUITE 100
 ANAHEIM, CALIF. 92805
 TEL: 714/771-1111
 FAX: 714/771-1112



PRELIMINARY SITE PLAN

WOOD INVESTMENTS
 1000 S. GARDEN AVENUE
 SUITE 100
 ANAHEIM, CALIF. 92805
 TEL: 714/771-1111
 FAX: 714/771-1112



PROJECT ANALYSIS

WTE AREA:	2.58 ACRES	
GROUND FLOOR USE	PARKING/DEVELOPED	
MARKET	52,800 SF @ 4/1000 SF	211.2
EXIST'G. BLDG.	21,600 SF @ 4/1000 SF	86.4
TOTAL GROUND LVL USE	74,400 SF	297.6

PARKING REQUIRED: 296 CARS
 PARKING PROVIDED: 338 CARS

92802
 APRIL 1, 1993
 REV. 0 21 93
 REV. 10-1 93
 REV. 10-7 93

Existing Development
4750 Lincoln Blvd.

COASTAL COMMISSION
 A-5-VEN-98-222

EXHIBIT # 3
 PAGE 1 OF 1



Los Angeles City Board of Zoning Appeals

Room 1540, 221 North Figueroa Street, Los Angeles, Ca 90012 (213) 580-5527

COASTAL DEVELOPMENT PERMIT

Under Authority of Section 30600 (b)
California Coastal Act of 1976

*Date Permit Finalized: April 24, 1998

Coastal Development Permit No.: 97-015

Coastal Permit Case File No.: 172

Applicant: EMC/Snyder Partnership (Don Getman)

Applicant's Address: 8383 Wilshire Boulevard,
Beverly Hills, CA 90211

Development Location: 4750-61 Lincoln Boulevard

Development Description:

A coastal development permit to permit the construction, use and maintenance of two buildings consisting of a four-story apartment building containing 334 units over two levels of parking together with a four-story 166 unit apartment building over two levels of parking with a total of 812 parking spaces in the (dual permit area) of the California Coastal Zone subject to the unmodified terms and conditions of Coastal Development Permit 97-015.

THE ORIGINAL COPY TO BE COMPLETED AND SIGNED BY THE APPLICANT AND RETURNED TO THE BOARD OF ZONING APPEALS.

I, _____, applicant/agent,
(PRINT)

hereby acknowledge receipt of Coastal Development Permit No. _____ and have
accepted its contents.

(Date)

Applicant/agent signature

Pursuant to the California Coastal Act of 1976, the proposed development is subject to any conditions of the subject Coastal Development Permit Case and any associated Board of Zoning Appeals, Parcel Map or Private Street Case.

COASTAL COMMISSION
A-5-VEN-98-222

AN EQUAL EMPLOYMENT OPPORTUNITY — AFFIRMATIVE ACTION EMPLOYER EXHIBIT # 4

PAGE 1 OF 12

CITY OF LOS ANGELES

CALIFORNIA



RICHARD J. RIORDAN
MAYOR

ROBERT JANOVICI
CHIEF ZONING ADMINISTRATOR

ASSOCIATE ZONING ADMINISTRATORS

EMILY J. GABEL-LUDDY

DANIEL GREEN

LOURDES GREEN

ALBERT LANDINI

LEONARD S. LEVINE

JON PERICA

SARAH A. RODGERS

HORACE E. TRAMEL, JR.

DEPARTMENT OF
CITY PLANNING
CON HOWE
DIRECTOR

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR

OFFICE OF
ZONING ADMINISTRATION

221 NORTH FIGUEROA STREET
ROOM 1500
LOS ANGELES, CA 90012-2601
(213) 580-5495
FAX: (213) 580-5569

February 13, 1998

EMC/Synder Partnership (A)
8383 Wilshire Boulevard
Beverly Hills, CA 90211

Don Getman (R)
2121 Cloverfield Boulevard, #200
Santa Monica, CA 90404

Department of Building and Safety

CASE NO. CDP 97-015
COASTAL DEVELOPMENT PERMIT
4750-61 Lincoln Boulevard
Marina Del Rey Planning Area
Zone : (Q)C4-1; R1
D. M. : 102B153
C. D. : 6
CEQA : MND 96-0366
Fish and Game: Exempt
Legal Description: Parcel B & C,
PM 1684

Pursuant to Los Angeles Municipal Code Section 12.20.2, I hereby APPROVE:

a coastal development permit to permit the construction use and maintenance of two buildings consisting of a four-story apartment building containing 334 units over two levels of parking together with a four-story 166 unit apartment building over two levels of parking with a total of 812 parking spaces in the dual permit area of the California Coastal Zone, ^{sic}

upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective conditions, if, in the Administrator's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

COASTAL COMMISSION
A-5-VEN-98-222

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

EXHIBIT # 4

PAGE 2 OF 12

4. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
5. The 166 unit building shall be devoted to seniors who are defined as persons over 62 years of age and in compliance with the requirements of the Community Development Department.
6. All of the terms and conditions of ZA 96-1051(ZV) and BZA 5412-15 as subsequently modified by the City Council under CF 97-1557 are incorporated herein by reference and shall be complied with in the development of the property and the utilization of this Coastal Development Permit Grant.
7. Prior to the issuance of any building permits, the applicant shall obtain Administrative Approval for the project from the California Coastal Commission.
8. The proposed development shall comply with all of the requirements governing the construction of housing in the coastal zone including providing housing units for persons and families of low or moderate income.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION

All terms and conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within one year after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void. A Zoning Administrator may extend the termination date for two consecutive additional periods not to exceed one year each, prior to the termination date of each period, if a written request on appropriate forms, accompanied by the applicable fee is filed therefore with a public Office of the Department of City Planning setting forth the reasons for said request and a Zoning Administrator determines that good and reasonable cause exists therefore.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.27-K,3 of the Los Angeles Municipal Code provides:

"It shall be unlawful to violate or fail to comply with any requirement or condition imposed by final action of the Zoning Administrator, Board or Council pursuant to this subsection. Such violation or failure to comply shall constitute a violation of

COASTAL COMMISSION

EXHIBIT # 4
PAGE 3 OF 12

this Chapter and shall be subject to the same penalties as any other violation of this Chapter."

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this authorization not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. This coastal development permit shall be subject to revocation as provided in Section 12.20.2-J of the Los Angeles Municipal Code, as authorized by Section 30333 of the California Public Resources Code and Section 13105 of the California Administrative Code. THE ZONING ADMINISTRATOR'S DETERMINATION IN THIS MATTER WILL BECOME EFFECTIVE AFTER MARCH 2, 1998, UNLESS AN APPEAL THEREFROM IS FILED WITH THE BOARD OF ZONING APPEALS. IT IS STRONGLY ADVISED THAT APPEALS BE FILED EARLY DURING THE APPEAL PERIOD AND IN PERSON SO THAT IMPERFECTIONS/INCOMPLETENESS MAY BE CORRECTED BEFORE THE APPEAL PERIOD EXPIRES. ANY APPEAL MUST BE FILED ON THE PRESCRIBED FORMS, ACCOMPANIED BY THE REQUIRED FEE AND RECEIVED AND RECEIPTED AT A PUBLIC OFFICE OF THE DEPARTMENT OF CITY PLANNING ON OR BEFORE THE ABOVE DATE OR THE APPEAL WILL NOT BE ACCEPTED. SUCH OFFICES ARE LOCATED AT:

Figueroa Plaza
201 North Figueroa Street
Room 300, Counter P
Los Angeles, CA 90012
(213) 977-6083

6251 Van Nuys Boulevard
First Floor
Van Nuys, CA 91401
(818) 756-8596

Provided no appeal has been filed by the above-noted date, a copy of the permit will be sent to the California Coastal Commission. Unless an appeal is filed with the California Coastal Commission before 20 working days have expired from the date the City's determination is deemed received by such Commission, the City's action shall be deemed final.

NOTICE

THE APPLICANT IS FURTHER ADVISED THAT ALL SUBSEQUENT CONTACT WITH THIS OFFICE REGARDING THIS DETERMINATION MUST BE WITH THE ZONING ADMINISTRATOR WHO ACTED ON THE CASE. THIS WOULD INCLUDE CLARIFICATION, VERIFICATION OF CONDITION COMPLIANCE AND PLANS OR BUILDING PERMIT APPLICATIONS, ETC., AND SHALL BE ACCOMPLISHED BY APPOINTMENT ONLY, IN ORDER TO ASSURE THAT YOU RECEIVE SERVICE WITH A MINIMUM AMOUNT OF WAITING. YOU SHOULD ADVISE ANY CONSULTANT REPRESENTING YOU OF THIS REQUIREMENT AS WELL.

COASTAL COMMISSION

EXHIBIT # 4
PAGE 4 OF 12

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, the report of the Zoning Analyst thereon, the statements made at the public hearing on October 30, 1997, all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find as follows:

BACKGROUND

The subject property is a semi-rectangular parcel at the corner of Lincoln Boulevard and Fiji Way with an alley to the rear. The site has a total area of approximately 260,000 square feet and a project area of 136,000 square feet for senior citizen apartments and 330,300 square feet for market rate rental units. The property is presently improved with two structures. A minor structure and a four-story combination building with approximately one-third of the major building being four stories high. The present structures will be demolished to make way for the new development.

Adjoining properties to the northwest of the subject property are zoned (Q)C4-1 and are developed with a one- and two-story commercial building occupied by a small shopping center known as Marina Plaza which include small businesses and two restaurants serving alcoholic beverages for on-site consumption. The corner of the property is occupied by a bank with drive through services as well as normal banking. Across Mindanao Way to the north is a service station on the corner with a new McDonalds drive-thru restaurant. The block is primarily occupied by Daniel Freeman Hospital. Adjoining property to the southeast of the subject property is zoned (Q)C4-1 and P-1 and is developed with a one-story auto service station. To the south across Fiji Way are commercial uses also in the C4 Zone. Adjoining properties to the northeast of the subject property across the alley are zoned R3-1 and are developed with two-story condominiums over garages. Properties to the southwest across Lincoln Boulevard are zoned within the County of Los Angeles. The area is developed with the Waterside Shopping Center.

Lincoln Boulevard, adjoining the subject property to the southwest, is a designated divided major highway dedicated a width of 100 feet and improved with curb, gutter, and sidewalk.

Fiji Way, adjoining the subject property to the southeast, is a Local Street dedicated a width of 60 feet and improved with curb, gutter, and sidewalk.

The alley, adjoining the subject property to the rear, is a through alley that is improved with asphalt pavement and concrete gutter within a 20-foot dedication.

Previous zoning related actions on the site/in the area include:

Subject Property:

Case No. ZA 96-1051(ZV) - On April 23, 1997, the Zoning Administrator approved variances from Section 12.12.1-A (does not permit residential uses in

COASTAL COMMISSION

EXHIBIT # 4
PAGE 5 OF 12

automobile parking zones) of the Municipal Code and Condition No. 3 of Ordinance No. 167,964 (CPC 90-0262 ZC - limits the density of residential use of the commercially zoned portion of the property to the residential density permitted by the R3 Zone), to permit the construction, use and maintenance of 394 market rate rental apartments and 203 senior citizen rental apartments. Site Plan Review is also requested under Sections 16.05-C and 16.05-E of the Municipal Code.

BZA Case Nos 5412, 5413, 5414 and 5415 - The protestants appeals were denied and the variance was granted. The Planning and Land Use Management Committee will hear this case on October 21, 1997. The full City Council will conduct a public hearing on October 29, 1997.

Case No. CDP 94-009 - On June 8, 1994, the Zoning Administrator denied a coastal development permit for the conversion of a four-story commercial building into a 48,269 square-foot market on the first floor and a 79-unit low income senior citizen project on the remaining floors. Further, the conversion of a detached commercial building into 21,600 square feet of retail commercial space, with the entire project having 373 on-site parking spaces.

Case No. ZA 86-0934(ZV) - The applicant withdrew a zone variance application to erect a one-story addition to house an electrical transformer.

Case No. ZA 93-0924(CUB) - The applicant withdrew a conditional use application to permit dispensing of alcoholic beverages for off-site consumption, with a 24-hour per day, 48,269 square-foot supermarket with alcoholic beverage sale hours of 6 a.m. to 2 a.m., seven days a week. (Description: the proposed Ralph's Supermarket was to be a full service food market with 342 on-site parking spaces.)

Surrounding Properties:

City Plan Case No. 90-0262(ZC) - On May 22, 1992 Ordinance No. 167,904 became effective, imposing "Q" Conditions.

Case No. ZA 89-0534(CUB) - On August 11, 1989, the Zoning Administrator approved a conditional use at 4822-4824 Lincoln Boulevard to permit the sale of beer and wine for off-site consumption.

Case No. ZA 92-0540(CUB) - On August 5, 1992, the Zoning Administrator approved a conditional use at 4730 Lincoln Boulevard to permit the sale of alcoholic beverages for on-site consumption.

Case No. CUB 82-075 - On May 10, 1982, the Zoning Administrator approved a conditional use at 4730 Lincoln Boulevard to permit on-site sale of alcoholic beverages for restaurant with reduced parking.

COASTAL COMMISSION

EXHIBIT # 4
PAGE 6 OF 12

Case No. ZA 89-0375(ZV) - On August 22, 1989, the Zoning Administrator granted a zone variance at 4720 Lincoln Boulevard to permit two identification signs to be located in the P1-1 Zone.

PROJECT

The subject property is an approximate 6 acre parcel located north and east of the intersection of Lincoln Boulevard and Fiji Way. It is improved with two buildings that are now vacant and the present zoning pattern on the property reflects the previous use of the site. The applicant proposes to demolish all of the existing structures on the site and to develop the property residentially. A total of 500 apartment units are proposed for the property 166 of these units will be reserved for seniors and the remaining 334 will be market rate units. The now proposed density has been reduced from an original proposal total of 600 units. A total of 812 parking spaces will be provided ; 672 spaces for the market rate units and 140 spaces for the senior units which results in a ratio of .85 spaces per senior unit and 1.3 parking spaces per market rate unit. Previous studies by the Department of City Planning have shown that the need for parking spaces to serve senior housing developments averages .22 spaces per dwelling unit plus guest spaces. The project will provide .25 guest spaces for each market rate unit as well.

The current development proposal envisions a completely residential development consisting of two buildings. The one with 166 senior housing units will be located closest to Fiji Way and will be four stories over two levels of parking. The market rate apartments will also be four stories over two levels of parking and will be located on the northwestern most portion of the site. The buildings will be stepped down so that the lowest part of the project will be that which is closest to the adjacent residential area known as La Villa Marina. The taller facade will be that which faces Lincoln Boulevard. Access to the property will be taken principally from Lincoln Boulevard.

The unique zoning pattern on the property, which is reflective of the building footprint pattern of the existing GTE development, precludes the logical development of the site with a unified project such as that which is proposed by the applicant. To permit the project to be developed, on January 13, 1997 the City Council granted a Variance to the property which will allow the height and density proposed by the project while mitigating the most serious impacts associated with the proposed development and also providing a measure of relief from the project impacts to the adjacent residents of the project.

FINDINGS

In order for a coastal development permit to be granted all of the requisite findings contained in Section 12.20.2, G of the Los Angeles Municipal Code must be made in the affirmative. Following is a delineation of the findings and the application of the facts of this case to the same.

COASTAL COMMISSION

EXHIBIT # 4
PAGE 7 OF 12

1. The development is in conformance with Chapter 3 of the California Coastal Act of 1976 (commencing with Section 30200 of the California Public Resources Code).

The proposed project has been found to be consistent with all the required features of the Coastal Act including;

- a. Shoreline access
- b. Recreation and visitor serving facilities
- c. Water and marine resources
- d. Dredging, filling and shoreline structures
- e. Commercial Fishing and recreational boating
- f. Environmentally sensitive habitat areas
- g. Agriculture
- h. Hazards
- i. Forestry and Soils resources
- j. Locating and planning new development
- k. Coastal visual resources and special communities
- l. Public works
- m. Industrial and energy development

A primary objective of Chapter 3 is coastal access. The Coastal Act provides that maximum access and recreational opportunities shall be provided for all of the people consistent with public safety needs and the need to protect public rights, rights of property owners and natural resources from overuse. The proposed project is to be developed on an existing, previously developed six acre site located on Lincoln Boulevard and is approximately one mile removed from those portions of the shoreline and several hundred yards from portions of the Marina del Rey Boat Basin where access, recreation, marine resources, environmentally sensitive habitats and coastal visual resources are likely to be impacted by the now proposed development of 500 residential units.

Furthermore, these residential units will be developed in an area that is contiguous to existing developed areas where there is a well developed, existing infrastructure and where adequate public services already exist. The property is privately owned, already developed and not suited for public, coastal recreation. It is planned for commercial or residential development and is well suited to the residential project herein proposed.

A traffic study was prepared for the project which identified traffic impacts from the proposed development. The traffic study was reviewed by the City Department of Transportation (DOT) and traffic improvements were identified that would address the project's projected traffic generation. These were translated into the necessary traffic improvements by DOT and the requirement that they be implemented as a part of the project's development. These traffic improvements include improvements to Lincoln Boulevard and Mindanao Way, modification of traffic signals at Lincoln Boulevard and Fiji Way, dedication and improvement of Lincoln Boulevard. A variance granted for the project by the City

COASTAL COMMISSION

EXHIBIT # 4
PAGE 8 OF 12

Council contained these traffic mitigation measures as conditions precedent to the development of the site. The project is not significant enough to justify construction that would reduce traffic on Lincoln Boulevard in any significant way, but it will provide mitigation for the reduction of traffic impacts that are a result of the project itself. When these improvements are constructed, in conjunction with internal on site circulation improvements which are also made a part of the project, traffic impacts generated by the project will be able to be accommodated. With these improvements the project will be consistent with section 30250 and 30252 of the Coastal Act.

As conditioned by the City Council, the proposed project will provide on-site and off-site traffic improvements to the adjacent streets to mitigate any significant adverse traffic impacts attributable to the project. Requirements of the City's Coastal Transportation Corridor Specific Plan will also be met by the proposed project through these traffic improvements.

On-site parking is provided for the tenants and guests of the proposed development at a level that will satisfy the parking needs of the project. There will be 812 on site parking spaces for the 500 units. Due to the fact that slightly over 30 per cent of the units are senior units, the parking ratios for the project are lower, but more than satisfy the demand for parking normally attributable to projects occupied by senior citizens.

The project is required to provide 166 of the total 500 units to be available as low and moderate cost housing for senior citizens. This amounts to over 30 percent of the total units proposed for the site. Pursuant to the Mello Bill, this housing is to be made available to provide low and moderate cost rental units as a part of the project. Open space including both passive and active recreation areas have been made a part of the conditional approval of the project. Maintenance of on site passive and active recreation areas will reduce the impact on and need for recreational development in the coastal area in conformance with the Coastal Act.

Views will not be impeded by the development either towards the water or from the water inland due to the inland location of the property. The height and density pattern of the site will be altered but will be in keeping with the height and density of development located nearby and in the adjacent Unincorporated Marina Del Rey which is located closer to coastal resources than the subject property. The maximum height of the project which will be 57 feet will be along the Lincoln Boulevard frontage of the property and will be reduced to a height of 25 feet at the eastern end of the project.

For all of these reasons the proposed project as conditioned herein will be consistent with the development requirements of Section 30200 of the Coastal Act.

COASTAL COMMISSION

EXHIBIT # 4
PAGE 9 OF 12

2. **The development will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program (LCP) that is in conformance with Chapter 3 of the California Coastal Act of 1976.**

The City of Los Angeles has not completed a coastal plan for the Del Rey area. The Palms-Mar Vista-Del Rey Community Plan serves as the functional equivalent in lieu of the coastal plan and during the time any LCP is under consideration since it provides for shoreline access, recreation and visitor serving facilities, protection of marine resources and environmentally sensitive habitats and the protection of cultural heritage resources in this portion of the Coastal Zone.

3. **The Interpretive Guidelines for Coastal Planning Permits as established by the California Coastal Commission (revised October 14, 1980), and any subsequent amendments thereto have been reviewed, analyzed and considered in making this determination.**

~~It is not clear that the Marina Del Rey area of the local coastal area encompasses the subject property which is located on the north side of Fiji Way and on the east side of Lincoln Boulevard. The subject property is located in a portion of the coastal area which appears to have been omitted from the regional interpretive guidelines. The Ballona Wetland area to the south only extends north to Fiji Way and is described as an area that contains functioning wetlands which has been declared a critical wildlife habitat. The subject site is located just north of Fiji Way does not contain wetlands, and is just beyond the boundaries of the Ballona Wetland area. Nor is the project included in the Playa Del Rey area of the coastal zone.~~

The Marina Del Rey area of the coastal zone is defined by the Guidelines as that portion of the coastal zone south of Venice and north of the Ballona Wetland and Playa Del Rey would appear to encompass the subject property except. The Interpretive Guidelines for the Marina Del Rey area address such issues as beach areas and their preservation, open water for sailing, marine recreation and boating, and marine support facilities which are not generally applicable to the subject site but more applicable to the Unincorporated County area of the Marina Del Rey.

4. **The decision of the permit granting authority has been guided by any applicable decisions of the California Coastal Commission pursuant to Section 30625(c) of the California Public Resources Code.**

This grant is consistent with previous Coastal Commission grants for similar types of projects in the Del Rey area.

5. **The development is not located between the nearest public road and the sea or shoreline of any body of water located within the Coastal Zone, and**

COASTAL COMMISSION

EXHIBIT # 4
PAGE 10 OF 12

the proposed development is in conformance with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.

The proposed development project is located on the east side of Lincoln Boulevard and on the north side of Fiji Way. It is several hundred yards from the Marina Del Rey Boat Basin and approximately 1 mile from any shoreline or body of water and is not located between the nearest public road and any sea or shoreline.

6. Any other findings as may be required for the development by the California Environmental Quality Act have been made a part of this determination.

As a part of this Coastal Development Permit and a Variance approval for the project, a Mitigated Negative Declaration (MND) was prepared and adopted for this project. The MND identified several impacts from the project including noise, air pollution, traffic, access, fire, police, landscaping and open space. These impacts were addressed in the Variance findings for the project and the mitigation of these impacts was required in the approval by conditioning the development to provide for the impact mitigation to a level of insignificance. These mitigation measures are incorporated herein by reference and are made a part of the project conditions with respect to the Coastal Development Permit.

A traffic study was prepared for the project and the project impacts identified in that study were reviewed by the City of Los Angeles Department of Transportation (DOT). The recommendations of DOT for the mitigation of traffic related impacts of the project were included in the conditions of approval of the Variance and will be required to be satisfied prior to the issuance of any permits for the project. Similarly, those additional environmental impacts identified in the MND as emanating from the project were required to be addressed and mitigated through conditions of approval which will also be required to be satisfied in conjunction with the project's implementation.

ADDITIONAL MANDATORY FINDINGS


7. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 154,405, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding. (No shading)
8. On February 26, 1997, the City Planning Department Environmental Staff Advisory Committee (ESAC) issued Mitigated Negative Declaration No. MND 96-0366 (Article V - City CEQA Guidelines) and determined that by imposing conditions the impacts could be reduced to a level of insignificance. I hereby certify that action. The records upon which this decision is based are with the Environmental Review Section in Room 1500, 221 North Figueroa Street.

COASTAL COMMISSION

EXHIBIT # 4

PAGE 11 OF 12

9. Fish and Game: The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.



LEONARD S. LEVINE
Associate Zoning Administrator

LSL:imc

cc: Councilmember Ruth Galanter
Sixth District
Adjoining Property Owners
County Assessor

COASTAL COMMISSION

EXHIBIT # 4
PAGE 12 OF 12



COUNTY OF LOS ANGELES
DEPARTMENT OF BEACHES AND HARBORS



STAN WISNIEWSKI
DIRECTOR

KERRY GOTTLIEB
CHIEF DEPUTY

May 21, 1998

Mr. Marsh Holtzman
EMC/Snyder Partnership
8383 Wilshire Blvd.
Beverly Hills, CA 90211

Appeal to the Coastal Commission
L.A. City CDP #97-015 - 4750-61 Lincoln Blvd.

Dear Mr. Holtzman:

By means of this letter, we are notifying you of our appeal of CDP #97-015 to the California Coastal Commission. As you are aware, it is our desire to obtain mutually acceptable regional traffic mitigation measures for all projects impacting the Lincoln Corridor. Enclosed, please find a copy of our appeal to the Coastal Commission.

Should you have any questions or requests, please contact Julie Cook, Planner, at 305-9530.

Very truly yours,

STAN WISNIEWSKI, DIRECTOR

James A. Fawcett, Ph.D.
Chief, Planning Division

c: Coastal Commission

COASTAL COMMISSION

A-5-VEN-98-222

EXHIBIT # 5

PAGE 1 OF 3

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Cosangate, 10th Floor
Long Beach, CA 90802-4302
(842) 840-8071

APPEAL FROM COASTAL PERMIT
DECISION OF LOCAL GOVERNMENT
(Commission Form D)

RECEIVED
MAY 26 1998



CALIFORNIA
COASTAL COMMISSION

Please Review Attached Appeal Information Sheet Prior To Completing
This Form.

SECTION I. Appellant(s)

Name, mailing address and telephone number of appellant(s):

Department of Beaches & Harbors

County of Los Angeles Atten: Jim Fawcett/Julie Cook

13483 Fiji Way, Trailer #3

Marina del Rey, CA 90292 (310) 305-9533

Zip

Area Code

Phone No.

SECTION II. Decision Being Appealed

1. Name of local/port
government: City of Los Angeles

2. Brief description of development being
appealed: CDP 97-015. Construction of two structures: 1) 4-story,
334-unit apartment over two levels of parking; and, 2) 4-story,
166-unit apartment, with a total of 812 parking spaces.

3. Development's location (street address, assessor's parcel
no., cross street, etc.): 4750-4761 Lincoln Blvd. @ Fiji, Marina
del Rey

4. Description of decision being appealed:

(a.) Approval; no special conditions: _____

b. Approval with special conditions: _____

c. Denial: _____

Note: For jurisdictions with a total LCP, denial
decisions by a local government cannot be appealed unless
the development is a major energy or public works project.
Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO. A5-VEN-98-222

DATE FILED: 5/26/98

DISTRICT: South Coast / Long Beach

HS: 4/88

COASTAL COMMISSION

EXHIBIT # 5

PAGE 2 OF 3

Section IV. - Reasons Supporting this Appeal

If constructed, this project will impose a significant additional traffic load on Lincoln Blvd. and other streets in the Marina del Rey area without providing adequate mitigation of those impacts. We request that traffic mitigation measures, for both the immediate project as well as regional impacts, are made a condition of development as they are currently required in Marina del Rey. As proposed, the developer of this project will not make any contribution towards mitigating its own impacts on regional traffic flow.

Lincoln Blvd. provides one of three primary corridors between Los Angeles International Airport and Santa Monica. Allowing projects such as this to be constructed without mitigation aggravates traffic on streets that are already congested in this intensely populated part of the county. With the proposed expansion of LAX, the buildout of the Playa Vista Project and additional unmitigated development in Culver City and Santa Monica, we will all suffer from inevitable gridlock. At this time the County is coordinating a Multi-jurisdictional Lincoln Corridor Transportation Committee.

MARINA DEL REY TRAFFIC MITIGATION FEES

Under the Marina del Rey Local Coastal Program amendment certified by the California Coastal Commission on February 8, 1996, all P.M. peak-hour vehicle trips must be mitigated according to the following schedule:

Category 1 (<i>internal</i> trip mitigation fees)	\$1,592 per peak-hour trip
Category 3 (<i>regional</i> trip mitigation fees)	\$4,098 per peak-hour trip
TOTAL TRIP MITIGATION FEES	\$5,690 per peak-hour trip

COASTAL COMMISSION

EXHIBIT # 5
PAGE 3 OF 3

GMP ARCHITECTS

October 12, 1998

Ms. Pam Emerson
CALIFORNIA COASTAL COMMISSION
200 Oceangate, 10th Floor
Long Beach, CA 90802-4302

Project: 4750- 61 Lincoln Blvd.
City of Los Angeles
Appeal No. #A-5-Ven-98-222

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OCT 13 1998
US Mail
CALIFORNIA
COASTAL COMMISSION

GETMAN,
MOSES, MOSES
& PENDLETON

2121 CLOVERFIELD BLVD
SUITE 200
SANTA MONICA
CA 90404-5226
T. 310-998-0063
F. 310-998-1163

Dear Ms. Emerson,

As you discussed at a meeting on Friday, October 9, 1998 with Ed Czucker and Ira Handelman of the EMC/Snyder Project our position is that there is no substantial issue with respect to the appeal filed by the County of Los Angeles Department of Beaches and Harbors against the project. The EMC/Snyder project will be spending approximately \$1,440,000.00 on traffic mitigation measures required by the City of Los Angeles that will mitigate the projects direct traffic impacts and contribute to solving regional traffic issues along the Lincoln Blvd. Corridor. County staff erred in not giving credit for these mandated improvements and miscalculating the amount required to meet regional traffic mitigations. We are therefore urging the Coastal Commission to reject this appeal.

To support this position we are contending the following:

1. The traffic mitigation measures required by the City of Los Angeles for this project will mitigate all the project impacts and contribute to solving regional traffic issues. They include:
 - a) Installation of new tri-traffic lights at La Villa Marina/Mindanao-Way
Cost = \$ 95,000.00
 - b) Dedication and improvement of 17' along Lincoln Blvd.
Land Cost = \$ 370,000.00
Improvement Cost = \$ 575,000.00
 - c) Removal of the raised median island as necessary on the south leg of Lincoln Blvd. from Mindanao Way to a point southerly of Mindanao Way and widening of the east side of Lincoln Blvd. up to 2 feet to provide a right turn-only-lane in the northbound direction.
Cost = \$ 350,000.00

COASTAL COMMISSION

Exhibit C

A 5 Ven 98 22

EXHIBIT # _____

PAGE 1 OF 4

October 12, 1998

Project: 4750-61 Lincoln Blvd.
City of Los Angeles
Appeal No. #A-5-Ven-98-222
(continued)

- d) Modification of the traffic signal to include a right turn arrow for eastbound traffic and post appropriate "No U Turn" signs on Lincoln Blvd.
Cost = \$ 50,000.00

Total Cost of Regional traffic mitigations = \$1,440,000.00

The majority of these traffic mitigation measures are focused on improving the traffic flow on Lincoln Blvd. Since everyone agrees that Lincoln Blvd. provides one of three primary corridors between LAX and Santa Monica, it is self evident that improving Lincoln Blvd. will improve regional traffic flow. While the County and City negotiate a program to study, plan and implement regional traffic improvements one must use common sense to demonstrate the regional impact of traffic improvements. The EMC/Snyder Project, it's traffic consultant and the City of Los Angeles believe that the traffic improvements of this project to Lincoln Blvd. will solve regional traffic issues.

- 2. County staff erred in using the \$5,690.00 fee to calculate the amount that the County wants to charge for regional traffic mitigations. Under the Marina Del Rey Local Coastal Program Amendment certified by the Coastal Commission on February 8, 1996, this fee of \$5,690.00 is divided into two categories. The first category for internal trip mitigation is \$1,592.00. The second category for regional trip mitigation is \$4,098.00. Since the project in question is in the city of Los Angeles they would not be responsible for internal trip mitigations in Los Angeles County. Thus the appropriate trip fee would be \$4,098.00.
- 3. The County staff also erred when they used the 257 p.m. peak hour trip count. This figure, which came from the project's traffic study, was based on the City of Los Angeles' peak hour trip generation factor of 0.73 trips per dwelling unit rate which was obtained from national studies and does not reflect the uniqueness of the Marina. The County however uses the figure of 0.326 trip per dwelling unit which is part of the approved coastal development plan. Using this figure the p.m. peak hour trip generation would be 160 trips rather than 257 trips.

COASTAL COMMISSION
A5VEN 98 222

EXHIBIT # 6
PAGE 2 OF 4

GMP ARCHITECTS

October 12, 1998

Project: 4750-61 Lincoln Blvd.
City of Los Angeles
Appeal No. #A-5-Ven-98-222
(continued)

4. Using these new numbers, the County should only be requiring from this project a fee of \$655,680.00 (160 x \$4,098.00) for regional traffic improvements instead of \$1,462,330.00. For comparisons sake using the City of Los Angeles number of 257 p.m. peak hour trips the fee would be \$1,053,186.00 (257 x \$4,098.00). Both these figures are less than the \$1,440,000.00 estimated fee that the EMC/Snyder is required to spend by the City of Los Angeles. Once the project traffic improvements are recognized for their regional impact, it is clear that the EMC/Snyder Project should not have to pay any additional fees to the County of Los Angeles.
5. The existing commercial buildings, which equal approximately 145,869 square feet, could be reoccupied and would generate over 312 peak hour trips. Because they have not been occupied for over four years the project could not receive credit for them in the traffic study. But in practical terms if the buildings were reoccupied they would generate these trips and might not be required to construct any traffic mitigation, or pay any transportation fees.

The enclosed chart lists all these points and illustrates clearly that a substantial issue does not exist concerning traffic generation or impacts for this project. The EMC/Snyder Project is more than paying its fair share to mitigate the project's impacts and solve regional traffic issues. We therefore urge the Coastal Commission to deny the County's appeal and let this project proceed. As requested we are enclosing some of the approval documents from Los Angeles City that pertain to required traffic mitigations. If you have any questions please feel free to call me.

Very truly yours,
GMP ARCHITECTS, INC.


Donald B. Getman, A.I.A.

Encl.

COASTAL COMMISSION
A5 Ven 98 222
EXHIBIT # 6
PAGE 3 OF 7

COST COMPARISON

PROJECT TRAFFIC MITIGATIONS	ESTIMATED COST	TRIP GENERATION RATE (L. A. CITY)	TRIP GENERATION RATE (L. A. COUNTY)
1. Installation of new tri-traffic lights at La Villa Marina/Mindanao-Way	\$95,000.00	T= 0.73 Trips per dwelling unit.	T= 0.326 Trips per dwelling unit.
2. Dedication and improvement of 17' along Lincoln Blvd. Land Cost = Improvement Cost =	\$370,000.00 \$575,000.00	PM peak hour trips = 257	PM peak hour trips = 160
3. Removal of the raised median island as necessary on the south leg of Lincoln Blvd. from Mindanao Way to a point southerly of Mindanao Way and widen the east side of Lincoln Blvd. as up to 2 feet to provide a right turn-only-lane in the northbound direction.	\$350,000.00	Regional trip mitigation fees= \$4,098.00 per pm peak hour trips.	Regional trip mitigation fees= \$4,098.00 per pm peak hour trips.
4. Modify the traffic signal to include a right turn arrow for eastbound traffic and post appropriate "No U Turn" signs on Lincoln Blvd.	\$50,000.00	$\begin{array}{r} \$ \quad \$4,098.00 \\ X \quad \quad \quad 257 \\ = \quad \quad \quad \text{total cost} \end{array}$	$\begin{array}{r} \$ \quad \$4,098.00 \\ X \quad \quad \quad 160 \\ = \quad \quad \quad \text{total cost} \end{array}$
TOTAL COST	\$1,440,000.00	\$1,053,186.00	\$655,680.00

COASTAL COMMISSION
 A 5 UEN 98 222
 6
 EXHIBIT #
 PAGE 4 OF 4

EXECUTIVE SUMMARY

The project under consideration is a 500-unit residential project consisting of both market rate and senior apartments in the Marina del Rey area of the City of Los Angeles. The project site is located at the northeast corner of Lincoln Boulevard and Fiji Way. After the project has been completed, it could generate approximately 2,844 net new daily trips, with 188 new trips occurring during the AM peak hour and approximately 257 net new trips occurring during the PM peak hour.

This traffic study shows that project traffic volumes could produce significant traffic impacts at the nearby intersection of Lincoln Boulevard and Mindanao Way, prior to mitigation. Implementation of the following recommended mitigation measure will reduce this impact to a level of insignificance.

- o Lincoln Boulevard and Mindanao Way -- Participate in the installation of a new right turn lane on Lincoln Boulevard for northbound traffic turning right onto Mindanao Way.

In addition to the above required project impact mitigation measure, the project should also implement the following improvements to enhance the site.

- o Lincoln Boulevard -- Widen Lincoln Boulevard from the existing 40 foot half width roadway to a 57 foot half width roadway along the project frontage. This 17 foot widening is consistent with the requirements of the Coastal Corridor Transportation Specific Plan. Such widenings will also allow for improved project access to the site's Lincoln Boulevard driveway.
- o Access Improvements -- Locate project access controls sufficiently on-site, so as to avoid queuing of project oriented traffic onto the adjacent streets.

By implementation of the above measures, project traffic impacts will be reduced to levels of insignificance, and project related impacts will be fully mitigated. **COASTAL COMMISS** A-5-VEN-98-222

FIGURE 10

**EXISTING WEEKDAY VOLUME/CAPACITY (V/C)
AND LEVELS OF SERVICE (LOS)**

Intersection	AM Peak		PM Peak		
	V/C	LOS	V/C	LOS	
Via Marina & Washington Blvd.	0.70	C	0.96	E	
Via Marina & Admiralty Way*	0.51	A	0.83	D	
Via Marina & Panay Way*	0.58	A	0.53	A	
Via Marina & Marquesas Way*	0.33	A	0.39	A	
Via Marina & Tahiti Way*	0.41	A	0.40	A	
Via Marina & Bora Bora Way*	0.35	A	0.33	A	
Palawan Way & Admiralty Way*	0.68	B	1.06	F	
Lincoln Blvd. & Washington Blvd.	1.00	F	1.19	F	
Lincoln Blvd. & Marina Expressway	0.84	D	0.95	E	
Admiralty Way & Bali Way*	0.58	A	0.99	E	
Lincoln Blvd. & Bali Way*	0.57	A	0.82	D	
Admiralty Way & Mindanao Way*	0.80	D	0.99	E	
Lincoln Blvd. & Mindanao Way*	0.88	D	0.90	E	
Admiralty Way & Fiji Way*	0.31	A	0.51	A	Project Sit
Lincoln Blvd. & Fiji Way*	0.58	A	0.83	D	Project Sit
Mindanao Way & Marina Expressway EB	0.86	D	0.93	E	(Exhibit #2)
Mindanao Way & Marina Expressway WB	0.59	A	0.81	D	
Culver Blvd. & Jefferson Blvd.	0.92	E	1.00	F	
Lincoln Blvd. & Jefferson Blvd.	1.01	F	0.99	E	

* Indicates intersections within the County unincorporated area; other intersections are in the City of Los Angeles.

Note: Volume to Capacity Ratio (V/C) - is a traffic measurement that defines the relationship between the volume of traffic using a given traffic facility and the design capacity of that facility, where 1.0 (or 100%) represents the facility at maximum capacity. Ratios greater than 1.0 indicate forced flow operation such that the flow of traffic may drop to zero for short periods of time.

Future Traffic Conditions in Marina del Rey

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

ATSAC Intersection Improvements or Other Synchronized Signalization

ATSAC (or Automated Traffic Surveillance and Control) provides traffic signal and complete computerized synchronization of the signal system and the re:

COASTAL COMMISSION

A-5-VEN-98-222

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PAGE 1 OF 1

MARINA DEL REY LUP

**Table 4
Project Trip Generation Rates**

Apartments - per dwelling unit ^[2]

Daily: T=8.0(U)
 AM Peak Hour: T=0.54(U); I/B = 11%, O/B = 89%
 PM Peak Hour: T=0.73(U); I/B = 64%, O/B = 36%

Senior Apartments (Elderly Housing - Attached) - per dwelling unit ^[3]

Daily: T=1.032(U)
 AM Peak Hour: T=0.05(U) ; I/B = 50%, O/B = 50%
 PM Peak Hour: T=0.08(U); I/B = 62%, O/B = 38%

Where:

T = Trip Ends I/B = Inbound
 U = Dwelling Unit O/B = Outbound

^[2] LA County "Traffic Impact Analysis Report Guidelines", Section III. C.1., Pg. 3, January 1, 1997.

^[3] Trip Generation, 5th Edition, Institute of Transportation Engineers, January 1991.

Applying the above trip generation rates, the traffic expected to be generated by the project was calculated, as shown in Table 5.

**Table 5
Project Trip Generation**

<u>Land Uses</u>	<u>Daily</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
334-unit Market Rate Apartments	2,672	20	160	157	87
166-unit Senior Apartments	<u>172</u>	<u>4</u>	<u>4</u>	<u>8</u>	<u>5</u>
Total	2,844	24	+ 164	165	+ 92
			= (188)		= (257)

As shown in Table 5, the project is expected to generate about 2,844 trips per day, with about 188 trips occurring during the morning, and 257 trip occurring during the evening.

This amount of trips is the volume anticipated to enter and exit the project's site every once it is completed and fully occupied.

COASTAL COMMISSION
 A-5-VEN-98-222
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 PAGE 2 OF 2

CITY OF LOS ANGELES
CALIFORNIA

ROBERT R. YATES
GENERAL MANAGER

DEPARTMENT OF
TRANSPORTATION
221 N. FIGUEROA STREET, SUITE 500
LOS ANGELES, CA 90012
(213) 580-1177
FAX: (213) 580-1188



RICHARD J. RIORDAN
MAYOR

NE Corner Lincoln Bl. & Fiji Way
DOT Case No. CTC 97-010

RECEIVED
OCT 13 1998

October 2, 1997

Marsh Holtzman
Snyder Commercial, C.P.
5757 Wilshire Boulevard, PH-30
Los Angeles, CA 90036

CALIFORNIA
COASTAL COMMISSION

LETTER OF DETERMINATION - TRAFFIC ASSESSMENT FOR 500-UNIT RESIDENTIAL PROJECT

Pursuant to the Coastal Transportation Corridor Specific Plan Ordinance No. 168,999 (CTCSP), the Department of Transportation (DOT) has completed the initial traffic assessment for the proposed 500-unit residential project to be located at the northeast corner of Lincoln Boulevard and Fiji Way. The initial traffic assessment is based on the revised traffic study (dated September 1997) as further revised by DOT.

DISCUSSION AND FINDINGS

The proposed 500-unit residential project consists of 334 market rate luxury apartments and 166 senior apartments. Currently, the site has two vacant office buildings with a total of 147,500 square feet. No trip credit was allowed for existing use since the buildings have not been used during the last four years. The proposed project would cause significant traffic impacts at the following two intersections prior to mitigation (see attachment):

1. Lincoln Boulevard and Mindanao Way
2. Lincoln Boulevard and Fiji Way

The proposed project will generate 257 trips in the p.m. peak hour as discussed below:

Trip Generation (P.M. Peak Hour Trips)

Trip Rate for Market Rate Apartments	= 0.73 Trips per dwelling unit ¹
Trips Generated by 334 Market Rate Apartments	= 334 x 0.73
	= 244 Trips
Trip Rate for Senior Apartments	= 0.08 Trips per dwelling unit ²
Trips Generated by 166 Senior Apartments	= 166 x 0.08
	= 13 Trips
Total Trips	= 244 + 13
	= 257 Trips

COASTAL COMMISSION
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¹ LA County "Traffic Impact Analysis Report Guidelines", January 1, 1997
² Trip Generation, 5th Edition, Institute of Transportation Engineers, January 1991

EXHIBIT # 89
PAGE 1 OF 4

PROJECT REQUIREMENTS

1. Mitigation of Traffic Impacts

Pursuant to Section 5D of the CTCSP, mitigation of the project-related traffic impact is a necessary condition prior to the issuance of any building permit. The traffic impacts created by the proposed project can be adequately mitigated with the implementation of the transportation improvements listed below:

Lincoln Boulevard and Mindanao Way

Remove the raised median island as necessary on the south leg of Lincoln Boulevard from Mindanao Way to a point southerly of Mindanao Way and widen the east side of Lincoln Boulevard up to 2 feet to provide a right-turn-only lane in the northbound direction.

Lincoln Boulevard and Fiji Way

Modify the traffic signal to include a right-turn arrow for eastbound traffic and post appropriate "No U-Turn" signs on Lincoln Boulevard.

2. Dedication and Improvements

Lincoln Boulevard is designated as a 8-lane Super Major Highway. The applicant must dedicate 17 feet of right-of-way along the project frontage and widen Lincoln Boulevard to provide a 57-foot half roadway within a 67-foot half right-of-way.

The required street improvements, including modification and relocation of traffic signals, street lighting, pavement striping, signs, bus stops, storm drains, street trees, utilities and other affected public improvements, must be guaranteed before the issuance of any building permits through the B-Permit process of Bureau of Engineering, Department of Public Works. These street improvements must be completed before the issuance of any Certificate of Occupancy, to the satisfaction of the Department of Transportation and Department of Public Works, Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require the developer's engineer or contractor to contact DOT's B-Permit Coordinator at (213) 580-5320 to arrange a predesign meeting to finalize the proposed design for the transportation improvements.

All improvements along Lincoln Boulevard also require approval from the State of California Department of Transportation (Caltrans). In the event the applicant is unable to obtain the necessary permits or other approvals from Caltrans for State highway improvements in a timely fashion, a temporary certificate of occupancy may be granted provided the applicant has demonstrated all reasonable efforts and due diligence to complete the necessary permitting and improvements in a timely fashion to the satisfaction of DOT.

3. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 6 of the CTCSP, an applicant for a Development within the Specific Plan Area, except as exempted, shall pay a TIA Fee. Residential projects are exempted from payment of the TIA Fee.

COASTAL COMMISSION

A 5 Ven 98 222

EXHIBIT # 9

PAGE 2 OF 4

4. Covenant and Agreement

Pursuant to Section 5B of the CTCSP, the owner of the property must sign and record a Covenant and Agreement prior to the issuance of any building permit acknowledging the contents and limitations of the Coastal Transportation Corridor Specific Plan in a form designed to run with the land.

5. Application Fee

Section 5.C.2.b of CTCSP requires an application fee of \$2,100 plus \$50 for every 1,000 square feet of floor area not to exceed \$25,000. This project, estimated at 467,300 square feet, would therefore require an application fee of \$25,000 since the calculated application fee (\$25,465) exceeds the maximum. This fee is to cover the City's cost of reviewing the proposed project, the design of mitigation measures and dedication requirements. It is noted that the applicant has paid only \$500 of this application fee.

6. Driveway and Internal Circulation

This determination does not include approval of the driveway, circulation and parking scheme for the proposed project. Access from and circulation along the existing one-way alley (north) at the rear of the site is of special concern. That review should be accomplished by submitting site plans separately to the Department of Transportation.

APPEAL PROCESS

Section 9 of the CTCSP provides appeal procedures for the determination made pursuant to this letter. Such appeal shall be filed with the General Manager, Department of Transportation within a 15-day period following the date of mailing of this Letter of Determination. The appeal must be submitted with an appeal fee of \$500.

If you have any questions, please feel free to call me or Marina Chang at (213) 485-1062 or (310) 524-8253.



David G. Leatherman
Transportation Engineer

c: ✓ Sam Ross, Crain & Associates
Stephen Buswell, Caltrans
Mario Juravich, Council District 6
Barry Kurtz, LA County
Bureau of Engineering, West LA
Charles Rausch, City Planning
John Fisher, DOT Design
Diane Overland, DOT Western District

mc:ctc97010.ltr

attachment

COASTAL COMMISSION

A 5 Ven 98 222

EXHIBIT # 9

PAGE 3 OF 4

500-UNIT RESIDENTIAL PROJECT

SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
FOR IMPACTED INTERSECTIONS

Intersection	Existing (1997)		Future (2002) w/o Proj		Future (2002) w/ Proj		Project Impact	
	AM	PM	AM	PM	AM	PM	AM	PM
Lincoln Bl. & Mindanao Way	0.992 E	0.950 E	1.053 F	1.055 F	1.071 F	1.084 F	0.018	0.029
Lincoln Bl. & Fiji Way	0.732 C	0.929 E	0.785 C	1.003 F	0.831 D	1.023 F	0.046	0.020

COSTAL COMMISSION

9

EXHIBIT # AS VPA 04 2007
PAGE 4 OF 4

MJ

MICHAEL CAREY
City Clerk

CITY OF LOS ANGELES
CALIFORNIA



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OCT 13 1998

Office of
CITY CLERK
Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
Council Information - (213) 485-5703
General Information - (213) 485-5705

When making inquiries
relative to this matter
refer to File No.

CALIFORNIA
COASTAL COMMISSION
Pat Healy
Chief Executive Assistant

RICHARD J. RIORDAN
MAYOR

97-1557

CD 6

January 20, 1998

Councilmember Galanter
Board of Zoning Appeals
Office of Zoning Administration
Advisory Agency
Bureau of Engineering
Development Services Division
Attn: Homer Morimoto
Department of Transportation
Traffic/Planning Sections
Department of Building & Safety
c/o Zoning Coordinator
Bureau of Street Lighting,
"B" Permit Section
Los Angeles County Assessor

Marsh Holtzman
Snyder Commercial L.P.
5757 Wilshire Blvd., Penthouse 30
Los Angeles, CA 90036

GTE California, Inc.
Cushman & Wakefield of California
21700 Oxnard St.
Woodland Hills, CA 91367
Attn: Adolfo Reyes

James A. Fawcett, Chief of Planning
L.A. County Department of Beaches
and Harbors
13837 Fiji Way
Marina del Rey, CA 90292

Julie Cook, planner
L.A. County Department of Beaches
and Harbors
13837 Fiji Way
Marina del Rey, CA 90292

Martha J. Proctor
John E. Carr
13243 Fiji Way, Condo C
Marina del Rey, CA 90292

Richard P. Reece
13245 Fiji Way #G
Marina del Rey, CA 90292

RE: ZONE VARIANCE APPEAL FOR PROPERTY AT 4750-61 LINCOLN BOULEVARD

At the meeting of the Council held January 13, 1998, the following
action was taken:

Attached report adopted..... X
To the Mayor FORTHWITH..... X
Mayor approved..... 1-15-98
Mitigated Negative Declaration adopted..... X

COASTAL COMMISSION

J. Michael Carey
City Clerk

EXHIBIT # 10
PAGE 1 OF 13

COASTAL COMMISSION

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EXHIBIT # 10

PAGE 2 OF 13

FILE NO. 97-1557

TO THE COUNCIL OF THE CITY OF LOS ANGELES

Your PLANNING AND LAND USE MANAGEMENT Committee

reports as follows:

Public Comments Yes No
XX

MITIGATED NEGATIVE DECLARATION and PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to Zone Variance appeal located at 4750-61 Lincoln Boulevard.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

- 1. FIND that this project will not have a significant effect on the environment...
2. FIND that Government Code Section 66590 requires that new housing developments...
3. ADOPT the FINDINGS of the Board of Zoning Appeals as the FINDINGS of the Council.
4. RESOLVE TO DENY APPEAL IN PART filed by James A. Fawcett...

provided for in Conditions Nos. 1 and 3 of Ordinance No. 167,964. Location: 4750-61 Lincoln Boulevard.

Applicant: Marsh Holtzman/
Snyder Commercial, C.P.

BZA 5412, 5413
5414 & 5415
ZA 96-1051-ZV

Fiscal Impact Statement: The Planning Department advises that there is no General Fund impact, as administrative costs are recovered through fees.

SUBJECT FILE TO BE TRANSMITTED TO THE MAYOR FORTHWITH

TIME LIMIT FILE - January 13, 1998
(Public Hearing Scheduled in Council 1-13-98)

Summary:

On December 16, 1997 (continued from prior meetings), the Planning and Land Use Management Committee conducted a public hearing on an appeal by James A. Fawcett, for the Los Angeles County Department of Beaches and Harbors, protestant, from the determination of the Board of Zoning Appeals in granting a variance and to permit the construction, use and maintenance of a four-story apartment building containing 334 units over two levels of parking together with a four-story 166 unit apartment building over two levels of parking and to permit the proposed development to exceed the height and density and height limitations provided for in Conditions Nos. 1 and 3 of Ordinance No. 167,964. The property is located at 4750-61 Lincoln Boulevard.

The subject property is a 5 1/2 acre parcel of the corner of Fiji Way and Lincoln Boulevard in the Del Rey are of the Palms-Mar Vista Del Rey Planning Area. The property is presently improved with two structures that will be demolished to make way for the proposed development.

The Zoning Administrator (ZA) summarized the actions, findings and facts set forth in the Planning Department's reports. The appeal, filed by the County of Los Angeles, states that traffic mitigation is required at certain intersections in the vicinity of the proposed project and without such a requirement, the developer of the project will make no contribution to mitigating its own impacts on regional traffic flow.

The Department of Transportation (DOT) determined that certain traffic mitigation measures are appropriate and the ZA stated that those mitigations are going to be provided for by the applicant in the development of the project. The ZA further stated that the residential component is not required to pay a trip impact fee, inasmuch as, under the City's Local Coastal Transportation Specific Plan, trip impact fees are not required for residential projects. So this project, according to the DOT, will mitigate impacts associated with the traffic portion of the

COASTAL DEVELOPMENT
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development. These include improvements to Lincoln Boulevard and Mindanao Way, modification of traffic signals at Lincoln Boulevard and Fiji Way, dedication and improvement of Lincoln Boulevard, payment of traffic impact application fees, and driveway and internal circulation requirements as the project goes through the planning process. 13

The County's opposition is based on current City policy which does not adequately address a development's regional impacts; the County is not necessarily opposed to this particular project. The appellant stated that the County would like to enter into an agreement with the City where all projects are assessed equally and trip fees are required for residential and commercial development no matter which jurisdiction they lay in.

The Committee suggested to the appellant that the County's Chief Administrative Officer and the City's Chief Legislative Analyst and DOT discuss the possibility of entering into a joint agreement. The Committee noted that, currently, there is no agreement regarding regional residential development assessments and that the City continues to comply with all requirements.

A community member and the District Councilmember's field deputy indicated that a general agreement had been reached between the community residents and the developer over outstanding issues involving the proposed project. Revised conditions of approval were agreed upon and they are listed under Condition of Approval, Number 25, as follows:

25. a. Maintain a solid wall on the apartment side of Beaulieu alley in order to inhibit tenants from entering or exiting the apartment complex(es) via the alley. The apartment projects will not utilize the alley.
- b. Block (cul-de-sac) Fiji Way just west of the Beaulieu Alley and east of the GTE driveway to the satisfaction of the Department of Transportation and the area residents.
- c. Install a tri-traffic light at La Villa Marina/Mindanao. The light to have a left turn arrow for westbound traffic on to La Villa Marina (pressure sensitive to cars in northbound lane on La Villa Marina). Until the traffic light is installed, stop signs could be installed on La Villa Marina to the satisfaction of the Department of Transportation and the area residents.
- d. Deleted.
- e. Attractive landscaping at cul-de-sacs in keeping with gardening theme throughout the community.
- f. All air conditioning vents, compressors, blowers (or)

ventilation grills/exists/escapes on the multiple buildings (throughout the apartment complex) shall not be directed eastbound (or towards the Fiji Way La Villa Marina community).

- g. Costs to implement any of the foregoing steps will be paid for by the developer/builder of the GTE property project.

The ZA advised the Committee that an additional finding needs to be made relative to housing developments constructed within the coastal zone. The Committee with the ZA and recommended that the finding be made, as listed in Recommendation No. 2 of this report.

After discussion of the issues involved, the Committee moved to deny the appeal in part and grant a variance, subject to the accompanying revised conditions.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

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KC:ys
1-7-98
Enc: BZA 5412, 5413, 5414 & 5415
ZA 96-1051-ZV
CD 6
Attachment: Conditions of Approval

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Rept. Mit Neg. Dec.
ADOPTED

JAN 13 1998

LOS ANGELES CITY COUNCIL

TO THE MAYOR FORTHWITH

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EXHIBIT # 10

PAGE 4 OF 13

CITY OF LOS ANGELES

Your PLANNING AND LAND USE MANAGEMENT Committee

reports as follows:

Public Comments XX Yes No

MITIGATED NEGATIVE DECLARATION and PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to Zone Variance appeal located at 4750-61 Lincoln Boulevard.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. FIND that this project will not have a significant effect on the environment, pursuant to the City's Environmental Guidelines and in compliance with the California Environmental Quality Act of 1970; that the Mitigated Negative Declaration reflects the independent judgment of the lead agency City of Los Angeles; that the documents constituting the record of proceedings in this matter are located in CF 97-1557 in the custody of the City Clerk and in the files of the Department of City Planning in the custody of the Environmental Review Section; and ADOPT the Mitigated Negative Declaration [MND No. 96-0366-ZV].
2. FIND that Government Code Section 66590 requires that new housing developments constructed within the coastal zone shall, where feasible, provide housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code. Where it is not feasible to provide these housing units in a new proposed housing development, the local government shall require the developer to provide such housing, if feasible to do so, at another location within the same city or county, either within the coastal zone or within three miles thereof. The applicant is therefore required to comply with these provisions to the satisfaction of the Department of Housing.
3. ADOPT the FINDINGS of the Board of Zoning Appeals as the FINDINGS of the Council.
4. RESOLVE TO DENY APPEAL IN PART filed by James A. Fawcett, for the Los Angeles County Department of Beaches and Harbors, protestant, from the determination of the Board of Zoning Appeals and, thereby, GRANT a variance to permit the construction, use and maintenance of a four-story apartment building containing 334 units over two levels of parking together with a four-story 166 unit apartment building over two levels of parking and to permit the proposed

COASTAL COMMISSION

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EXHIBIT # 10
PAGE 5 OF 13

development to exceed the height and density and height limitations provided for in Conditions Nos. 1 and 3 of Ordinance No. 167,964. Location: 4750-61 Lincoln Boulevard.

Applicant: Marsh Holtzman/
Snyder Commercial, C.P.

BZA 5412, 5413
5414 & 5415
ZA 96-1051-ZV

Fiscal Impact Statement: The Planning Department advises that there is no General Fund impact, as administrative costs are recovered through fees.

SUBJECT FILE TO BE TRANSMITTED TO THE MAYOR FORTHWITH

TIME LIMIT FILE - January 13, 1998
(Public Hearing Scheduled in Council 1-13-98)

Summary:

On December 16, 1997 (continued from prior meetings), the Planning and Land Use Management Committee conducted a public hearing on an appeal by James A. Fawcett, for the Los Angeles County Department of Beaches and Harbors, protestant, from the determination of the Board of Zoning Appeals in granting a variance and to permit the construction, use and maintenance of a four-story apartment building containing 334 units over two levels of parking together with a four-story 166 unit apartment building over two levels of parking and to permit the proposed development to exceed the height and density and height limitations provided for in Conditions Nos. 1 and 3 of Ordinance No. 167,964. The property is located at 4750-61 Lincoln Boulevard.

The subject property is a 5 ½ acre parcel of the corner of Fiji Way and Lincoln Boulevard in the Del Rey are of the Palms-Mar Vista Del Rey Planning Area. The property is presently improved with two structures that will be demolished to make way for the proposed development.

The Zoning Administrator (ZA) summarized the actions, findings and facts set forth in the Planning Department's reports. The appeal, filed by the County of Los Angeles, states that traffic mitigation is required at certain intersections in the vicinity of the proposed project and without such a requirement, the developer of the project will make no contribution to mitigating its own impacts on regional traffic flow.

The Department of Transportation (DOT) determined that certain traffic mitigation measures are appropriate and the ZA stated that those mitigations are going to be provided for by the applicant in the development of the project. The ZA further stated that the residential component is not required to pay a trip impact fee, inasmuch as, under the City's Local Coastal Transportation Specific Plan, trip impact fees are not required for residential projects. So this project, according to the DOT, will mitigate impacts associated with the traffic portion of the development. These include

COASTAL COMMISSION
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EXHIBIT # 10
PAGE 6 OF 13

improvements to Lincoln Boulevard and Mindanao Way, modification of traffic signals at Lincoln Boulevard and Fiji Way, dedication and improvement of Lincoln Boulevard, payment of traffic impact application fees, and driveway and internal circulation requirements as the project goes through the planning process.

The County's opposition is based on current City policy which does not adequately address a development's regional impacts; the County is not necessarily opposed to this particular project. The appellant stated that the County would like to enter into an agreement with the City where all projects are assessed equally and trip fees are required for residential and commercial development no matter which jurisdiction they lay in.

The Committee suggested to the appellant that the County's Chief Administrative Officer and the City's Chief Legislative Analyst and DOT discuss the possibility of entering into a joint agreement. The Committee noted that, currently, there is no agreement regarding regional residential development assessments and that the City continues to comply with all requirements.

A community member and the District Councilmember's field deputy indicated that a general agreement had been reached between the community residents and the developer over outstanding issues involving the proposed project. Revised conditions of approval were agreed upon and they are listed under Condition of Approval, Number 25, as follows:

25. a. Maintain a solid wall on the apartment side of Beaulieu alley in order to inhibit tenants from entering or exiting the apartment complex(es) via the alley. The apartment projects will not utilize the alley.
- b. Block (cul-de-sac) Fiji Way just west of the Beaulieu Alley and east of the GTE driveway to the satisfaction of the Department of Transportation and the area residents.
- c. Install a tri-traffic light at La Villa Marina/Mindanao. The light to have a left turn arrow for westbound traffic on to La Villa Marina (pressure sensitive to cars in northbound lane on La Villa Marina). Until the traffic light is installed, stop signs could be installed on La Villa Marina to the satisfaction of the Department of Transportation and the area residents.
- d. Deleted.
- e. Attractive landscaping at cul-de-sacs in keeping with gardening theme throughout the community.
- f. All air conditioning vents, compressors, blowers (or) ventilation grills/exists/escapes on the multiple buildings (throughout the apartment complex) shall not be directed eastbound (or towards the Fiji Way La Villa

COASTAL COMMISSION

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EXHIBIT # 10

PAGE 7 OF 13

Marina community).

- g. Costs to implement any of the foregoing steps will be paid for by the developer/builder of the GTE property project.

The ZA advised the Committee that an additional finding needs to be made relative to housing developments constructed within the coastal zone. The Committee with the ZA and recommended that the finding be made, as listed in Recommendation No. 2 of this report.

After discussion of the issues involved, the Committee moved to deny the appeal in part and grant a variance, subject to the accompanying revised conditions.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

KC:ys

1-7-98

Enc: BZA 5412, 5413, 5414 & 5415
ZA 96-1051-ZV

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Attachment: Conditions of Approval

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EXHIBIT # 10

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CONDITIONS OF APPROVAL

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective conditions, if, in the Administrator's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. All graffiti on the site shall be removed or painted over to match the color of the wall surface to which it is applied within 24 hours of its occurrence.
5. The proposed development shall comply with all of the conditions of Ordinance No. 167,964 except as specifically varied herein.
6. Prior to the issuance of any building permits the applicant shall provide evidence to the Zoning Administrator of compliance with the Coastal Transportation Corridor Specific Plan to the satisfaction of the Department of Transportation. In addition the applicant shall be required to submit a traffic study on the project to the satisfaction of the Los Angeles Department of Transportation and the study and any subsequent revision of the study is to be reviewed by the Los Angeles County Board of Public Works for its comment with subsequent and continuing review by the City's Department of Transportation to the satisfaction of the Zoning Administrator.
7. The applicant shall dedicate and improve Lincoln Boulevard Fiji Way and the adjoining alley to the satisfaction of the Bureau of Engineering and the Department of Transportation.
8. The project shall be provided with an air filtration system. However, this requirement shall not preclude the installation of operable windows which permit passive heating and cooling.
9. Recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans to the satisfaction of the Fire Department.
10. All open areas not used for buildings, driveways, parking areas, recreational

(City conditions)

COASTAL COMMISSION
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EXHIBIT # 10
PAGE 9 OF 13

facilities or walks shall be attractively landscaped, including an automatic irrigation system, in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or landscape contractor, to the satisfaction of the Zoning Administrator. All landscaping shall comply with the City's Water Management Ordinance.

11. All lighting shall be shielded and directed onto the site and no floodlighting shall be located so as to be seen directly by any adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.
12. Any exterior wall having a line of sight to Lincoln Boulevard or Fiji Way shall be constructed so as to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition. The developer as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45 dBA in any habitable room of a hotel or motel or 40 dBA in any habitable room (other residential).
13. A parking area and driveway plan shall be prepared to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation prior to the issuance of any building permit or certificate of occupancy.
14. A minimum of 100 square feet of usable open space shall be provided for each dwelling unit. Parking areas, driveways, front yard setback areas and rooftops shall not be included as open space. To be considered as usable open space the project shall meet the following criteria:
 - a. Private Open Space: Patios and yards (located at ground level or the first habitable room level) which are part of a single dwelling unit and are enclosed by solid screen material at least 4 feet in height may be included as usable open space provided said areas have a horizontal dimension of at least 8 feet and contain a total area of not less than 150 square feet. Private open space areas may not count for more than 50 percent of the total required open space, as well as more than 100 square feet per unit (RD1.5 or less restrictive zones).
 - b. Common Usable Open Space: Each common usable open space area shall have a total area of at least 400 square feet and shall have an average width of 20 feet with no width less than 15 feet at any point. Side yard and rear yard setback areas shall be at least 15 feet in width.

Recreation rooms at least 600 square feet in area may qualify as common open space, but shall not exceed more than 25 percent of total open space required. Common open space areas shall incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, tot lots,

GENERAL ORDINANCE

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EXHIBIT # 10

PAGE 10 OF 13

ball courts, barbecue areas, sitting areas, etc., to the satisfaction of the Department of Planning. (Note: Amenities that meet the Department of Recreation and Parks specifications pursuant to Section 17.12-F, LAMC, may be credited against the fees required under Section 12.33 of the LAMC).

A minimum of 50 percent of the common usable open space areas shall be planted in ground cover, shrubs or trees and shall include at least one 24-inch box tree for every dwelling unit (trees shall be planted within open space areas). An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall be contained within permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and properly drained.

- c. **Noise Impact Mitigation.** (Optional) Active recreational uses such as swimming pools and barbecue areas, shall not be located immediately adjacent to residential uses, to the satisfaction of the Planning Department.
15. Any multiple residential use of the subject property shall provide for resident parking on the subject property, as required by Municipal Code Section 12.21-A,4, and additional resident and guest parking at a ratio of at least one quarter space per rental dwelling unit in excess of that required by the Municipal Code. Any designated guest parking shall be clearly identified and readily accessible to guests of the project.
16. In the event the herein-authorized senior citizen apartments are changed to some other conventional type of use permitted by the zoning regulations, the required number of parking spaces shall be provided on the site in conformance with the zoning regulations.
17. All parking shall comply with Section 12.21-A of the Municipal Code unless otherwise excepted or authorized herein. Sufficient open space shall be provided on site to accommodate the additional parking spaces otherwise required for this development in conformance with Section 12.21-A,4(u) of the Municipal Code.
18. Each of the 166 dwelling units proposed as senior citizen units shall be occupied by at least one person who is handicapped or 62 years of age or older, except for management or maintenance personnel who are required to live on the premises.
19. Prior to the issuance of any building permits relative to this matter, the applicant shall record a covenant and agreement concerning the information contained in Condition Nos. 16, 17 and 18.

20. The maximum height of the project shall not exceed 58 feet in height as defined by the Municipal Code except that the height of the project shall not exceed 45 feet within 25 feet of the centerline of the adjacent alley where the project abuts existing residential uses.
21. Recommendations of the Police Department relative to security and such measures as the provision of secured parking areas, walls/fences, security lighting throughout the project site and parking areas shall be incorporated into the project's design.
22. Any reduction in the total number of units to be developed on the site shall not result in any reduction of the number of senior units below the level of 166 units.
23. The project shall observe the yard requirements of the R3 Zone.
24. Prior to the issuance of any building permits the applicant shall submit revised plans to the Zoning Administrator which identify all required parking including guest parking, and areas reserved for open space and future parking.
25. (Conditions added by the Council)
 - a. Maintain a solid wall on the apartment side of Beaulieu alley in order to inhibit tenants from entering or exiting the apartment complex(es) via the alley. The apartment projects will not utilize the alley.
 - b. Block (cul-de-sac) Fiji Way just west of the Beaulieu Alley and east of the GTE driveway to the satisfaction of the Department of Transportation and the area residents.
 - c. Install a tri-traffic light at La Villa Marina/Mindanao. The light to have a left turn arrow for westbound traffic on to La Villa Marina (pressure sensitive to cars in northbound lane on La Villa Marina). Until the traffic light is installed, stop signs could be installed on La Villa Marina to the satisfaction of the Department of Transportation and the area residents.
 - d. Deleted.
 - e. Attractive landscaping at cul-de-sacs in keeping with gardening theme throughout the community.
 - f. All air conditioning vents, compressors, blowers (or) ventilation grills/exists/escapes on the multiple buildings (throughout the apartment complex) shall not be directed eastbound (or towards the Fiji Way La Villa Marina community).

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EXHIBIT # 10

PAGE 12 OF 13

- g. Costs to implement any of the foregoing steps will be paid for by the developer/builder of the GTE property project.

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EXHIBIT # 10
PAGE 13 OF 13

Post-It™ brand fax transmittal memo 7671 # of pages > 3

To: Jim Fawcett	From: Barry Kurtz
Co. Beaches & Harbors	Co. DPW
Dept.	Phone # (818) 458-5902
Fax # (310) 321-6345	Fax # (818) 458-5936

Counts
mitigation
request

July 29, 1997

COASTAL COMMISSION

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EXHIBIT # 1

PAGE 1 OF 3

Department of
Beach and Harbors

MSG 21 '97 T-2

Mr. Robert Janovici
Chief Zoning Administrator
City of Los Angeles
Office of Zoning Administration
221 North Figueroa Street, Room 1500
Los Angeles, CA 90012-2601

Attention Mr. Leonard S. Levine

Dear Mr. Janovici:

TRAFFIC ANALYSIS (JULY 1997)
CASE NO. 2A 96-1051(2U)
500-UNIT RESIDENTIAL DEVELOPMENT
CITY OF LOS ANGELES

	Info	Act
Director		<i>Kurtz</i>
Chief Deputy Director		"
Executive Assistant		
Admin. Services		
Asset Management		
Facilities Property Maint.		
Adm. Prom. City Serv.		
Planning		

We have reviewed the subject document submitted by the Traffic Consultant, Crain and Associates, as conditioned by the Los Angeles City Board of Zoning Appeals at their July 1, 1997 hearing.

The proposed project located at the northeast corner of Lincoln Boulevard and Fiji Way in the City of Los Angeles, would redevelop the 5.97-acre site. The proposed project consists of a 500-unit apartment complex (334-market rate luxury apartments and 166-senior apartments). It would generate approximately 2,844 vehicle trips per day, 188 and 257 vehicle trips during the a.m. and p.m. peak hours, respectively.

We generally agree with the traffic study. The traffic generated by the project alone will significantly impact the following County and/or County/city intersections. The following mitigation measures are recommended to mitigate these impacted intersections to an acceptable, or, at a minimum, to preproject Level of Service (LOS). The project should be solely responsible for these improvements.

Lincoln Boulevard at Mindanao Way

- Provide an exclusive right-turn lane on the south approach.
- Modify traffic signals as necessary.

Detailed signing and striping plans for the above improvement should be prepared and submitted for review by this Department, as well as LADOT and the State of California Department of Transportation (Caltrans).

Mr. Robert Janovici
July 29, 1997
Page 2

Based on the traffic study, the cumulative traffic generated by the project and other related projects will significantly impact the following County and/or County/city intersections. However, no mitigation measures have been identified in the study.

Lincoln Boulevard at Fiji Way
Admiralty Way at Mindanao Way
Lincoln Boulevard at Bali Way

In addition, based on Table 10b of Summary of Critical Movement Analysis, the following intersections in the City of Los Angeles are significantly impacted by the cumulative traffic of this project and other related projects both in the a.m. and p.m. peak hours. No mitigation measures have been proposed in the study.

Lincoln Boulevard at Washington Boulevard
Lincoln Boulevard at Maxella Avenue
Lincoln Boulevard at Marina Freeway
Marina Freeway (Eastbound) at Mindanao Way

A special transportation improvements fee system has been established in conjunction with the approval of the Local Coastal Plan (LCP). The transportation improvements fee is \$5,690 per p.m. peak-hour trip. It is required for any new development allowed under the certified LCP. The funds are allocated as follows: a) \$1,592 per peak-hour trip into the Transportation Improvement Program (TIP) as identified in Appendix G of the certified LCP; and b) \$4,098 per peak-hour trip into a fund specifically allocated for mitigation of the cumulative impacts of Marina development on the subregional transportation system (Category 3 improvements in the certified LCP). The subregional system includes major collector streets which provide transportation to and along the coast and transportation to the Marina. Since there are no available mitigation measures for intersections in the City of Los Angeles, we recommend the developer contribute its share of the LCP transportation fees towards the construction of regional transportation improvements to mitigate the cumulative traffic impacts.

We recommend that access for the senior citizen apartment complex be limited to Fiji Way and/or the alley north of Fiji Way. We do not recommend access via Lincoln Boulevard for safety and operation reasons. The project proponent verbally agreed to this at the July 1, 1997 Board of Zoning Appeals hearing.

COASTAL COMMISSION

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EXHIBIT # 11

PAGE 2 OF 3

Mr. Robert Janovici
July 29, 1997
Page 3

Lincoln Boulevard along the frontage of the project is designated as a super Major highway to be widened to its ultimate right of way width of 134 feet in the Coastal Transportation Corridor Specific Plan (CTCSP). The project should dedicate adequate road right of way along the project frontage in accordance with the city's CTCSP. An additional northbound right-turn lane should be provided at the project's entry on Lincoln Boulevard.

We recommend Caltrans also review this project for impacts/mitigations within their jurisdiction.

If you have any questions, please contact Mr. James Chon of our Traffic and Lighting Division, Traffic Studies Section, at (626) 458-5908.

Very truly yours,

HARRY W. STONE
Director of Public Works


RONALD J. ORNEE
Deputy Director

A 5-10 mcp

GS:mcp
MARINA

- cc: Mr. Jim Fawcett
Department of Beaches and Harbors
- Ms. Pamela Holt
Department of Regional Planning
- Mr. Steven L. Gerhardt
City of Culver City

COASTAL COMMISSION

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EXHIBIT # *A 11*

PAGE *3* OF *3*

County of Los Angeles
Department of Beaches & Harbors
Case No. CDP 97-015
February 26, 1998

COASTAL COMMISSION

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EXHIBIT # 12

PAGE 1 OF 2

APPEAL JUSTIFICATION

I. IDENTIFICATION OF ITEMS BEING APPEALED

1. That there is no cumulative traffic analysis as required by CEQA.
2. That the "past traffic credit" was used improperly.
3. That shoreline access will be impeded by excessive traffic congestion as a result of this project.

II. STATEMENTS OF ERRORS

1. LACK OF A CUMULATIVE TRAFFIC ANALYSIS

Lincoln Boulevard is a state highway and designated as a super major highway on the coastal transportation corridor in the City's specific plan. It is unconscionable that there would not be a cumulative traffic analysis for such a major north-south arterial for the west side of Los Angeles. The corridor is critical in maintaining north-south access not only to residents of the City and County but also to residents of Santa Monica and Culver City and the millions of beach users who recreate at the very popular beaches in the area. Traffic concerns and mitigation in this area are multi-jurisdictional, regional issues and should be addressed as such (see attached letter of July 29, 1997 from Ronald J. Ornee, Deputy Director, Los Angeles County Department of Public Works to Robert Janovici, Chief Zoning Administrator, City of Los Angeles). A traffic study should identify proper on-site mitigation measures as well as require contributions to a transportation improvement fund for off-site mitigation. The transportation improvement fund will mitigate the impact of additional traffic generated by the project at the intersection of Lincoln and Washington Boulevards and other critical intersections. This project will exacerbate the poor levels of service of some intersections already operating beyond capacity along Lincoln Boulevard. A cumulative analysis of traffic impacts is a requirement of the California Environmental Quality Act.

2. INCORRECT USE OF PAST TRAFFIC CREDIT

The City is allowing the project a credit for its past use as an office of General

COASTAL COMMISSION

AT 02/28/98 227

EXHIBIT # 11

PAGE 2 OF 3

Telephone Company (GTE). The City also claims that the proposed residential project will generate less traffic than the past office use. This is misleading, since the GTE buildings have been closed for over four years and have not contributed to traffic on Lincoln Boulevard since the buildings were vacated. Even without traffic from the subject site, Lincoln Boulevard remains congested. The County strongly disagrees with the approach of the City in granting credit for past traffic, particularly for buildings that have long been vacant and for areas with known poor levels of service, such as those along Lincoln Boulevard. The new senior and market rate apartments will only add to the existing congestion along Lincoln Boulevard. It is illogical to determine that these additional units and trips will reduce or have a negligible impact on the current congestion.

3. RESTRICTION OF SHORELINE ACCESS DUE TO TRAFFIC CONGESTION

The proposed project lies adjacent to two of the main entrance roads to Marina del Rey, a public small craft harbor housing 6,000 recreational boats and additional public recreational facilities. Traffic on Lincoln Boulevard at the intersections of Fiji Way and Mindanao Way is already congested, especially on busy summer weekends when there is significant demand for the recreational facilities in Marina del Rey. Because of its location, the majority of traffic coming into the Marina from the Marina Freeway must pass through one of the two intersections at Mindanao Way and Lincoln Boulevard or Fiji Way and Lincoln Boulevard. The subject project not only will directly contribute to traffic congestion in this area because of its location on Lincoln Boulevard between these two intersections but also because its residential use will create traffic during the peak hours that the Marina is likely to experience the majority of demand for its facilities. Moreover, the traffic impacts of the project spread to other intersections in the area, many of which are already congested. Regional traffic mitigation measures need to be implemented to lessen the impacts of new trips added to the existing traffic environment. Prior to approval of the subject property, a multi-jurisdictional traffic mitigation team needs to be established to consider appropriate mitigation measures and a mechanism needs to be established for developments to contribute to a traffic mitigation fund which would fund traffic improvements in this area. Failure to adequately mitigate traffic will seriously hamper the ability of the public to use public shoreline recreational facilities in the Venice, Marina del Rey and Playa del Rey areas.

III. SUMMARY OF COUNTY'S RECOMMENDATIONS

1. Require a cumulative analysis of traffic impacts for the region surrounding the subject property.
2. Disallow the inappropriate use of past traffic credits from an office building which has been vacant for more than four years.
3. Require on-site traffic improvements, off-site traffic improvements, contributions to a traffic improvement fund where construction of off-site improvements prove impractical (see Ronald J. Ornee letter, attached).
4. Require that dedications and all traffic improvements be constructed prior to project construction.

COASTAL COMMISSION

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EXHIBIT # 312

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Crain & Associates
Of Southern California

2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
Telephone (310) 473-6508
Facsimile (310) 444-9771

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CALIFORNIA
COASTAL COMMISSION

FAX TRANSMITTED

October 14, 1998

Ms. Pam Emerson
Los Angeles Area Supervisor
California Coastal Commission
200 Ocean Gate, Suite 1000
Long Beach, California 90802

RE: Additional Traffic Mitigation Descriptions for Proposed 500-Unit Residential Project
in Marina del Rey

Dear Ms. Emerson,

This is a follow-up to our recent conversation regarding the proposed EMC/Snyder residential project planned for development at the northeast corner of Lincoln Boulevard and Fiji Way. As we discussed, this Marina del Rey area project will install numerous roadway improvements which will add regional capacity and enhance traffic flow in the project vicinity. Below is a summary of the improvements we discussed.

The developer is installing the following traffic measures outlined in the October 12th letter to you from Dan Getman. Those measures are:

1. New Traffic Signal on Mindanao Way -- This improvement is on one of the primary access routes to Marina del Rey (the major street connector between the Marina Expressway and the Lincoln Corridor/Marina del Rey). Mindanao Way currently exhibits congestion during the peak hours of the day, causing unsafe turning movements to La Via Marina from Mindanao Way, and making it difficult to exit La Via Marina during these times. The proposed improvement eliminates this congestion point, allows better access for the La Via Marina residents, and enhances access to the Marina itself.

COASTAL COMMISSION
AS VEN 98 222

EXHIBIT # 13

PAGE 1 OF 10

BLVD.

LINCOLN

FIJI

WAY

COSTAL COMMISSION
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EXHIBIT # 13
PAGE 3 OF 10



10/14/98

:FN GTE-MON-MEDIAN-MOD

LINCOLN BOULEVARD WIDENING AND
MEDIAN MODIFICATION FOR RIGHT TURN LANE



CRAN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning - Traffic Engineering

Letter to Ms. Pam Emerson
October 14, 1998
Page Two

2. Dedication and Improvement of Lincoln Boulevard -- Along the approximately 460-foot project frontage, Lincoln Boulevard will be widened by seventeen feet, and an additional travel lane will be installed. This lane will initially add an acceleration/deceleration lane for the project's Lincoln Boulevard driveway, but will eventually become a through travel lane as part of the ultimate Coastal Corridor improvements. In the meantime, the acceleration/deceleration lane will allow project traffic to stay out of through traffic on Lincoln Boulevard as it slows down to enter the project driveway, or accelerates leaving the site.
3. Median Modification and Right-Turn Lane -- The Lincoln Boulevard northbound approach to Mindanao Way will be enhanced through the modification (partial to full removal) of the median island and additional roadway widening along the east side of Lincoln Boulevard to install a right-turn lane. This right-turn lane will separate through traffic from vehicles turning right onto Mindanao Way, enhancing capacity for the Lincoln Boulevard Corridor.
4. Modify Traffic Signal and Install Right-Turn Arrow -- The project will install a new eastbound right-turn arrow and other traffic signal improvements to enhance eastbound traffic flow from Fiji Way to southbound Lincoln Boulevard. Additionally, "No U-turn" restrictions will be installed on Lincoln Boulevard at Fiji Way to prevent conflicts with Fiji Way turning traffic. These improvements will enhance the underutilized turning capacity for eastbound Fiji Way.

All of the improvements summarized above enhance roadway capacity, eliminate congestion, and smooth flow at the affected locations. These very expensive improvements are required mitigation which will be installed by the developer.

For your reference, attached are four sketches which outline the measures described above. If you have any questions, please give me or Ron Hirsch of our staff a call.

Sincerely,



Sam Ross
President

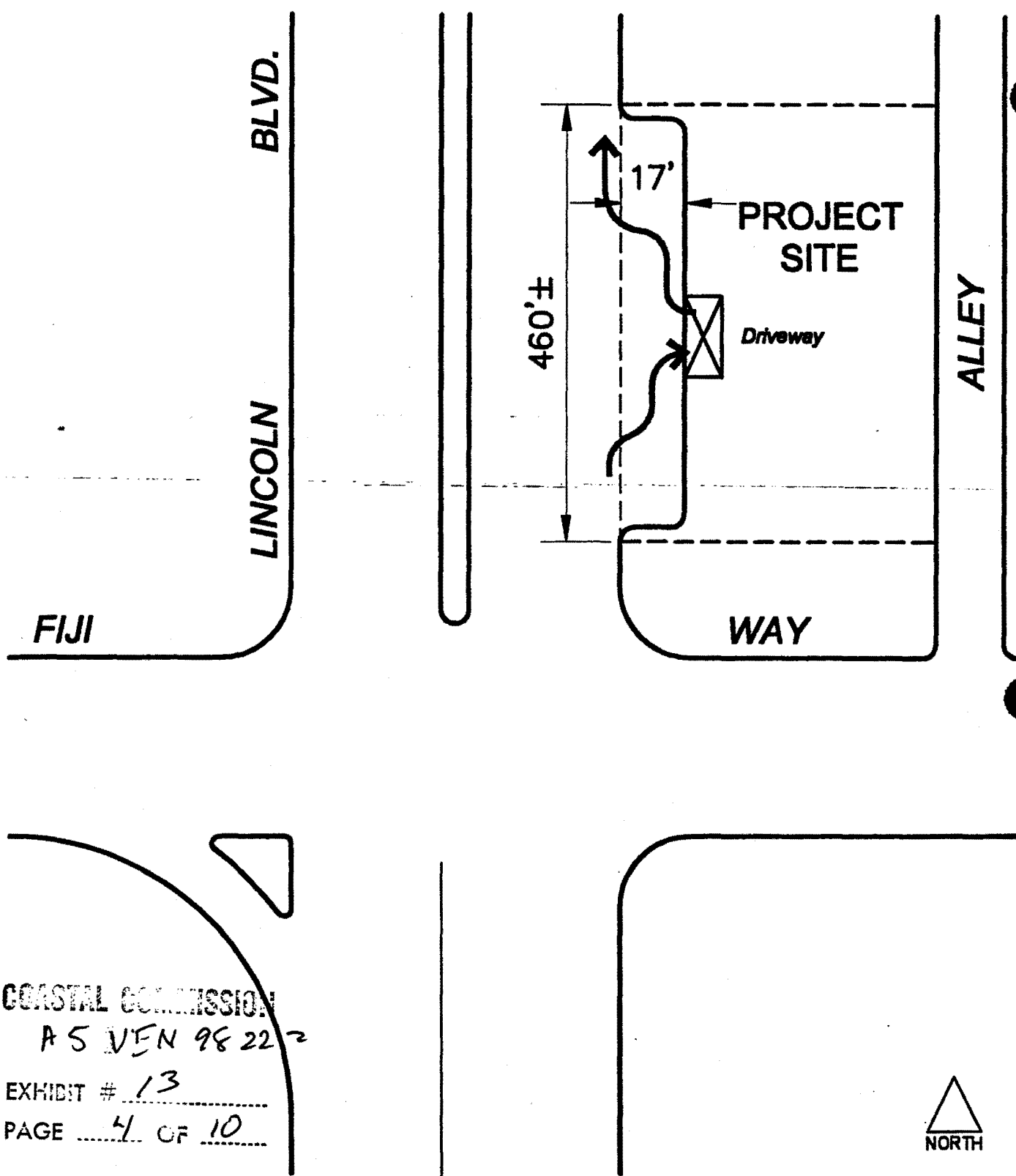
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A 5 VEN 98 222

EXHIBIT # 13

PAGE 2 OF 10

SR:mlc
C5959
attachments

cc: Jan Czucker
Ira Handelman



FIJI

LINCOLN

BLVD.

WAY

ALLEY

PROJECT SITE

Driveway

460'±

17'

NORTH

10/14/88

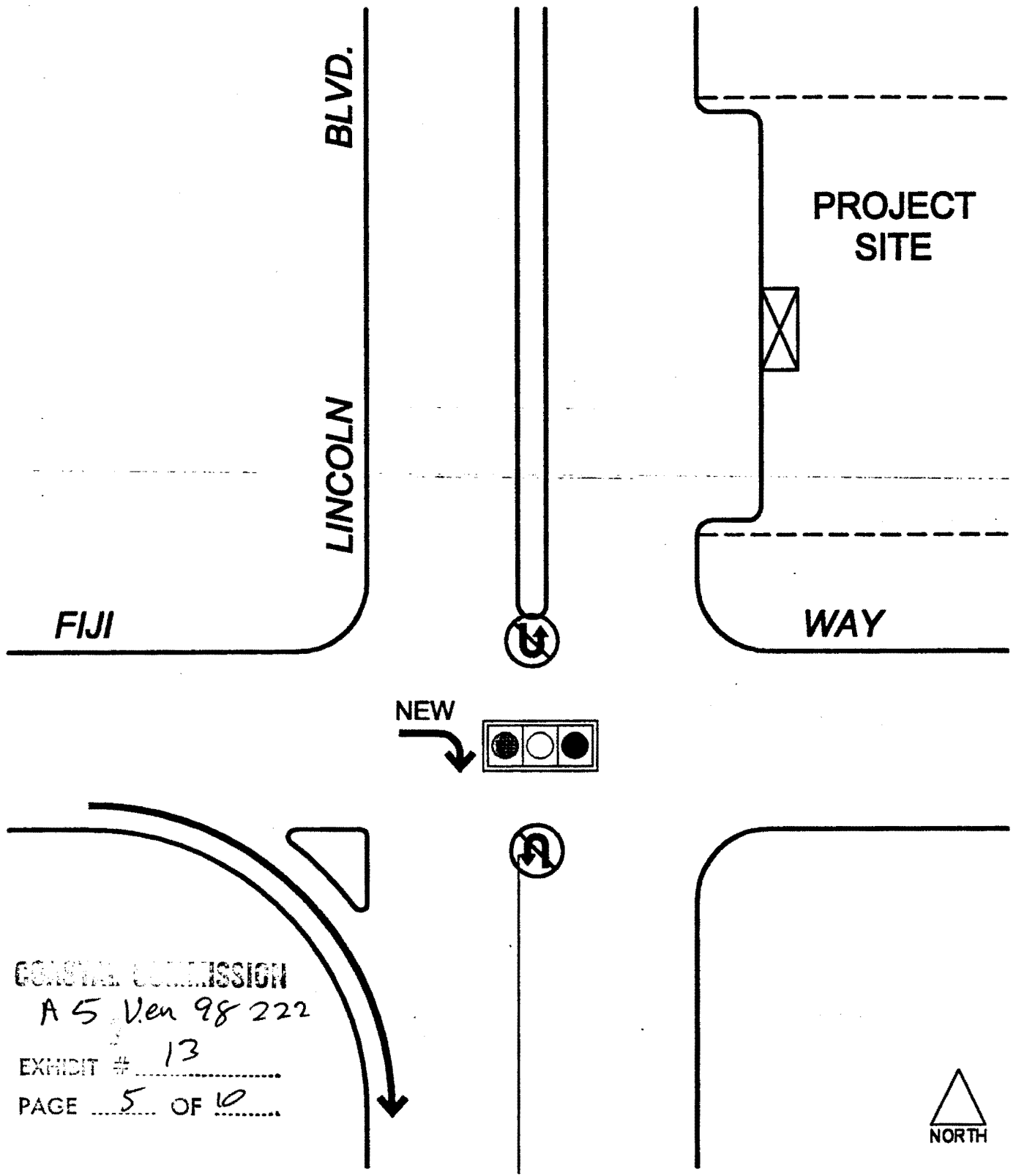
:FN STE-MOR WIDENING

COASTAL COMMISSION
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LINCOLN BOULEVARD WIDENING FOR
 ACCELERATION / DECELERATION LANE AT
 PROJECT DRIVEWAY



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 PAGE 5 OF 10

10/14/98

:FN GTE-MDR\SG-MOD

**LINCOLN BOULEVARD / FIJI WAY
 TRAFFIC SIGNAL MODIFICATION AND
 TURN RESTRICTION**



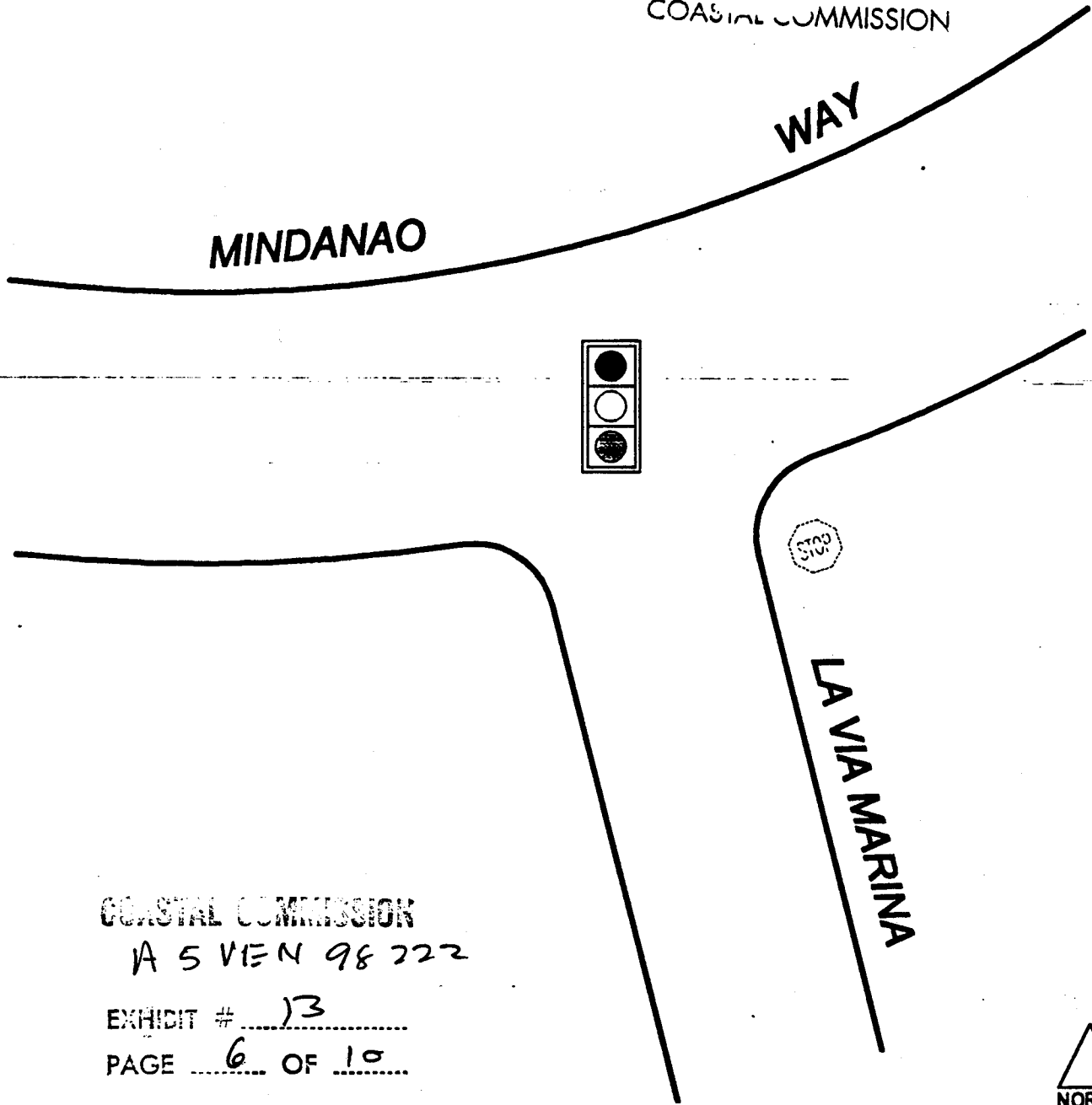
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10/14/98

:FN GTE-MOR\SIG-INSTALL

TRAFFIC SIGNAL INSTALLATION
MINDANAO WAY AND LA VIA MARINA



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-8508

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MITIGATION MEASURES

In order to mitigate the previously described significant project impact at Lincoln Boulevard and Mindanao Way, the following improvement is recommended for implementation at the impacted study intersection:

- o Lincoln Boulevard and Mindanao Way -- Participate in the installation of a new right turn lane on Lincoln Boulevard for northbound traffic turning right onto Mindanao Way.

Additionally, although not required as a specifically-identified project traffic mitigation measure, the following measures are also recommended for implementation by the project, to enhance site access.

- o Lincoln Boulevard -- Widen Lincoln Boulevard from the existing 40 foot half width roadway to a 57 foot half width roadway along the project frontage. This 17 foot widening is consistent with the requirements of the Coastal Corridor Transportation Specific Plan and will also allow for the provision of access-enhancing acceleration/deceleration at the project's Lincoln Boulevard driveways.
- o Access Improvements -- Locate project access controls sufficiently on-site, so as to avoid queuing of project oriented traffic onto the adjacent streets.

The above measures are recommended as a result of the project vehicular traffic impact analysis contained in this report. To determine the quantitative effect of these mitigation measures on the significantly impacted study intersection, an additional analysis was performed. Once in place, these mitigation measures will reduce the traffic impacts of the proposed project at the impacted intersection to a level of insignificance. The results of this analysis are presented in Table 10.

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Ex 13
Traffic report by apm
PT 8310

Table 9
Summary of Critical Movement Analysis
Future (2002) Traffic Conditions - Without and With Project

<u>Intersection</u>	<u>AM Peak Hour</u>				
	<u>Without Project</u>		<u>With Project</u>		
	<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Lincoln Bl. & Washington Bl.	1.022	F	1.031	F	0.009
Lincoln Bl. & Maxella Av.	0.764	C	0.777	C	0.013
Lincoln Bl. & Marina Expressway	0.758	C	0.769	C	0.011
Lincoln Bl. & Bali Wy.	0.452	A	0.463	A	0.011
Lincoln Bl. & Mindanao Wy.	1.127	F	1.142	F	0.015*
Lincoln Bl. & Fiji Wy.	0.672	B	0.710	C	0.038
Marina Expressway (W/B) & Mindanao Wy.	0.559	A	0.561	A	0.002
Marina Expressway (E/B) & Mindanao Wy.	0.769	C	0.781	C	0.012
Mindanao Wy. & La Villa Marina	0.564	A	0.581	A	0.017
Admiralty Wy. & Mindanao Wy.	0.767	C	0.785	C	0.018
Admiralty Wy. & Fiji Wy.	0.251	A	0.269	A	0.018

<u>Intersection</u>	<u>PM Peak Hour</u>				
	<u>Without Project</u>		<u>With Project</u>		
	<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Lincoln Bl. & Washington Bl.	1.026	F	1.033	F	0.007
Lincoln Bl. & Maxella Av.	0.873	D	0.883	D	0.010
Lincoln Bl. & Marina Expressway	0.876	D	0.882	D	0.006
Lincoln Bl. & Bali Wy.	0.590	A	0.604	B	0.014
Lincoln Bl. & Mindanao Wy.	1.116	F	1.126	F	0.010*
Lincoln Bl. & Fiji Wy.	0.854	D	0.869	D	0.015
Marina Expressway (W/B) & Mindanao Wy.	0.805	D	0.814	D	0.009
Marina Expressway (E/B) & Mindanao Wy.	0.974	E	0.981	E	0.007
Mindanao Wy. & La Villa Marina	0.517	A	0.526	A	0.009
Admiralty Wy. & Mindanao Wy.	0.638	B	0.649	B	0.011
Admiralty Wy. & Fiji Wy.	0.429	A	0.443	A	0.014

* Denotes significant impact, prior to mitigation.

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Table 10
Summary of Critical Movement Analysis
Future (2002) Traffic Conditions - With Project Plus Mitigation

<u>Intersection</u>	<u>AM Peak Hour</u>								
	<u>Without Project</u>		<u>With Project</u>			<u>With Mitigation</u>			
	<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	
Lincoln Boulevard & Miraflores Way	1.127	F	1.142	F	0.015*	1.052	F	-0.075	

<u>Intersection</u>	<u>PM Peak Hour</u>								
	<u>Without Project</u>		<u>With Project</u>			<u>With Mitigation</u>			
	<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	
Lincoln Boulevard & Miraflores Way	1.116	F	1.126	F	0.010*	1.052	F	-0.064	

* Denotes significant impact, prior to mitigation.

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 FIGURE # 13
 PAGE 7 OF 10
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(50)

Excerpts from
Commission
adopted modification
City of Playa Vista LUP
Dec 19, 1986

12/19/86

2. Modify Policy #1, Development Standards/Compatibility of Development, Page 27

1. Development will be guided by the following design principles: set forth in this Plan/

New development will be located in areas best served by existing road and utility systems.

The design of new development will mitigate the impact of the new traffic generated on coastal recreation access roads.

New development will be concentrated to preserve identified coastal resource values (i.e. wetlands, view corridors)

Provisions for public transit will be an integral part of development plans.

Views of distinctive visual resources (e.g. bluffs, wetlands) will not be significantly disturbed.

New development will be adequately served by well-designed recreation facilities.

New development will be planned to encourage pedestrian and bicycle transportation.

Open space buffer areas between new development, identified wetlands and support areas will be established.

Coastal dependent and visitor-serving uses will receive major consideration in development of the land use plan (e.g., wetland preserve, marina).

These principles serve as a basis for development and design standards set forth in the Specific Plan Ordinance for Areas B and C

3. Modify Policy #1, Page 27, Areas B and C

1. To protect environmentally sensitive habitat resources in the Study Marina del Rey/Ballona area from conversion to urban uses and from the adverse impacts of future urban development, and to provide for the creation of a permanent Habitat Management Area, new development shall be concentrated in Area C and the eastern portion of Area B.

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Exhibit H4
p 2 y 4

4. Modify Policy 9, Page 28, Areas B and C

9. Development in Areas A, B and C will proceed consistent with phasing program as outlined in the following pages. Although the City does not have the obligation to construct facilities in areas under County jurisdiction, it is the intent of the City to ensure that development in City areas will be coordinated with development in County areas, in accordance with this overall phasing program. The City shall enter into a Joint Powers agreement (as defined by Gov't. Code section 6500 et seq.), or another legally binding agreement which provides for the same degree of force and effect, with the County in order to ensure that the obligations outlined in the phasing program below are carried out in the appropriate jurisdiction in conjunction with development occurring in the listed jurisdiction. The executed agreement shall be submitted for Commission approval as part of the LIP.

PHASING: AREAS A, B AND C

PHASE I

Description

- Northern half of residential in Area C
- Initiate activities in preserve area in Area B

Infrastructure Improvements

Area A

- Excavate marina and transport fill to Area B, build bulkhead
- Start construction to Coastal Interceptor and/or North Central Outfall. Install pump station.

Area B

- Excavate lagoons and distribute fill, make hydraulic connection to Ballona Creek
- Begin preserve preparation
- Create alternative Belding's Sparrow nesting area

Area C

- Widen Culver to Lincoln

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Ex 14
p 3/4

- Install Lincoln ramp to eastbound Culver

PHASE II

Description

- South shore residential in Area A
- Commence senior citizen low and moderate income residential development in portion of Area A
- Commence residential development on the agricultural lands in eastern portion of Area B

Infrastructure Improvements

Area A

- Grade southside, install local streets and on-site utilities
- Construct Admiralty Way north of the Channel
- Widen Lincoln to Channel and bridge over Culver
- Construct road to Villa Venetia
- Widen Lincoln Bridge
- Connect Marina to channel

Area B

- Construct Culver realigned to Jefferson
- Extend Falmouth to connect to realigned Culver
- Widen Lincoln
- Continue habitat restoration

Area C

- Widen Culver to Lincoln
- Install Lincoln ramp to eastbound Culver

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PHASE III

Description

- Construct marina facilities, shoreline walkways, mini-parks, parking in Area A
- Continue residential development in Area A
- Commence residential development in south side of Area C
- Commence commercial development in Areas A, B and C
- ~~Commence residential development in south side of Area C~~
- ~~Commence commercial development in Areas B and C~~

Infrastructure Improvements

Area A

- Extend realigned Culver to channel crossing and bridge over channel
- Construct loop and bypass

Area B

- Continue fill of residential area in agricultural lands
- Install on-site utilities
- Install local roads

Area C

- Excavate south side residential and transport to Area B

5. Modify Policy #1, Area B, Page 31

1. In Area B, design and construct necessary drainage and earthwork to create a preserve with at least:

175.4 acres of wetland (including 10 acres of lagoons, if determined by the Commission to be consistent with the overall restoration program)
34 acres of support area (dunes, bluffs, etc.) and buffers.

