

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, 10th Floor
Long Beach, CA 90802-4302
(562) 590-5071

Filed: 5/26/98
49th Day: 7/14/98
180th Day: 11/22/98
Staff: CP-LB
Staff Report: 8/20/98
Hearing Date: Sept. 8-11, 1998
Commission Action:

**STAFF REPORT: APPEAL****SUBSTANTIAL ISSUE**

LOCAL GOVERNMENT: City of Los Angeles
LOCAL DECISION: Approval with Conditions
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: Construction 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.
APPELLANT: County of Los Angeles Department of Beaches & Harbors
(Attn: Jim Fawcett/Julie Cook)

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission, after public hearing, determine that a substantial issue exists with respect to the grounds on which the appeal has been filed for the following reasons:

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.

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.

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 (Exhibit #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 structures which currently occupy the site, including a four-story office building, are permitted to be demolished as part of the proposed project (Exhibit #3).

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

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, and the Commission's required twenty working day appeal period was established. On the last day of the appeal period, May 26, 1998, the County of Los Angeles Department of Beaches & Harbors submitted its 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. Pursuant to this provision, the City of Los Angeles developed a permit program in order to exercise its option to issue Local Coastal Development Permits in 1978.

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 evaluated under 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 such a notice which contains all the required information, a twenty working day appeal period begins during which 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 then 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 established on April 27, 1998, and 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 hearing must be scheduled 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.

At this point, 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, or the Commission may find that a substantial issue exists with the action of the local government if it finds that the proposed project may be inconsistent with the Chapter 3 policies of the Coastal Act of 1976. 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 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 NO 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 existing structures are proposed to be demolished 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).

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 a 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 are attempting to plan and implement the necessary traffic improvements that are needed to accommodate the existing levels of regional traffic, as well as the anticipated increase in traffic that will result from the new development that is already planned in the Marina del Rey, Venice and Playa Vista areas.

B. Substantial Issue Analysis

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.

In this case, staff has recommended that there is a substantial issue. 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."

The City's approval of Local Coastal Development Permit No. 97-015 does address the issue of traffic impacts (Exhibit #4, p.8). 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 (Exhibit #8). 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 zone variance that was granted for the project by the City Council [Case No. ZA 96-1051(ZV)]. 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 \$1.12 million (Exhibit #6). There is no requirement for the applicant to pay any fees for regional traffic mitigation. The City found that these improvements would mitigate the traffic impacts of the project.

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 and rejected the County's appeal of the project in April of 1998, finding 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 fund for regional transportation improvements. The fund 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 improvements. 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 LCP, requires developers within its jurisdiction to pay a traffic improvements fee of \$5,690 per p.m. peak hour trip. Using the data provided from County documents, that translates into an in lieu fee of \$1,462,330 ($\$5,690 \times 257$) for the proposed project. The proposed project, however, is located outside the jurisdiction of Los Angeles County and the Marina del Rey LCP.

The City of Los Angeles also requires developers within its jurisdiction to pay into a fund for regional transportation improvements. The City, however, requires the in lieu fee only from developers of commercial and industrial projects. Developers of residential projects, including the proposed project, have been exempted from paying into the fund. The developers of the proposed project have been required by the City, as previously stated, to pay for and construct specific traffic mitigation improvements near the project site (Exhibit #6). There is not a certified LCP for the incorporated City of Los Angeles areas adjacent to Marina del Rey.

There is an ongoing inter-agency effort, which includes both the City and County of Los Angeles, to study, fund, plan and implement the necessary subregional transportation improvements that are needed to accommodate the existing levels of regional traffic, as well as the anticipated increase in traffic that will result from the new development that is already planned in the Marina del Rey, Venice and Playa Vista areas.

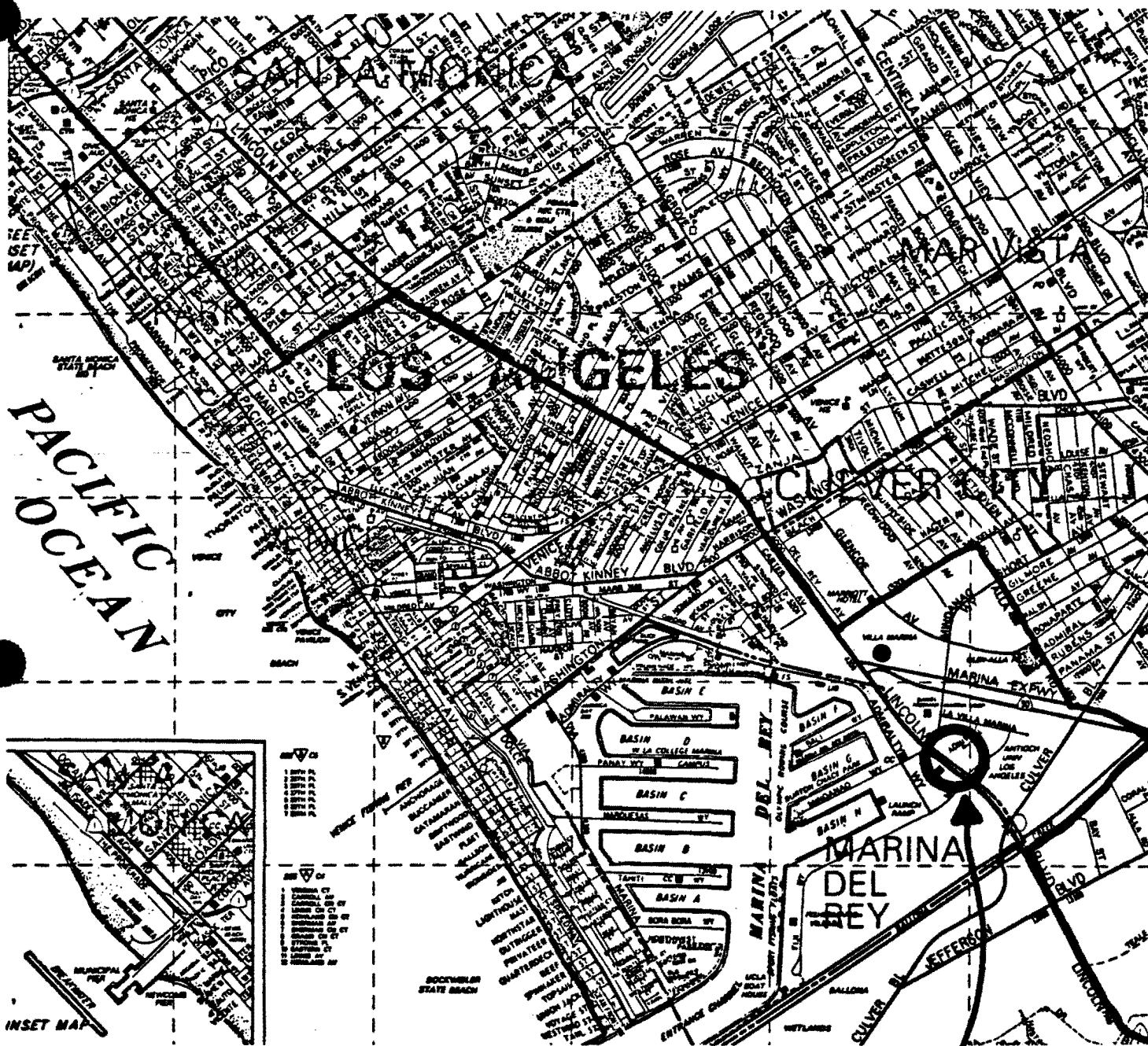
Now, this project appeal and the issue of traffic impacts and mitigation has brought the City and County together for a hearing before the Commission. The issue before the Commission is specifically whether the traffic impacts generated by the proposed development will negatively affect the public's ability to access the Venice/Marina del Rey area and its coastal recreation opportunities. The County asserts that the project's traffic mitigation is inadequate, while the City has found that its mitigation requirements are sufficient.

Regardless of which local government is correct in this instance, the issue of traffic in the Marina del Rey area 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.

Because of the importance of the coastal access issue involved with the traffic generated by this and other projects which are currently in the

planning stages, the Commission should look at it very closely. The Commission will have the opportunity to review the proposed project at the subsequent de novo hearing. Therefore, the Commission finds that a 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.

0973G:CP



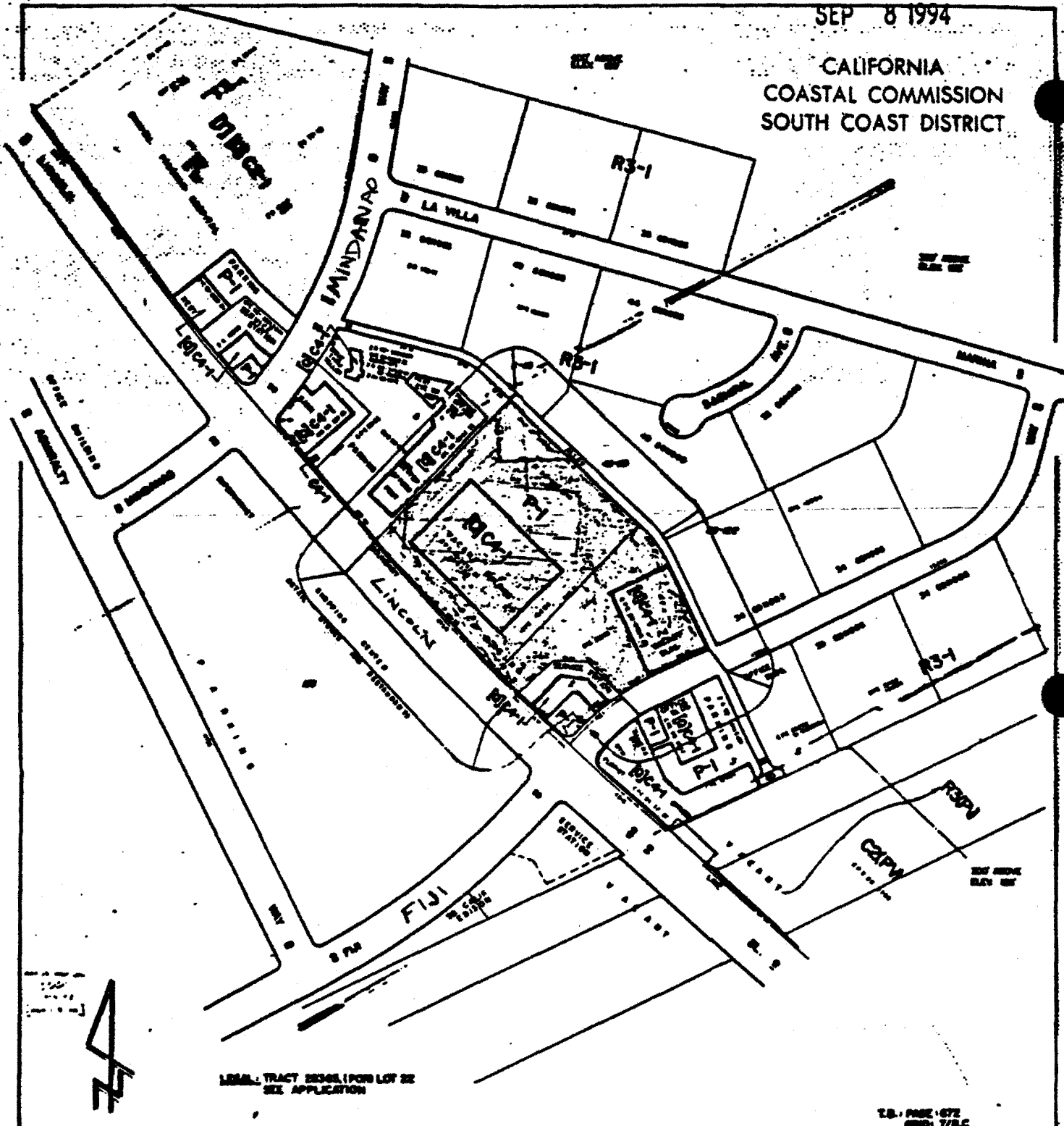
Site

COASTAL COMMISSION
A-5-VEN-98-222

EXHIBIT # 1
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SEP 8 1994

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT



LEGAL TRACT DESCRIPTION FOR LOT 22
SEE APPLICATION

T.B. PAGE 672
GRID: 7/8.C

DEVELOP AIRPORT HAZARD
AREA FOR DETAILS SEE CDS
02, 30

ZONING ATLAS
BOOK: 2
PAGE: 560, GRID: 407AL, AM
C.D. 05, C.I. 5753.02, P.A. 303

COASTAL DEVELOPMENT PERMIT



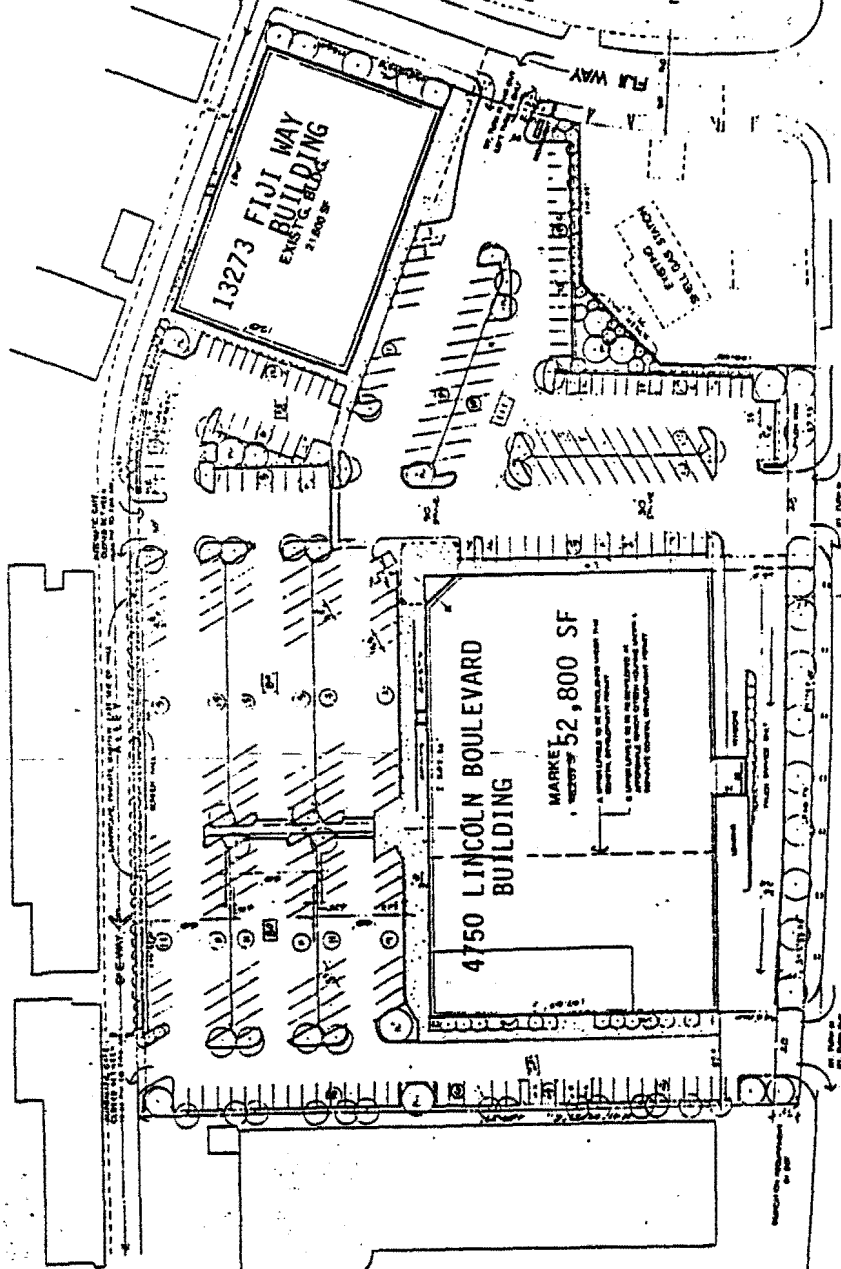
CONTINENTAL MAPPING SERVICE
6325 VAN NUTS BLVD. VAN NUTS, CA 91411
(818) 757-1003

CASE NO.:
DATE: 4-4-94
SCALE: 1"=150'
USED: FIELD
D.M.: 102803, 102805

DRAWN BY: MARIA MASTRELLI

COASTAL COMMISSION
A-5-VEN-98-222

EXHIBIT # 2
PAGE 1 OF 1



PROJECT ANALYSIS
 SITE AREA: 2.33 ACRES
 GROUND FLOOR USE: PARKING (50,000)
 MARKET: 52,800 SF @ 4/1000 SF 211.2
 EXIST'G BLDG: 21,400 SF @ 4/1000 SF 86.4
 TOTAL GROUND LVL. USE: 74,200 SF 297.5

PARKING REQUIRED: 216 CARS
 PARKING PROVIDED: 236 CARS

APRIL 1, 1993
 REV. 0.21.93
 REV. 10.1.93
 REV. 10.1.93

PRELIMINARY SITE PLAN

WOOD INVESTMENTS
 M.C. LINCOLN AVE. & FLA. WAY
 13273 FIJI WAY, MIAMI, FL 33155

Existing Development
 4750 Lincoln Blvd.

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EXHIBIT # 3

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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
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AN EQUAL EMPLOYMENT OPPORTUNITY — AFFIRMATIVE ACTION EMPLOYER

EXHIBIT # 4

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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.

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AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

EXHIBIT # 4

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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
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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.

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EXHIBIT # 4
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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

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EXHIBIT # 4
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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
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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
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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

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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
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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.

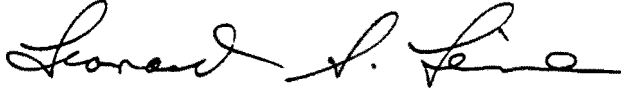
ADDITIONAL MANDATORY FINDINGS

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:lmc

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.

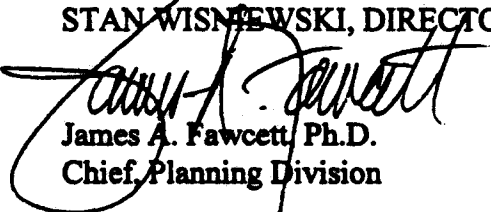
Dear Mr. Holtzman:

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-98-27

EXHIBIT # 5

PAGE 1 OF 3

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Cosangate, 10th Floor
Long Beach, CA 90802-4302
(842) 860-8071

**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: 45-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

RECEIVED
AUG 13 1998

August 10, 1998

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

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

via fax: 562-590-5084
& US Mail

Re: Scheduled Sept. 8 - 11, 1998 Commission Hearing at Eureka, California

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

Dear Ms. Emerson,

Pursuant to our phone conversation this past Wednesday, I am enclosing the traffic mitigation information you requested.

Project Traffic Mitigation Measures and Owner Expenses per Los Angeles City approvals:

1. (97-1557, 1-20-98, Item 25b)
Create cul-de-sac on Fiji Way. Cost = \$80,000.00
2. (97-1557, 1-20-98, Item 25c)
Install new tri-traffic lights at La Villa Marina/Mindanao. Cost = \$95,000.00
3. (BZA - 5412 thru 5415, 8-8-97, Item 7)
Dedicate and improve 17' along Lincoln Blvd. Land Cost = \$370,000.00
Improvement Cost = \$575,000.00
TOTAL ESTIMATED OFF-SITE COSTS = \$1,120,000.00
4. (BZA 5412 - 5415, 8-8-97, Item 16)
Provide multi-residential parking for senior project. Construction of another full level of parking (63,500 sq. ft. X \$30.00).
TOTAL ESTIMATED ON-SITE COSTS = \$1,900,000.00

Very truly yours,
GMP ARCHITECTS, INC.


Don B. Getman, Architect

cc: •Jan Czucker f. 213-653-1917

COASTAL COMMISSION
A-5-VEN-98-222

EXHIBIT # 6

PAGE 1 OF 1

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
Lincoln Blvd. & Fiji Way*	0.58	A	0.83	D
Mindanao Way & Marina Expressway EB	0.86	D	0.93	E
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

Project Site
Project Site
(Exhibit #2)

* 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:

MARINA DEL REY LUP

COASTAL COMMISSION

A-5-VEN-98-202

EXHIBIT # 7

PAGE 1 OF 1

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 COMMISSION** A-5-VEN-98-222

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 driveway once it is completed and fully occupied.

COASTAL COMMISSION

A-5-VEN-98-222

EXHIBIT # 8

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