

CALIFORNIA COASTAL COMMISSION

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Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-01-038

APPLICANT: California Department of Transportation

AGENT: Stephanie Reeder

PROJECT LOCATION: Route 90 from Coastal Zone boundary to a point "halfway between Culver Boulevard and Mindanao Way": to a point 1,934.7 feet west of the westerly edge of the proposed bridge over Culver Boulevard, City of Los Angeles, Los Angeles County.

PROJECT DESCRIPTION: Demolish sports club, retail pottery store and RV/boat storage facility, extend Route 90 Freeway within a segment that extends from Centinela Boulevard past Culver Boulevard, (7,910 feet or a mile and a half), install two 38.4 foot wide 1934.7 foot long ramps in median to connect bridge to existing roadway, construct a 58.6- foot wide, 436-foot long bridge over Culver Boulevard, fill 0.23 acres of freshwater wetlands (streambed) and temporarily impact 0.09 acres wetland and riparian areas, create 0.73 acres of new wetland areas on site, remove invasive plants; install storm drain pipes under road; re-connect wetlands and drains to Marina Drain.

APPROVALS RECEIVED:

1. Categorical Exclusion CEQA, Caltrans
2. Department of Fish and Game 1601 permit (Streambed alteration agreement Notification Number 5-265-00, 6/27/01)
3. City of Los Angeles Department of Public Works
4. California Regional Water Quality Control Board, Los Angeles Region, Conditional Certification for proposed State Route 90/Culver Boulevard Fly-over project (Corps Project 2000-06124-PJF), unnamed tributary to Ballona Creek, Marina del Rey, Los Angeles County (File No. 00-133) (401 Conditional Certification)

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending **denial** of the project because the applicant has not demonstrated that the wetland fill is consistent with Section 30233's standards for fill of wetlands because the applicant has not demonstrated that there is no alternative, and because the proposed mitigation measures do not adequately protect and restore the biological productivity of the sensitive resources that have been identified on site.

SUBSTANTIVE FILE DOCUMENTS:

1. Environmental Impact Report, First Phase Project for Playa Vista, EIR No. 90-0200-SUB(c)(CUZ)(CUB) State Clearinghouse No. 90010510; Appendix D Mitigation and Monitoring Program; Mitigation Measures Tracts 49104 and 52092.
2. Playa Vista Entertainment Media and Technology District, Mitigated Negative Declaration, Playa Vista Plant Site (Addendum to Environmental Impact Report First Phase Project for Playa Vista), August 1995.
3. Los Angeles County, City of Los Angeles Certified Playa Vista LUP, 1987.
4. California Coastal Commission, Playa Vista LUP, 1987.
5. Bolsa Chica Land Trust v. Superior Ct. (1999) 71 Cal. App. 4th 493.
6. Psomas Associates, State Route 90/Culver Flyover: Jurisdictional Wetlands, Streambeds and Waters of the United States, December 1995.
7. AGRA Earth and Environmental Inc., "Final Geotechnical Design Report, Route 90 Extension From 0.38 Km East Centinela Ave To 0.23 Km East of Mindanao Way, Los Angeles California EA 1693U1, 07-LA-KP 1.2/1.9, June 30, 2000."
8. City of Los Angeles, Office of the Chief Legislative Analyst, City Investigation of Potential Issues of Concern for Community Facilities District No 4, Playa Vista Development Project, March 2001.
9. Victor T. Jones, Rufus J. LeBlanc, Jr., and Patrick N. Agostino, Exploration Technologies, Inc, Subsurface Geotechnical Assessment of Methane Gas Occurrences. Playa Vista First Phase Project. April 17, 2000. [Also referred to as the Jones Report or "the ETI report."]
10. Camp Dresser and McKee 2000, "Soil gas sampling and analysis for portions of Playa Vista Areas A and C near Culver Boulevard Widening Project" 4 page geologic letter report to Maria P Hoyer, dated 27 November, 2000 and signed by A. J. Skidmore and M. Zych (RG).
11. Mark Johnsson, Senior Geologist, California Coastal Commission, Memorandum: "Culver Boulevard Widening Project and Potential Soil Methane Hazards"
12. Gustavo Ortega, C.E.G., C. HG., Memorandum, January 24, 2001 to Ron Kosinski, Additional Information LA-01-KP 48.9 ad KP 49.0 "addressing ...some comments with regard to underground methane gas anomalies found in the Playa Vista project."
13. Coastal Development Permits and Appeals: A-5-VEN-98-222(EMC Snyder); A-5-90-653 (Channel Gateway);

STAFF NOTES:

A. COASTAL ZONE BOUNDARY. The project is located on state-owned land located in the City of Los Angeles. The project is located on both sides of the Coastal Zone boundary. The Coastal Zone boundary follows a projection of the northeastern side of the Alla Road right-of-way, connecting to the Pacific Electric Railroad right-of-way, then

running east along the northerly edge of the right-of-way and from there to the southerly edge of the Ballona Creek Channel. The northerly half of the Culver Boulevard/Route 90 intersection is outside the Coastal Zone, but the east bound roadway and the southerly half of the intersection and most of the median area are located inside the Coastal Zone. About half of the proposed bridge would be located outside the Coastal Zone. Most of the median strip west of Culver is located in the Commission's jurisdiction, as are the westerly ramps and the proposed wetland fill and restoration. Exhibits 2 and 3 show depictions of the location of the Coastal Zone in this area. The proposed development that is located within the Coastal Zone requires a coastal development permit.

B. LOCALLY ISSUED PERMITS UNDER 30600(b). The City of Los Angeles has assumed the responsibility of issuing coastal development permits within its boundaries as permitted in Section 30600(b) of the Coastal Act, which allows local governments to review and issue coastal development permits prior to certification of a Local Coastal Program (LCP). Section 30600(b), however, provides that local governments do not have jurisdiction to issue coastal development permits under this program to public agencies over which they do not normally have permitting authority, such as schools and state agencies. Therefore, unlike many other projects that the Commission has reviewed in the City, this project has not received a coastal development permit from the City of Los Angeles.

Section 30600 states in part:

Section 30600

(a) Except as provided in subdivision (e), and in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, any person, as defined in Section 21066, wishing to perform or undertake any development in the coastal zone, other than a facility subject to Section 25500, shall obtain a coastal development permit.

(b) (1) Prior to certification of its local coastal program, a local government may, with respect to any 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. Those procedures may be incorporated and made a part of the procedures relating to any other appropriate land use development permit issued by the local government.

(2) **A coastal development permit from a local government shall not be required** by this subdivision for any development on tidelands, submerged lands, or on public trust lands, whether filled or unfilled, **or for any development by a public agency for which a local government permit is not otherwise required.**
(Emphasis added)

The City of Los Angeles does not have permit jurisdiction over development carried out by the State Department of Transportation elsewhere in the City of Los Angeles. Therefore, the Department of Transportation has applied directly to the Commission for this coastal development permits for the development that is proposed inside the Coastal Zone.

I. STAFF RECOMMENDATION:

Staff recommends that the Commission **DENY** the permit application

MOTION: *I move that the Commission approve Coastal Development Permit No. 5-01-038 for the development proposed by the applicant.*

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the permit and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

II. RESOLUTION TO DENY THE PERMIT:

The Commission hereby **DENIES** a coastal development permit for the proposed development on the ground that the development will not conform with the policies of Chapter 3 of the Coastal Act, and will prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit would not comply with the California Environmental Quality Act because there are feasible mitigation measures or alternatives that would substantially lessen the significant adverse impacts of the development on the environment.

II. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. PROJECT DESCRIPTION AND LOCATION

The applicant proposes to construct a bridge on Route 90 (the Marina Expressway) over Culver Boulevard, and to extend freeway lanes to approximately halfway between Culver Boulevard and Mindanao Way. Route 90 is a State Highway that extends from Lincoln Boulevard across the 405 and then another ± 20 miles east to the City of La Habra. In this part of its length, Route 90 connects the 405 freeway to Lincoln Boulevard, connecting to the 405 freeway with high-speed ramps. From the 405 to Culver Boulevard, Route 90 is a freeway. From its intersection with Culver Boulevard to Lincoln, Route 90 is not a freeway. While it is commonly identified as the Marina Freeway, Route 90 is not a freeway within the Coastal Zone because there are signalized intersections at Culver Boulevard,

Mindanao Way and at Lincoln Boulevard. Within the Coastal Zone portion of the project site, Route 90 is developed with two westbound lanes and two eastbound lanes separated by an (approximately) 330-foot wide, 2,950-foot long median. 9.74 acres of the 38.52 acre median between Culver Boulevard and Mindanao Way was previously occupied by several businesses, all but one of which have been asked to vacate. 10.05 acres are already developed with streets. The remaining 18.83 acres of the median is not developed and is vegetated by a mixture of native plants (saltbush scrub community), invasive species such as pampas grass, and several drainage ditches that support freshwater marsh plants. (Exhibit 5) A survey conducted by Psomas Associates in 1995 identified a total of 1.81 acres of state wetlands and 0.99 acres of Corps jurisdictional wetlands within the median between Culver Boulevard and Mindanao Way. In mid September 2001, the Commission staff biologist field checked the delineation of the wetlands and confirmed that it was accurate.

The present project is the first phase of a project that would ultimately link Route 90 Expressway directly with Admiralty Way in the Marina del Rey and complete the Expressway's development as a limited access, high speed route. This phase of the project (the distance between Centinela Boulevard and Mindanao Way) is 7,910.476 feet or about a mile and a half. The length of the median from Culver Boulevard to Mindanao Way is approx. 2,950 feet (a little over half a mile), all but a corner of which is located within the Coastal Zone (Exhibits 2 and 3). As part of this phase of the project, the applicant proposes to remove certain uses that have been allowed to operate within the right-of-way as interim uses including a boat storage use, a pottery store and an athletic facility. Due to State and local budgetary constraints, Caltrans normally phases projects over a number of budgetary years. The next "phase" of the project may occur within two or three years, but each phase of a project like this is designed to function indefinitely, without the completion of the next phase. There is currently no funding available or budgeted for the next phase.

The wetlands are located within and adjacent to a drainage ditch that connects with several municipal storm drains that drain the developed area to the north of the project and discharge into the Marina Drain at the southern edge of the right-of-way. The ditch runs the length of the median strip between Culver Boulevard and Mindanao Way, generally parallel to the roadway, but widening near its intake from a major drain to the north (the Marina Drain) and also at its discharge to the south (again at the Marina Drain.) (Exhibits 5 and 6.) The applicant proposes, as requested in its 1601 permit, to mitigate its filling of 0.23 acres of wetlands and temporary impacts on 0.09 acres of wetlands that will occur as a result of the development. The applicant has identified an area on site where 3:1 restoration can be provided. As required by the Department of Fish and Game, the applicant proposes to remove ice plant and pampas grass on the site, most of which is located within the wetlands, and replace 0.73 acres of freshwater marsh along a secondary drainage ditch located on the southern edge of the median (Exhibits 5 and 6). (The ice plant and pampas grass dominate the wetland portion of the median strip.) The proposed marshes would also be linear, freshwater marshes and would continue to be fed by urban storm drains. According to the applicant, the restored wetland and habitat would remain in place and would not be removed as a result of the construction of subsequent

phases of the planned Expressway. The project will require 17,800 cubic yards cut and 119,000 cubic yards fill and will take about a year and a half to complete. 100,900 cubic yards will be imported.

B. PROJECT BACKGROUND

The applicant, the Department of Transportation, (Caltrans) contends that the purpose of the project is for public service, an allowable use under Section 30233. Caltrans representatives contend that the road is required to accommodate existing and future volumes of traffic on the West Side of Los Angeles, especially on Lincoln Boulevard. The West Side varies in definition, but can be loosely defined as the part of the City of Los Angeles that lies west of La Cienega, south of the Santa Monica Mountains, north of the Airport and extends to the Pacific Ocean. In a letter provided to the Coastal Commission staff, Aziz Elatter, Senior Environmental Planner for Caltrans outlines the reason for this proposal:

Purpose and need of the project.

The project is proposed to relieve traffic congestion and improve safety by extending the Route 90-freeway section across Culver Blvd. It is needed to address existing and forecasted congestion levels due to the increased development in the area. The project will also alleviate congestion-related accidents that are expected to increase as congestion increases, should this project not be developed.

Traffic.

Traffic volumes are projected to increase significantly along Route 90 due to on-going and planned development as well as regional growth to the extent that design year traffic demands are projected to substantially exceed capacity at a number of intersections without improvements. Currently there are over 200 proposed developments in the general area of the Route 90 Corridor, which include Playa Vista (Phase I and II), the Marina del Rey Local Coastal Plan update and the LAX Master Plan. (Exhibit 19)

When questioned about the need for the project based on existing traffic, instead of needs projected for proposed, and not yet approved projects, Caltrans representatives responded with information that they consider illustrates present congestion levels. This includes volume/capacity statistics concerning the present level of service (LOS) at the Route 90 and Culver intersection. In a letter to staff, Caltrans representatives state that in the morning peak hour, the present level of service is LOS D (Eastbound) and C (Westbound). In the evening peak hour, the level of service is LOS E (Eastbound) and LOS F (Westbound). Caltrans representatives explain that these levels of service indicate the presently the intersection is over or near capacity (Exhibit 19.) They indicate that operating at this level of congestion leads to accidents (Exhibits 15, 19).

The applicant's representatives contend that the bridge is necessary to maintain the existing capacity because traffic levels will increase without any specific future project and there are additional projects, many of them outside the Coastal Zone, that are expected to further increase demand. They also argue that the bridge is necessary to accommodate traffic from projects that have been approved and are vested that will add to the traffic levels at this and other intersections. Once these approved projects are occupied, they argue, the congestion at this bridge will rise from over and near capacity to extremely over and at capacity (Exhibits 19-31). Caltrans staff's response to questions about the need for the project seemed consistently to address traffic impacts from existing and future projects as well as impacts from approved and vested projects and proposed, but not finally approved, projects. However, in looking at the statistics that Caltrans staff provided about present traffic levels, Culver and the Route 90 intersection is already near capacity in the eastbound lanes during the morning rush hour and over capacity in the westbound lanes during the evening rush hour. The Commission notes, however, that the present levels of service at this intersection, as reported by Caltrans, have acutely improved over the 1990 levels of service as reported by the Playa Vista consultant, Kaku Associates, even without changes to this intersection. This leads the Commission to conclude that other, less environmentally damaging improvements elsewhere in the system should be investigated before this particular improvement is approved.

The applicant has also provided a STIP (State Transportation Improvement Plan) spreadsheet indicating that Caltrans will pay for the project's construction. According to Caltrans, the City of Los Angeles is paying for the design work on this segment. These figures, the Caltrans representatives explain, mean that the road capacity increase is not required by any particular future project. (Exhibits 16 and 17).

Ronald Kosinski, Deputy District Director for Environmental Planning for Caltrans region 7, indicates that no one project is behind the demand for this project:

Caltrans has no specific master plan for this or any freeway/expressway. Caltrans' process indicates that as needs are identified, they are forwarded to the California Transportation Commission (CTC) for prioritization and funding. Because of the need generated by work and recreational congestion, this project has been funded as a highly needed project by the CTC. In addition, Caltrans is not in the real estate business, and is legally mandated by law to dispose of unnecessary real estate. This area was designated as needed for this project since it was built in 1972. (Ronald Kosinski, Deputy District Director Division of Environmental Planning, Letter, Sept 19, 2001. Exhibit 15)

Mr. Kosinski continues that given the present congestion of this intersection and the 2% per year annual ambient growth identified by SCAG, this project is needed because of ambient growth. He acknowledges that a number of projects, including Playa Vista and the Airport expansion, will exacerbate the need for the project. However, he maintains, the project is needed because traffic has been increasing due to projects that have been

already approved and constructed both inside and outside of the Coastal Zone. (Exhibit 15)

However, despite the applicant's contention, the adopted mitigation measures from the certified EIR for Playa Vista Phase I, the portion of the Playa Vista project located outside the Coastal Zone, include the attached mitigation measure:

Culver and Marina Freeway: Guarantee construction of a 56-foot wide three lane westbound portion (or, as an interim measure, two lanes in each direction) of a grade-separated interchange at Culver Boulevard and the 90 freeway with a new freeway-lane striping easterly at a point beyond the Ballona Creek Channel Bridge, all to the satisfaction of Caltrans. Complete the eastbound portion of this interchange if funding is provided by other sources for this location. This would replace the Culver and Marina Freeway measure listed on Page V.L.1-94 of the Draft EIR (Exhibit 25.)

The project before the Commission is substantially identical to the project required in the EIR. This project consists of the bridge portion of a grade-separated interchange at Culver and the Marina Expressway, and new freeway lane striping at a point easterly of the Ballona Creek Channel bridge. The applicant states that the City of Los Angeles is paying for the engineering and design work, and that Caltrans will pay for the bridge construction out of its budget. The EIR mitigation measures require Playa Vista to pay for the bridge design, but not its construction. Caltrans representatives state that Caltrans would not pay for the construction if the only source of demand for the project were one development. Phase One Playa Vista will impact the intersection and its traffic impacts need to be mitigated, but even without Playa Vista, the applicant claims, the intersection would need to be improved.

Caltrans representatives continue that Playa Capital¹ has obtained a Caltrans encroachment permit to "do work at Culver Boulevard ramps;" (to construct ramps to connect Culver Boulevard with the Route 90) however, this work is not part of this application. There are pending applications from Playa Vista to do this (see 5-00-400(withdrawn) 5-00-382 and A-PLV-5-00-417). The applicant states, but has not documented, that the need for the project may be exacerbated by the traffic impacts of Phase One Playa Vista, but that the project is otherwise needed to reduce traffic that is now using other routes from the 405 to Lincoln Boulevard. Levels of traffic, Caltrans points out, have been rising by about 2 percent per year on the West Side of Los Angeles for no reason that may be attached to any particular project but which represents general increases in destinations in the area and general population increases in greater Los Angeles (Exhibit 15.) Playa Vista needs the road, they state, but Playa Vista alone does not require the development of the road.

Information about traffic demands in related traffic reports. The draft Phase One Playa Vista EIR (1991) and the 1995 Entertainment District Amendment to the Phase One Playa Vista EIR that was completed in 1995 each include an analysis of area traffic done

¹ Playa Capital LLC is the partnership that is proposing the Playa Vista project. The terms are commonly used interchangeably.

by Kaku Associates (a traffic engineering firm). Kaku estimates that traffic in the area of the project has been increasing at about 4 percent a year. Kaku attributes 1.5 percent of the increase to "ambient growth" and the remainder to identified major projects. In the 1995 amendment to the Phase One Playa Vista EIR (entertainment and media district) Kaku acknowledges that some major projects discussed in the 1992 initial version of the EIR were never constructed; and, in the 1995 amendment, some new projects are under discussion. Nevertheless, many projects are and have been anticipated on the West Side of Los Angeles. Kaku figures indicate that the intersection of Culver and the Marina Freeway was operating at LOS F in 1990 (at peak hours in one direction), and that traffic levels were expected to increase without the Playa Vista project. Level F is the most severe level of heavy traffic, where traffic is approaching gridlock (Exhibits 22-30.)

| 1997 Intersection Operating Conditions (source: First Phase Playa Vista Draft EIR) | | | | | | | |
|--|--------|---------------|-----|---|-----|--|-----|
| | | Existing 1990 | | 1997 <u>without</u> First Phase Playa Vista | | 1997 <u>with</u> First Phase Playa Vista | |
| Intersection | Period | V/C | LOS | V/C | LOS | V/C | LOS |
| | AM | 1.323 | F | 1.679 | F | 1.719 | F |
| | PM | 0.943 | E | 1.265 | F | 1.281 | F |
| | | | | | | | |
| Culver/Marina Freeway West bound ramps | AM | 0.834 | D | 1.115 | F | 1.128 | F |
| | PM | 1.036 | F | 1.474 | F | 1.527 | F |

The level of service in 1990 was LOS E and D except for the evening westbound and the morning eastbound, when it exceeded capacity --level F. The 1995 Amendment to the Phase I EIR for Playa Vista, required for the development of an Entertainment and Media Center in Area D, analyzes the then current levels of service and the level of service anticipated without the Phase I Playa Vista project (ambient levels of growth) (Exhibit 28). This document anticipates that with Phase One Playa Vista, which is anticipated to generate about twice as much traffic as the other projects in the area combined, the level of service at Culver/Route 90 is anticipated to rise above capacity to level F. Level F is defined as near- gridlock (Exhibit 22). The Commission notes, however, that Caltrans' more recent data shows improvement at these intersections.

The information provided by these studies consistent with Caltrans' contention that some improvement is necessary to maintain existing levels of service even without the Playa Vista project. The Commission notes that the study uses a 1.5% estimate of annual ambient level of growth. (Each year traffic will go up by 1.5%) instead of 2% as indicated by Caltrans (Exhibits 15, 23-31).² However, the study assumes that the total growth from 1990 to 1997 would be 4 percent per year, based on the traffic generated by other projects that were approved or under consideration in the area. However, as noted above, the level of service at these intersections has actually improved since 1990. It is clear

² The Commission also notes that the Kaku study shows the Culver Boulevard/Route 90 intersection more congested than Caltrans estimates in its recent letters (Exhibit 19 page 2).

based on the information provided by Caltrans and others that there is a need for road widening or other measures to alleviate present traffic congestion. These and other measures will also be needed in the near future when already-approved and vested projects are occupied.

C. ENVIRONMENTALLY SENSITIVE HABITAT AREAS/ WETLANDS.

A spotty mixture of saltbush scrub and introduced plants dominates the 18.83 acres of the median strip that was not previously paved for the boat/recreational vehicle storage yard. (As noted above Caltrans estimates that the entire median strip, including the cross streets, is about 38.52 acres.) Parallel to the roadway, near the center of the median, there is a ditch that is fed from urban storm drains. The ditch supports grasses, reeds and cattails and other freshwater wetland plants.

The Commission staff biologist, John Dixon, visited the site on September 18, 2001. His evaluation follows:

Route 90, Marina Highway: This project will impact small areas of existing man-made and degraded wetland. There is a ditch that carries urban runoff parallel to the highway and then curves south where it widens into a small freshwater marsh before entering a culvert. The California wetland delineation, as marked by stakes and tape, appears to include all stands of wetland vegetation. There is a great deal of exotic vegetation, such as pampas grass, that should be removed. (Dixon, 9/18/2001)

As noted above, a wetland delineation (Psomas, 1995) has shown that there are 1.81 acres of state jurisdictional wetlands on the site, some of which is open water. Within and adjacent to the inundated area, there is a large and vigorous stand of pampas grass. As the slope rises, there is "saltbush scrub" habitat, dominated by Saltbush (*Atriplex lentiforma*) and Coyote bush (*Baccharis pilularis*.) According to the Psomas survey, the area supports a number of bird species including the great blue heron, barn swallows, Allen's hummingbirds, American goldfinches, northern mocking birds, mourning doves and other common upland birds such as sparrows (Exhibit 10, 1601 permit.) The marsh is degraded and of limited habitat value.) Nevertheless, it is a wetland as defined by the Commission's regulations and as confirmed by the Commission's biologist.

The applicant proposes to fill two sections of the marsh totaling 0.23 acres and to redirect water in those sections to underground culverts. The fill is necessary to accommodate ramps that will connect the bridge to the existing travel lanes. In addition, the applicant has identified 0.09 acres of wetland that will not be filled, but that will be so close to the grading that they will suffer "temporary impacts." The applicant states that it is not feasible to elevate these ramps without substantially increasing project costs and visual impacts. To mitigate the fill and the temporary impacts, the applicant has proposed to create 0.73 acres of freshwater marsh on site (3:1 replacement for the actual fill) and is searching for an additional 0.19 acres within the watershed (to bring the total to 0.92 acres, or 4:1

mitigation.) The applicant has also proposed to remove the pampas grass that has severely impacted the productivity of the existing wetlands, and to increase the biological function of the wetlands. The proposed mitigation area would be a linear, freshwater marsh and would continue to be fed by urban storm drains. The Department of Fish and Game has issued a streambed alteration permit for the fill conditional on the creation of mitigation area and on removal of the pampas grass (Exhibit 10). Both the created and the existing wetland areas drain to Area C Playa Vista through a conduit. The conduit under the Expressway road leaving the site is identified as the "Marina Drain" on the Caltrans plan, and would discharge to a patch of pickleweed that is located in the northwest corner of Playa Vista Area C.³

1. COASTAL ACT LIMITATIONS ON WETLAND FILL.

The proposed fill has not been justified under the standards of Section 30233 of the Coastal Act. Section 30233 of the Coastal Act provides for wetland fill under a limited set of circumstances. Section 30233 states in part:

Section 30233

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

³ There are several drainages, all eventually discharging into the Marina, that are identified as the "Marina Drain" on plans provided to the Commission by different agencies. This drain is not in the same location as the "Marina Drain" identified in the Playa Vista and Marina del Rey LUP.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

...
(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division. ...

The project must conform to the following before the Commission may allow fill of a wetland:

- a) No feasible less environmentally damaging alternative
- b) Feasible mitigation measures have been provided
- c) [The project] Shall be limited to the following ... (5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

2. ALTERNATIVES

Before the Commission can approve fill, it must determine that there is no feasible alternative that is less environmentally damaging. While Caltrans representatives assert that they have examined alternatives, Caltrans has not provided a list of any alternatives or the reasons for rejecting them. Logically, there are two classes of alternatives that Caltrans should analyze. As of the date of this report, Caltrans had not provided an analysis of either class of alternatives.

Traffic re-routing or a change in modes. The first set of alternatives would include alternate routes or modes for traffic. Are there alternate routes that the traffic that presently congests this intersection could take, such as Jefferson, Manchester, or Washington Boulevards? What improvements could take place on any of those routes to improve capacity and attract commuters away from Culver Boulevard or the Marina Freeway? Secondly, are there feasible modal shifts, such as an express bus from the South Bay to one of the currently proposed light rail lines that would encourage enough modal shifts to reduce traffic? How much traffic would need to be reduced to maintain capacity? Even if only a small percentage of commuters would change their route or ride a bus, could that reduce levels of congestion enough to maintain levels of service? While traffic analysts may have already addressed many of these questions, none of this information was provided in this permit application.

Design alternatives. A second set of alternatives must include investigation of construction methods that would eliminate or significantly reduce wetland fill by either re-routing the off ramps, or by placing the ramps on pilings. The ramps are designed to curve down 30 feet from the level of the bridge to the level of the current roadway. The ramps are supported on earth fill. Some wetland fill occurs where the berms supporting the ramps cross the ditches. This fill, marked "Fill of Corps Jurisdictional Wetlands", is avoidable by the installation of a small structure to bridge the ditch (Exhibits 8-12 and 33).

The applicant's representatives assert that only the crosshatched areas are to be filled. After the fill, the water from the drains would be piped under the berms (Exhibits 8-12, 33). The areas that would be filled are not large. To avoid or significantly reduce wetland fill, it would be necessary to place the ramp on pilings where it crosses the federal and state wetlands (cross-hatched on Exhibit 33). Avoidance of the wetland may also involve the construction of a retaining wall. It may be that such a design would be very expensive, or it may be that even with these modifications some fill would be necessary. The applicant has not provided any detailed analysis of this or other possible design alternatives. Therefore, it is not possible to make the finding that there are no alternatives to the project submitted by the applicants. If there are not feasible less environmentally damaging alternatives, the project must be denied under section 30233.

3. MITIGATION MEASURES

The applicant has proposed mitigation measures. These mitigation measures are described in more detail in the section on biological productivity below. Basically the mitigation measures propose to create a small linear patch of wetland in an area that is overwhelmed by introduced plants, many of which are invasive. The applicant proposes to monitor the installation, but for only three years. In such an area, more than three years would be necessary to assure that the area remained or became biologically productive. There is no indication of what kind of plant will be installed in areas cleared by the project that are adjacent to the restoration area. Finally the applicant is planning to install notoriously invasive plants, including *Myoporum laetium*, in the parts of the project that are located directly outside of the Coastal Zone (Exhibit 11). Recently the staff inspected a site adjacent to Grand Canal in Venice (5-82-479) that was developed in 1982. As part of

the 1982 project, the canal bank was cleared and re-seeded with natives. The project was located adjacent to an area where this plant, *Myoporum*, was used for landscaping. In subsequent years, the *Myoporum* has overwhelmed the plants that were initially installed. This and similar experiences leads the Commission to conclude when a proposed restoration area is adjacent to an area dominated by invasive plants, longer and more aggressive monitoring is necessary to assure that the area functions as proposed. As described above, these mitigation measures are flawed, but as also noted below in the section of biological productivity, it would be possible to require redesign of the project mitigation measures to enhance their effectiveness.

4. BIOLOGICAL PRODUCTIVITY.

Section 30231 of the Coastal Act requires the Commission to protect the biological productivity of coastal waters and streams.

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The applicant has provided a list of freshwater marsh plants that it proposes to install in and adjacent to the restored wetland. The plan notes an intention to use seeds and cuttings from the area, but does not include a detailed plan for salvaging plant materials. The plans note the use of "wildflower seeds" but do not specify the seed sources or the types of plants to be found in the mix, although the applicant has provided a list separately. While the applicant proposes to remove iceplant and pampas grass, the proposal does not include a discussion of the extent of the clearance, or a detailed protocol for removal of invasives. The plans do not map the area in which pampas grass is found nor do they specify that pampas grass will be removed from the entire site. The "restoration" is confined to a relatively small area, so it is not clear what will be used to replant areas where pampas grass was previously found. In addition, the applicant's "landscaping program" which would be located on the frontage roads and also directly outside the coastal zone, includes a number of identified invasive plants, including *Myoporum* and ice plant, which might easily reinvade an area that is recently disturbed. The applicant states that it will monitor for three years, but if invasives predominate nearby, a longer period of monitoring will be necessary.

The applicant's proposals to restore the wetland and to remove pampas grass would be vital first steps in mitigation, if the Commission could find the overall project consistent with the Coastal Act. However, restoration efforts have failed when invasives have taken over.

Such plants are troublesome and expensive to remove from restored areas. Without (1) an identified seed source, (2) a detailed methodology for site preparation (3) maintenance and monitoring and replanting if necessary, and (4) avoiding the installation of invasive plants anywhere nearby, and (5) the removal of all pampas grass from the site, the applicant's efforts could be wasted. As proposed, without these methods and requirements, the Commission cannot find that the project will increase the biological productivity of the environmentally sensitive area and the project is not consistent with Section 30231 of the Coastal Act.

The applicant has also not demonstrated that there is a feasible, less environmentally damaging alternative. While it seems possible to design or condition feasible mitigation measures, these measures cannot substitute for the first test: that there is no alternative. Because the applicant has not demonstrated that it has (1) avoided fill of wetlands or (2) there is no other feasible alternative, the Commission cannot find that the development is an allowable use under Section 30233 of the Coastal Act, and the project must be denied.

The Commission notes that the applicant's assumption that fill for a new road is an allowable use under Coastal Act Section 30233 may be called into question. In the Bolsa Chica decision, the California appellate courts found that, barring certain circumstance that did not apply to the case; it was not allowable under the Coastal Act to fill wetlands except as provided for in Section 30233. In fact, the court specifically discussed the "incidental public service purposes" exception in Section 30233(a)(5) and said that "incidental public services are limited to temporary disruptions and do not usually include permanent roadway expansions" at all. Bolsa Chica Land Trust v. Superior Ct. (1999) 71 Cal. App. 4th 493,517. However, it did find that roadway expansions would be consistent with Coastal Act section 30233(a) (5) when "no other alternative exists and the expansion is necessary to maintain existing traffic capacity." Id. (See Exhibit 32.)

Since the applicant has not met the first test (that there is no alternative) it is not necessary for the Commission to analyze the implications of the Bolsa Chica decision for this present case or to determine whether or not the circumstances of this project are consistent with what the court meant when it used the term "existing traffic capacity."

D. WATER QUALITY MARINE RESOURCES

Section 30230 requires the protection of marine resources. Roads are major sources of pollutants that flow into water bodies. This road will drain to Ballona Creek, Ballona Wetlands and ultimately to Marina del Rey. In order to protect water bodies and water quality, from polluted run-off, the applicant proposes to use fossil filters in all of its project drains. Caltrans encourages trash removal programs and plans design the freeway to reduce the discharge of polluted water.

The Caltrans program for best management practices on freeways includes the following:

The latest edition of the Caltrans Storm Water Management Plan dated August 2001 has the following approved Best Management Practices (BMPs) that Caltrans has found to be

effective in treating highway runoff at the present time. Caltrans is continually conducting research and evaluation of all types of BMP products to determine what other BMPs Caltrans can adopt for use. Caltrans guidance design manuals recommend Source Control BMPs over Treatment Control BMPs as generally being more effective in addressing water quality. Source Control BMPs treat water prior to entry into the system, whereas Treatment Control BMPs treat water after it has entered the system.

A. Source Control BMPs:

1. Preservation of Existing Vegetation
2. Concentrated Flow Conveyance System
 - a. Ditches, Berms, Dikes, and Swales
 - b. Overside Drains
 - c. Flared Culvert End Sections
 - d. Outlet Protection/Velocity Dissipation Devices
3. Slope/ Surface Protection Systems
 - a. Vegetated Surfaces
 - b. Hard Surfaces

B. Treatment Control BMPs:

1. Biofiltration: Strips/Swales
2. Infiltration Basins
3. Detention Devices
4. Traction Sand Traps (Only applies in Lake Tahoe Area)
5. Dry Weather Flow Diversion

For this project, the following BMPs will be used:

- ☐ On the Connector ramps we are using dikes to intercept runoff from the paved surfaces.
- ☐ Drainage swales will be placed at the bottom of the fill slopes for the Connector ramps to collect the flows from the side slopes.
- ☐ Flared end culvert sections and rock slope protection are used to prevent scour and minimize erosion at the outlet locations.
- ☐ The created wetlands is also considered a BMP as the runoff from the roadway will be filtered through the system, and come out cleaner than it went in.

Project designs generally incorporate several of the above mentioned source control BMPs that provide a water quality benefit. Some of these treatments may not be obvious (such as slope paving) however, they provide a water quality benefit by prevention of erosion and sediment flowing into the waterbodies, thus reducing the pollutant discharge.

After taking a closer look, research conducted by Caltrans thus far has indicated that Drain Inlet Inserts (e.g. Fossil Filters) is an ineffective application for this type of highway project. In addition, Fossil Filters may present a safety hazard for the motoring public due to the potential for drain inlet failure, which would lead to flooding on the adjacent roadway. Several studies have been conducted by Caltrans in regards to their performance for use on some highway facilities.

If the project were recommended for approval, the Commission would most likely require that these devices be sized for a two year 24 hour storm event, and require that the

treatment could occur in 85% of the storms. Based on the applicant's plans, these conditions would require only minor changes for the project to conform to Section 30230. The second water quality impact of a project like this is siltation during construction. Caltrans proposes to do the work in stages and use standard sand bagging and other siltation control methods such as covering stockpiles and to use watering to reduce fugitive dust. Again, with the imposition of minor conditions to address construction methods and to require the provision of detailed erosion and siltation control plans, and direction of drainage away from water bodies, this project would conform to Section 30230 in terms of its potential impacts on water quality.

D. PUBLIC SHORELINE ACCESS AND RECREATION

Section 30210 requires that maximum access to the coast be provided. Section 30223 requires the reservation of upland that are necessary to support coastal recreation. The project will allow increased speed and volume on an east-west traffic route that can deliver inner city and East County beachgoers to the Venice and Playa del Rey beaches and to Marina del Rey. Although the project is designed to reduce commercial and commuter traffic loads on Lincoln Boulevard and on east-west routes during peak commuter hours, it can and will serve to improve vehicular access to the coast on weekends as well.

There is a bicycle lane in the median strip of Culver Boulevard east of the Coastal Zone boundary. The bicycle and jogging path extends from a park at Overland Avenue to the Culver City/Los Angeles boundary and from there to a point where a self-storage unit occupies the median strip, about two blocks east of Route 90. Project engineers state that the distance between the bridge supports is wide enough to accommodate additional traffic lanes and a bicycle lane on Culver Boulevard. The additional lanes, including the bicycle lane, would be located along Culver Boulevard and travel under the bridge. As proposed, the project is consistent with the development of additional recreational facilities, will improve and enhance public access to the coast and is consistent with Sections 30210 and 30223 of the Coastal Act.

E. DEVELOPMENT

The Coastal Act provides standards that the Commission must use in approving development. Section 30250 requires that development be sited and designed in existing developed areas to minimize development in relatively untouched rural areas. Section 30252 encourages investigations of other modes of travel to reduce competition for coastal access roads.

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.

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.

Based on these provisions of the Coastal Act, the Commission and City of Los Angeles have approved coastal development permits for projects with relatively high levels of density in the immediate area of the proposed project. These include projects adjacent to Lincoln Boulevard (also see above and the Substantive File documents). All these projects, along with projects outside that Coastal Zone have individually and cumulatively, contributed to the increasing levels of traffic on Lincoln Boulevard, Culver Boulevard and the Marina Freeway. (Most notably the Commission found no substantial issue on two City of Los Angeles-approved projects: one that included a 334 unit (moderate income) apartment building, and a 166 unit building; the other included 800 (moderate income) apartments and two 16 story towers providing 512 condominiums on an 18.9 acre site. Both projects were located on Lincoln Boulevard. (See Substantive File documents above for the numbers of the two appeals.) The Commission has approved LUPs with similar impacts, notably the Marina del Rey Ballona LUP in 1984. In 1987 the Commission reiterated its approval of the Marina del Rey Ballona LUP in LUPs applying to the City and County areas of the Marina del Rey and Playa Vista (Marina del Rey LUP 1987, Playa Vista LUP, 1987.) In 1995 the Commission approved an amended LCP for the Marina del Rey that would result in 2,700 daily peak hour trips and would include multi-story development on most residential parcels. In effect, the Commission's assumption has been that development and the concentrated infrastructure to serve it would be located in Los Angeles and not elsewhere, in more remote areas along the coast. All of these approvals presumed that the infrastructure serving Lincoln Boulevard including Lincoln, Culver, Jefferson, Washington and Venice Boulevards would require road improvements. (Exhibit 27.) The plan approvals were granted before the courts issued the Bolsa Chica decision and other more literal interpretations of the Coastal Act.

Part of the thinking in approving higher density development in some areas is the theory that higher density development could support transit alternatives as required in Section 30252. In addition to allowing high-density development and providing lists of road improvements, the Marina del Rey Ballona LUP (1984) and its successors required the development of mass transit alternatives. LUP policies required that some form of transit be part of the transportation improvement package. The 1987 Marina del Rey LUP and the related Playa Vista LUP require (1) development of jitney systems integrated between the City areas, County areas, Playa del Rey and Venice, (2) development of park and ride lots for commuter express buses that would travel to Downtown Los Angeles, and (3) reservation of right-of-way along Lincoln Boulevard for a transitway. However, the transportation improvements that the Commission has actually reviewed to date concentrate on road widening and on traffic management methods to increase vehicular speeds. Playa Vista and the City have also required jitneys within Playa Vista. Transit under consideration by both and the Department of Beaches and Harbors consists of jitneys and other short haul buses, but few long haul improvements that might accommodate the ten to fifteen mile work trip that the average Los Angeles resident makes. Culver Boulevard is the site of a former railroad right-of-way that extends west and south through the wetlands and then south through the South Bay.⁴ There is no analysis of methods of using this older right-of-way for a dedicated transitway or other alternative transportation. In analyzing the design of this project Caltrans has not addressed alternative transportation methods, as required in Section 30252 of the Coastal Act.

F. CERTIFIED LAND USE PLANS.

This bridge is one of the road-widening projects incorporated into the certified Land Use Plan for Playa Vista, even though it is technically outside of the study area. In 1984 the Commission approved the Marina del Rey Ballona LUP. This bridge is adopted as part of the Circulation Element of the plan, even though Los Angeles County prepared the LUP and the roadway is owned by Caltrans and located in the City of Los Angeles (Exhibit 27, page 3.) Again in 1987, the Commission approved parallel LUPs for the Marina del Rey and, in the City of Los Angeles, the Playa Vista LUP, that showed the identical transportation system measures, including the present project.

As noted above, the Marina del Rey and Playa Vista LUP's certified by the Commission in 1987 encourage the reservation of transit corridors and the adoption of shuttle programs. However, they rely on development caps and widened roadways to provide the transportation capacity necessary for the anticipated high-density development. All include high levels of density and multiple traffic impacts and provides for widened roadways. The plans provide for the extension of Admiralty Way to Culver Boulevard, widening Lincoln Boulevard to eight lanes, widening Culver and Jefferson Boulevards,

⁴ The South Bay comprises the Cities El Segundo, Manhattan Beach, Hermosa Beach and Redondo Beach and cities directly inland of them such as Lynwood and Lomita. They are directly inland of a bay extending from Ballona Creek to the Palos Verdes Peninsula.

widening other roads, and extending the Marina Freeway. The certified Playa Vista Land Use Plan shows Culver Boulevard as an alternative transportation corridor, and includes policies that provide for widening Culver Boulevard and extending the Marina Freeway. With respect to this project, Policy 4.18 of the Playa Vista LUP states:

Page 44, Policy 18. Extend the Marina Freeway, just east of Culver Boulevard, with a grade-separated interchange at their intersection

Although these permit and LUP approvals seemed to assume that roadways to accommodate the development would be approved, until the local coastal program is fully certified, the standard of review for the roadways themselves is Chapter 3 of the Coastal Act. Moreover, most recently, the Commission, faced with more detailed information about the impacts of the development conceptually approved in the Land Use Plans, has been willing to reexamine the effects of the development, noting that a Land Use Plan is not binding on the Commission and that any development listed in an LUP is subject to review based on the Coastal Act. The Commission has also noted that the standard of review for any amendments to the land use plans would be the policies of Chapter 3. Therefore, in the absence of a fully certified LCP, the Commission's earlier decisions that the "area" could accommodate high-density development does not commit the Commission to approving development that would not otherwise be approvable consistent with the policies of Chapter 3.

G. VISUAL IMPACTS.

Section 30251 requires that development be sited and designed to minimize visual impacts.

Section 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

There has been some public discussion of reserving the land adjacent to this road, Playa Vista Area C, which is held in trust for the State of California, as a public park. The area is not now a public park and will not be one until the Legislature acts to designate the land as a park. Nevertheless, in considering the design of public structures adjacent to the land, the Commission must consider the compatibility of the structure with a prospective public park and with public use. In this instance, compatibility includes the impacts on views to

and from the bridge and the compatibility of the bridge and its design with future recreational facilities, such as bike trails under the bridge.

Caltrans engineers argue that the roadway under the bridge will be wide enough to accommodate bike lanes that can connect with the existing Culver Boulevard bike lane which already extends from Overland Avenue almost to Area C.

The bridge will be elevated roughly 30 feet above roadway level. This will provide a view of Area C, but also will be visible from Area C. The bridge will be a standard concrete bridge. The Caltrans plans three foot high tapered concrete solid rails (type 736) that provide no views through the rails. There will be no view of either the development proposed on Area C or of the possible urban park from the bridge from compact cars, although the drivers and passengers in SUVs and other taller vehicles will be able to see over the rails. The bridge will have concrete pilings, which will be enlarged with tapered supports at the head of the columns. The bridge will be relatively low and unobtrusive and will not be visually obtrusive from either public or private areas. If the rails provided views of the area, the bridge would also be more interesting visually.

The bridge has no significant impacts on public views. It is adjacent to structures that range from 20 to 40 feet in height. It is low enough to be subordinate to its setting. The project is consistent with the view protection policies of the Coastal Act.

H. HAZARDS.

The Coastal Act provides that development shall be sited and designed to avoid hazards. Section 30253 requires, in part:

Section 30253.

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

After the discovery of high levels of soil gas in Area D Playa Vista, the public has consistently expressed concern about the levels of soil gas in nearby areas. Tests conducted for a nearby project (Playa Vista Phase I, see substantive file documents) showed high levels of soil gas in an area east of Jefferson Boulevard. A report conducted by the City of Los Angeles City Legislative Analyst did not identify significant soil gas accumulations north of Ballona Creek. The present project is well north of Ballona Creek, about half a mile north of the part of the Playa Vista project that has been shown to have

high concentrations of soil gas. Caltrans sought an opinion from Gustavo Ortega, a Caltrans staff geologist, concerning the possible hazard of soil gas to this project. The geologist replied that methane is a potential hazard in confined spaces, but that there were no confined spaces proposed as part of the development of this bridge and ramp. Moreover, the Coastal Commission staff geologist, in an analysis of a proposal to expand Culver Boulevard, A-5-PLV-00-417, has indicated that soil gas does not pose a hazard to roads or the vehicles on them because soil gas does not accumulate where there are no enclosed structures.

The soils in this area are made up of sediments deposited by creeks and other water bodies. There is a relatively high groundwater table. The applicant's geologists have taken these conditions into account and designed to accommodate these potential hazards. The project is not located in an area subject to other hazards, such as landslides or flooding. As such, the project is consistent with Section 30253 of the Coastal Act.

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's regulations requires Commission approval of coastal development permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen any significant adverse effect which the activity may have on the environment.

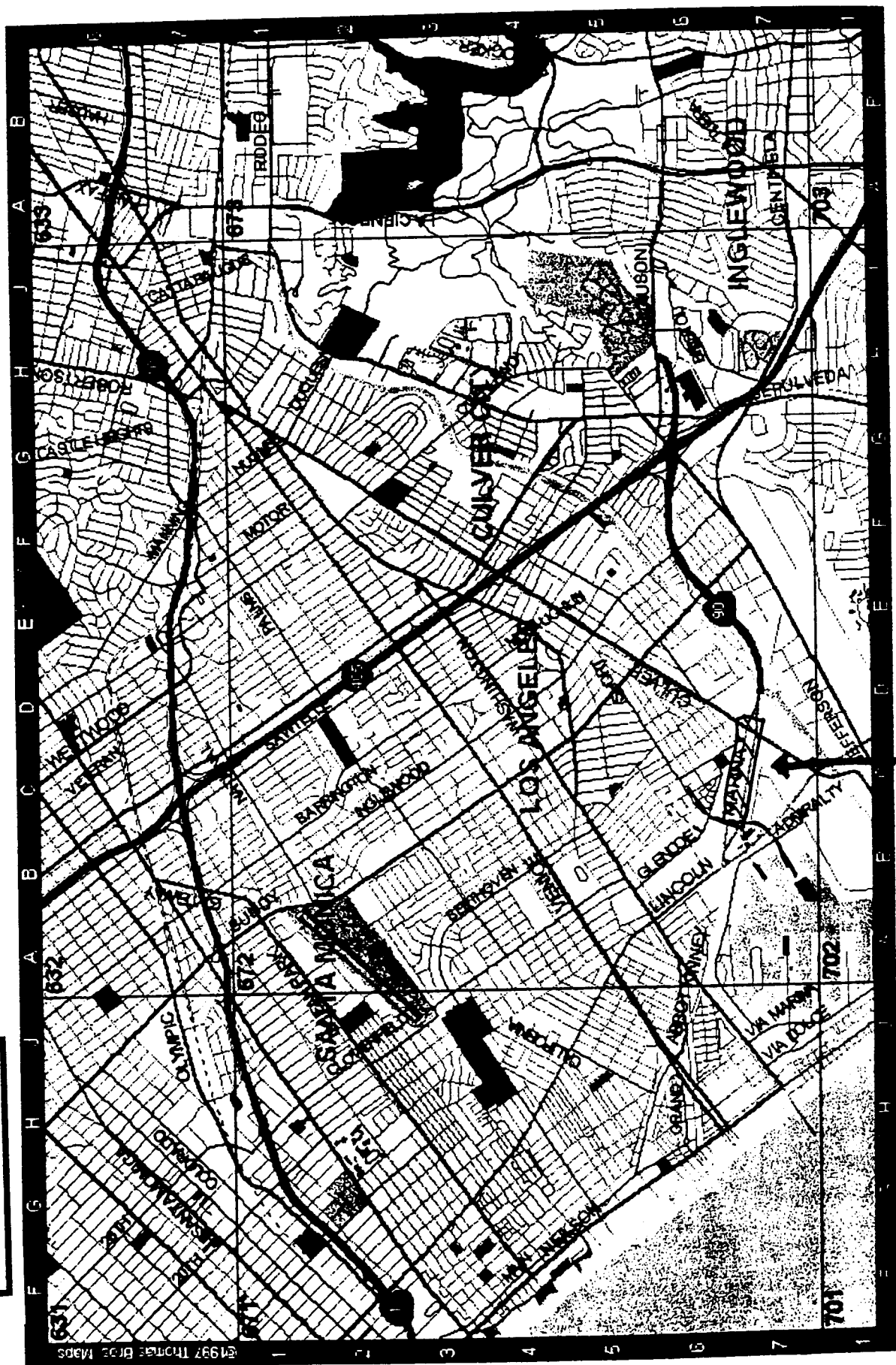
In this case, there is damage proposed, and (1) the mitigation is not adequate to enhance the productivity of the wetland, in conformity with the Coastal Act; (2) the damage is not justified under the strict standards of Chapter 3; and (3) the applicant has not shown that there are no alternatives that would avoid the wetland fill. There is no evidence that there are no other feasible alternatives or mitigation measures available which will lessen any significant adverse impact the activity would have on the environment. Therefore, the Commission finds that the proposed project is not consistent with CEQA and the policies of the Coastal Act and the project must be denied.

EXHIBIT NO. 1

APPLICATION NO.

5-01-038

Location Map



project site

Coastal zone boundary

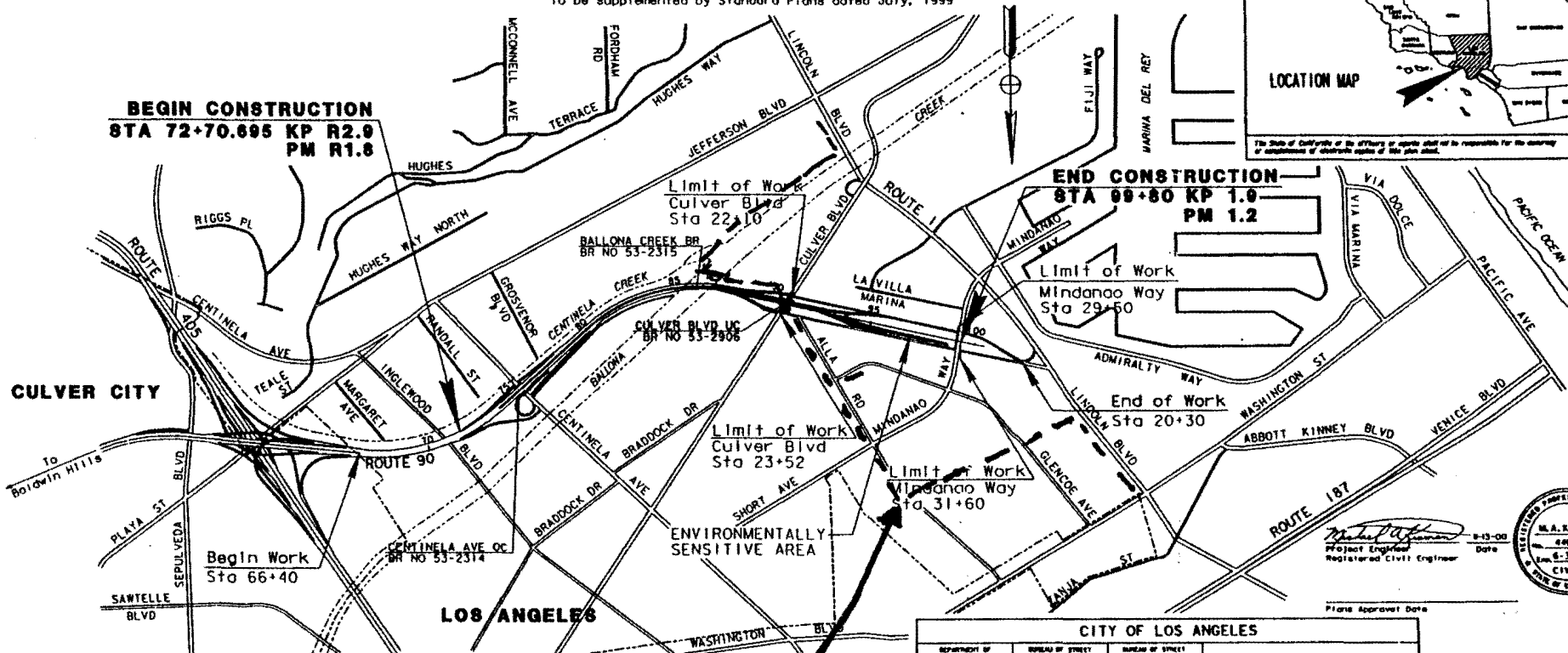
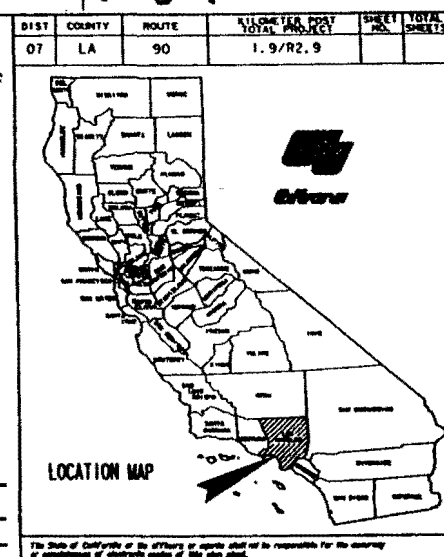


Exhibit
Scope of project

INDEX OF SHEETS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY
IN LOS ANGELES
FROM 0.4 km EAST OF CENTINELA AVENUE
UNDERCROSSING TO 0.3 km EAST OF MINDANAO WAY

To be supplemented by Standard Plans dated July, 1999

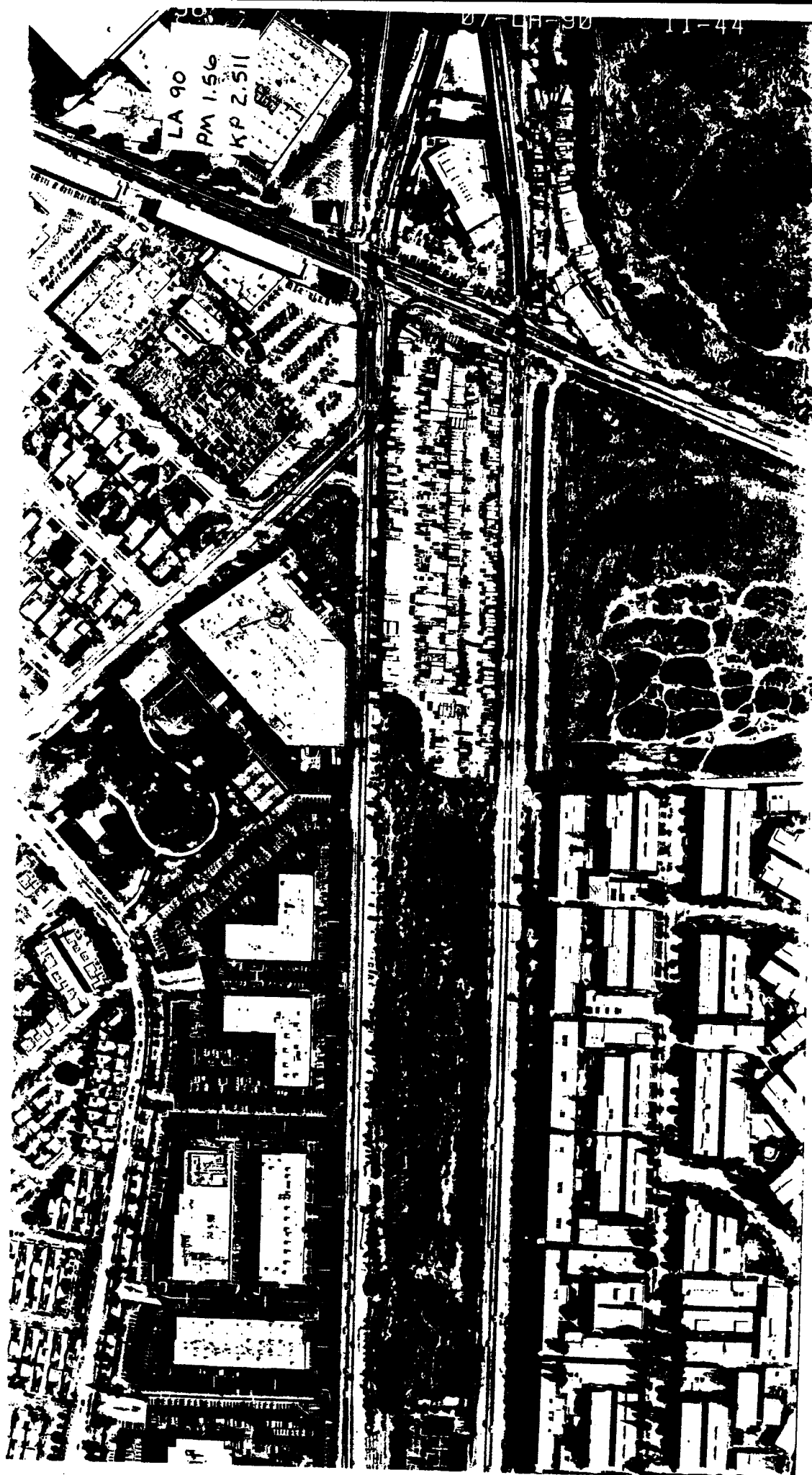


The Contractor shall possess the Class (or classes) of license as specified in the "Notice to Contractors".

Depiction
coastal zone
boundary

| CITY OF LOS ANGELES | | | |
|--------------------------------|--------------------------------|-------------------------------|------------------------------------|
| DEPARTMENT OF TRANSPORTATION | BUREAU OF STREET IMPROVEMENT | BUREAU OF STREET LIGHTING | DEPARTMENT OF PUBLIC WORKS |
| APPROVED _____ | APPROVED _____ | APPROVED _____ | APPROVED _____ |
| S. C. HORN SPECIAL ENGINEER | PATRICK D. BERNARD DIRECTOR | ROBERT A. ELLIOTT DIRECTOR | ROBERT S. MOULTON CITY ENGINEER |
| APPROVED _____ | APPROVED _____ | APPROVED _____ | APPROVED _____ |
| APPROVED _____ | APPROVED _____ | APPROVED _____ | APPROVED _____ |

MOFFATT & NICHOL ENGINEERS
405 NORTH VINEYARD AVENUE, SUITE 210
ONTARIO, CALIFORNIA 91764
Contract No. 07-1693U



5-01.038

Exhibit 4
aerial of site

↑ North

Exhibit 5
p1

5-01-038
project statistics
page 1

LOT COVERAGE TABLES

TOTAL LOT AREA (within Property Lines and Coastal Zone Limits of Project) = **38.52 acres** = 156000 m2

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EXISTING AREAS BEFORE ROUTE 90 CONSTRUCTION

| LOT COVERAGE | AREA |
|------------------------------------|-------|
| | acres |
| Existing Building/Structure | |
| Athletic Club | 0.32 |
| Pottery Location | 0.07 |
| Self Storage Facility | 0.02 |
| Nursery Lot | 0.06 |
| Existing Paved Area | |
| Parking Lot | |
| Athletic Club | 0.57 |
| Pottery Location | 0.21 |
| Self Storage Facility | 5.09 |
| Nursery | 0.21 |
| Route 90 Off- and On-Ramps | 2.24 |
| Streets | |
| Culver Blvd | 0.86 |
| Mindanao Way | 1.44 |
| Eastbound Frontage Rd | 2.51 |
| Westbound Frontage Rd | 3.00 |
| Existing Landscaped Area | |
| Athletic Club | 1.72 |
| Nursery | 1.37 |
| Existing Unimproved Area | 18.83 |
| Total = | 38.52 |

Exhibit 5
p 2

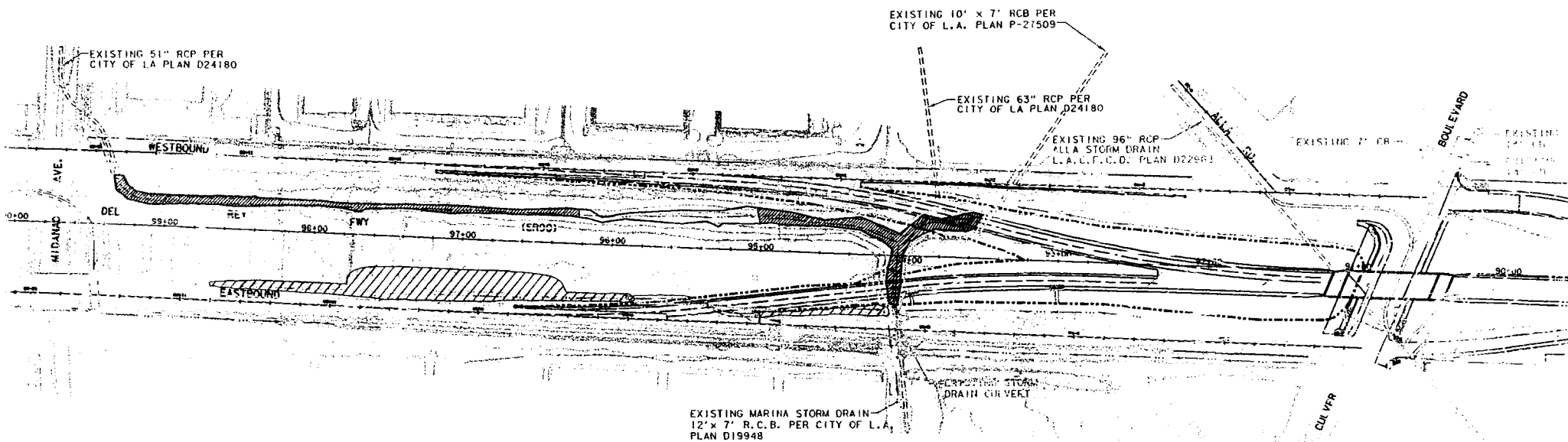
Proposed
5.01.038
Proposed
lot coverage

LOT COVERAGE

TOTAL LOT AREA (within Property Lines and Coastal Zone Limits of Project) = **38.52 acres = 156000 m2**

EXISTING AND NEW PROPOSED AREAS AFTER ROUTE 90 CONSTRUCTION

| LOT COVERAGE | AREA |
|--|--------------|
| | acres |
| Existing Building/Structure | |
| Nursery | 0.06 |
| Existing Paved Area | |
| Parking Lot | |
| Nursery | 0.21 |
| Streets (Culver Blvd, Mindanao Way, Frontage Roads) | 6.71 |
| Existing Landscaped Area | |
| Nursery | 1.37 |
| Existing Unimproved Area | 14.56 |
| New Proposed Building/Structure | |
| Culver Blvd Undercrossing | 0.67 |
| New Proposed Paved Area | |
| Route 90; On- and Off-Ramps | 6.13 |
| Streets | |
| Culver Blvd Widening | 0.85 |
| Mindanao Way Widening | 0.19 |
| New Proposed Landscaped Area | |
| Mitigation Area (Includes additional 0.3 acres) | 0.89 |
| Embankment Side Slope Areas (Erosion Control only) | 3.68 |
| New Proposed Unimproved Area | |
| Areas of Existing Parking Lot Pavement Removal + Landscape Removal + Structure Removal that are not within the new proposed pavement and grading limits. | 3.20 |
| Total | 38.52 |



LEGEND

EXISTING STORM DRAIN
 EXISTING CATCH BASIN
 PROPOSED STORM DRAIN
 PROPOSED CATCH BASIN
 PROPOSED GRADED SLOPE
 EXISTING ROW LINE
 HIGH POINT
 SURFACE DRAINAGE PATH
 PROPOSED S.D. INLET STRUCTURE
 CORPS JURISDICTIONAL WATERS OF U.S. &
 CDF&G JURISDICTIONAL WETLAND (0.99 aas)
 CORPS JURISDICTIONAL WETLAND (0.78 aas)

CORPS JURISDICTIONAL WATERS OF U.S. &
 CDF&G JURISDICTIONAL WETLAND IMPACTED (0.17 aas)
 MITIGATION WETLANDS (0.73 aas)



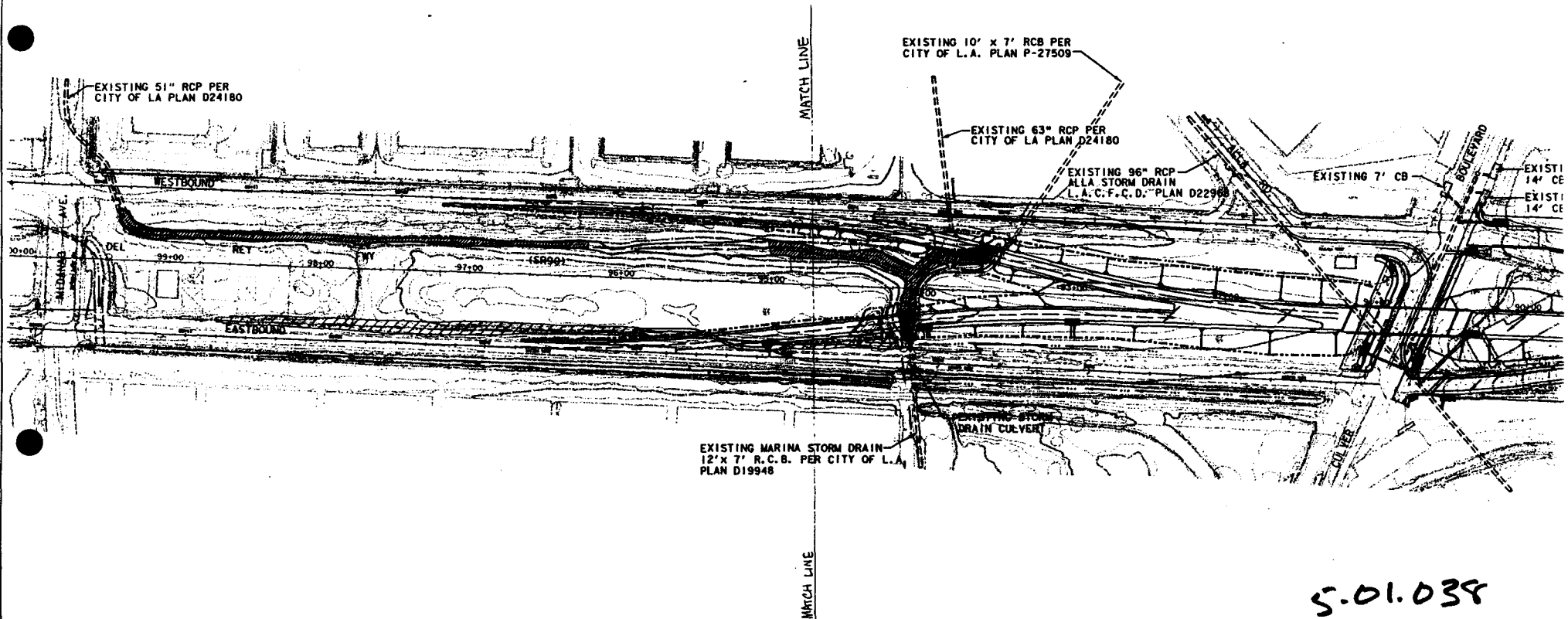
SCALE: 1"=2500'



5.01.038

Exhibit 6
Wetlands of

MARINA FREEWAY (SR90)
WETLANDS EXHIBIT



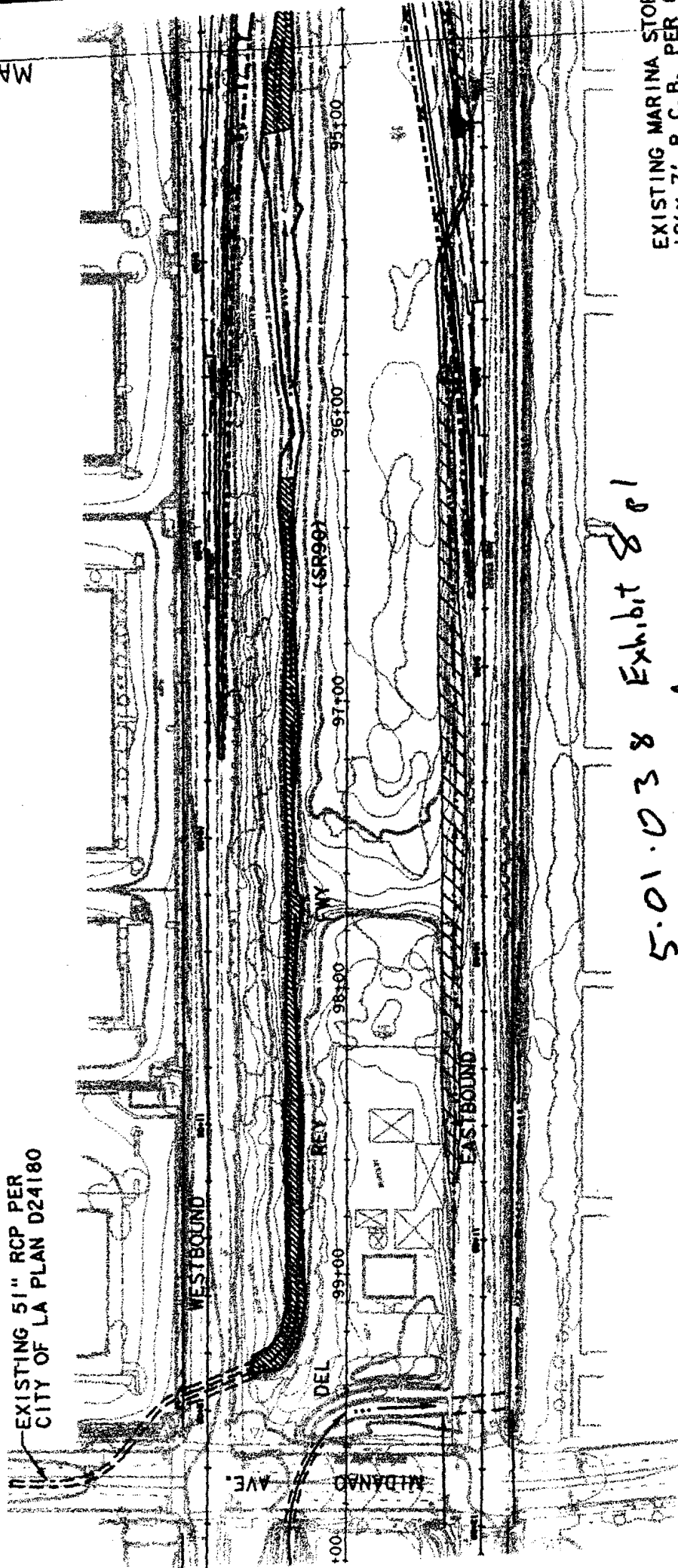
- LEGEND**
- EXISTING STORM DRAIN
 - EXISTING CATCH BASIN
 - PROPOSED STORM DRAIN
 - PROPOSED CATCH BASIN
 - PROPOSED GRADED SLOPE
 - EXISTING ROW LINE
 - HIGH POINT
 - SURFACE DRAINAGE PATH
 - PROPOSED S.D. INLET STRUCTURE
 - CORPS JURISDICTIONAL WATERS OF U.S. & CDF&G JURISDICTIONAL WETLAND (0.99 acs)
 - CORPS JURISDICTIONAL WETLAND (0.78 acs)
 - CORPS JURISDICTIONAL WATERS OF U.S. & CDF&G JURISDICTIONAL WETLAND IMPACTED (0.17 acs)
 - MITIGATION WETLANDS (0.43 acs)



S.OI.038
 Exh. bit 7
 Wetland E.II
 Full project
 View
 MARINA FREEWAY (SR)
 WETLANDS EXHIBIT

MATCH LINE

EXISTING 51" RCP PER
CITY OF LA PLAN D24180



EXISTING MARINA STOR
12' X 7' R.C.B. PER C
PLAN D19948

5-01-038 Exhibit 8 of 1

Wetlands enlarged
1:2

Match

MATCH LINE

EXISTING 10' x 7' RCB PER
CITY OF L.A. PLAN P-27509

EXISTING 63" RCP PER
CITY OF LA PLAN D24180

EXISTING 96" RCP
ALLA STORM DRAIN
L.A.C.F.C.D. PLAN D22968

EXISTING 7' CB

EXISTING 14' CB

EXISTING 14' CB

EXISTING STORM
DRAIN CULVERT

INA STORM DRAIN
B. PER CITY OF L.A.

Match.

Wet lands
enlarge 1:2

5.01.038
Exhibit 8 p2

LEGEND

EXISTING STORM DRAIN



EXISTING CATCH BASIN



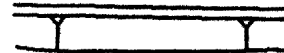
PROPOSED STORM DRAIN



PROPOSED CATCH BASIN



PROPOSED GRADED SLOPE



EXISTING ROW LINE



HIGH POINT

H. P.

SURFACE DRAINAGE PATH



PROPOSED S.D. INLET STRUCTURE



CORPS JURISDICTIONAL WATERS OF U.S. &
CDF&G JURISDICTIONAL WETLAND (0.99 acs)



CORPS JURISDICTIONAL WETLAND (0.78 acs)



CORPS JURISDICTIONAL WATERS OF U.S. &

CDF&G JURISDICTIONAL WETLAND IMPACTED (0.17 acs)



MITIGATION WETLANDS (0.43 acs)



Wetland Key
Exhibit 8 p3

WETLAND AREA

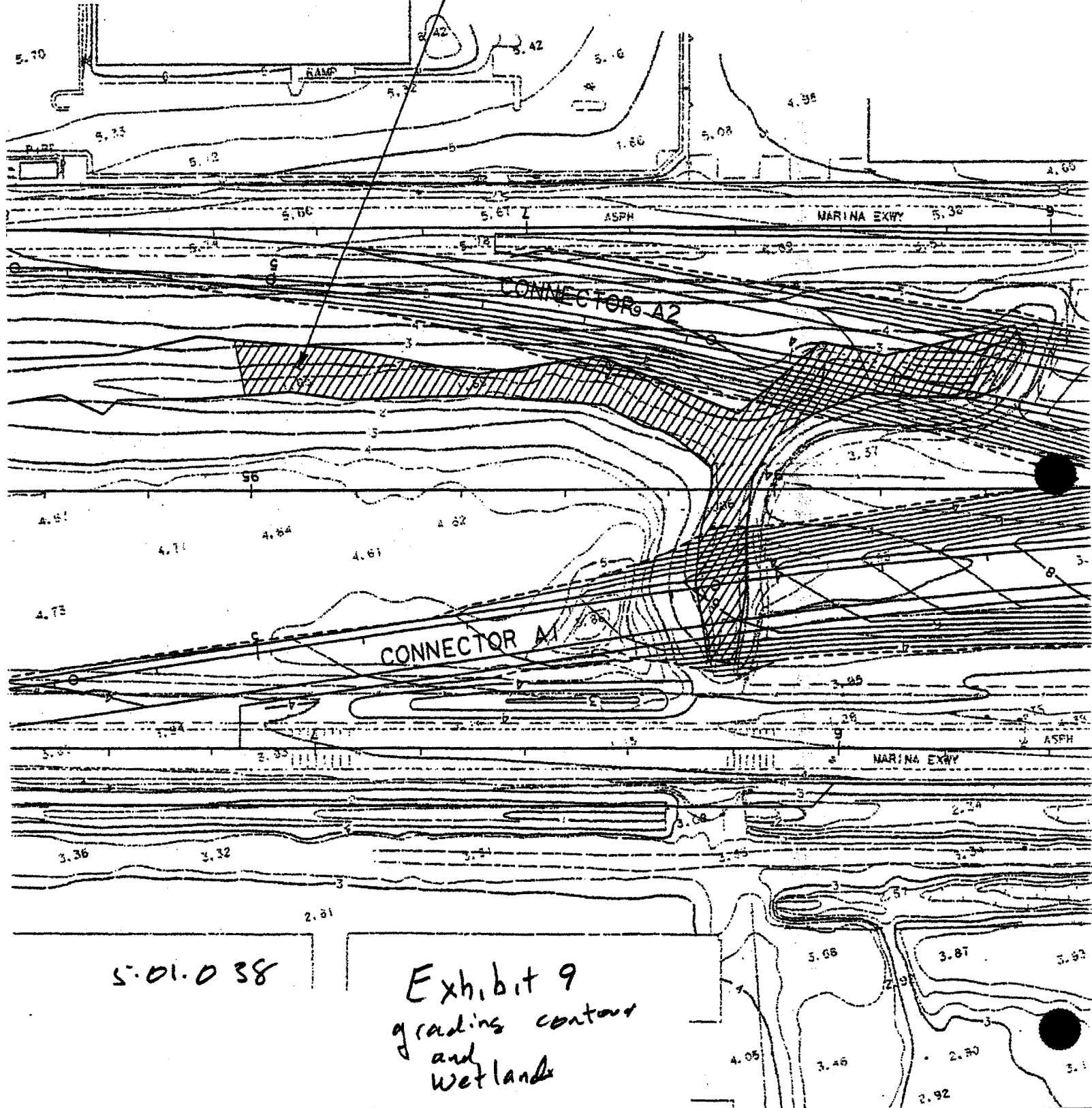


Exhibit 9
grading contour
and
wetlands

Enclosure: SAA #5-265-00
CALIFORNIA DEPARTMENT OF FISH AND GAME
4949 Viewridge Avenue
San Diego, California 92123

5.01.038
Exhibit 10 p1
Fish & Game 1601
agreement

Notification No. 5-265-00
Page 1 of 4

AGREEMENT REGARDING PROPOSED STREAM OR LAKE ALTERATION

THIS AGREEMENT, entered into between the State of California, Department of Fish and Game, hereinafter called the Department, and Aziz Elattar of the California Department of Transportation, District 7, 120 South Spring Street, Los Angeles, CA 90012, hereinafter called the Operator, is as follows:

WHEREAS, pursuant to Section 1601 of California Fish and Game Code, the Operator, on the 8th day of November 2000, notified the Department that they intend to divert or obstruct the natural flow of, or change the bed, channel, or bank of, or use material from the streambed(s) of, the following water(s): that portion of an unnamed tributary to Ballona Creek located between the eastbound and westbound lanes of State Route 90 from Culver Blvd. to Midanao Ave., near the unincorporated community of Marina Del Rey, Los Angeles County, California, Section Township 2S Range 15W (Venice Quad.).

WHEREAS, the Department (represented by Pam Beare through a site visit on the 7th day of February, 2001) has determined that such operations may substantially adversely affect those existing fish and wildlife resources within unnamed tributary to Ballona Creek, specifically identified as follows: birds: great blue heron (*Butorides striatus*), barn swallow (*Hirundo rustica*), Allen's hummingbird (*Calypte anna*), American goldfinch (*Carduelis tristis*), northern mockingbird (*Mimus polyglottos*), and mourning dove (*Zenaida macroura*); riparian vegetation which provides habitat for those species: mulefat (*Baccharis salicifolia*), tall flatsedge (*Cyperus eragrostis*), cattail (*Typha* sp.), and all other aquatic and wildlife resources, including that riparian vegetation which provides habitat for such species in the area.

THEREFORE, the Department hereby proposes measures to protect fish and wildlife resources during the Operator's work. The Operator hereby agrees to accept the following measures/conditions as part of the proposed work.

If the Operator's work changes from that stated in the notification specified above, this Agreement is no longer valid and a new notification shall be submitted to the Department of Fish and Game. Failure to comply with the provisions of this Agreement and with other pertinent code sections, including but not limited to Fish and Game Code Sections 5650, 5652, 5937, and 5948, may result in prosecution.

Nothing in this Agreement authorizes the Operator to trespass on any land or property, nor does it relieve the Operator of responsibility for compliance with applicable federal, state, or local laws or ordinances. A consummated Agreement does not constitute Department of Fish and Game endorsement of the proposed operation, or assure the Department's concurrence with permits required from other agencies.

This Agreement becomes effective the date of Department's signature and terminates December 31, 2002 for project construction only. This Agreement shall remain in effect for

that time necessary to satisfy the terms/conditions of this Agreement.

5.01.038

Exh. bit 10

p 2

Fish & Game

1601

agreement

STREAMBED ALTERATION CONDITIONS FOR NOTIFICATION NUMBER: 5-265-00

5. The following provisions constitute the limit of activities agreed to and resolved by this Agreement. The signing of this Agreement does not imply that the Operator is precluded from doing other activities at the site. However, activities not specifically agreed to and resolved by this Agreement shall be subject to separate notification pursuant to Fish and Game Code Sections 1600 et seq.

6. The Operator proposes to alter the streambed to extend the freeway section of State Route 90 (SR-90) to just west of Culver Boulevard (KP R2.8), near the community of Marina Del Rey, in Los Angeles County.

7. The agreed work includes activities associated with No. 2 above. Specific work areas and mitigation measures are described on/in the plans and documents submitted by the Operator, including the Planting Plan and Plant List, which are attached to this agreement, and the Natural Environmental Study Report; mitigation measures shall be implemented as proposed unless directed differently by this agreement.

8. The Operator shall not impact more than 1639 ft² (.41 acre). Approximately 1275 ft² (.32 acre) are permanent impacts; approximately 364 ft² (.09 acre) are temporary impacts.

9. The Operator shall submit a Revegetation/Mitigation plan for Department review within 60 days of signing this Agreement and shall receive Department approval prior to project initiation/impacts. The plan shall include a complete description of the mitigation plan including: identification of one or more specific, onsite habitat restoration (0.73 acres) areas as well as a description of the enhancement areas (0.61 acre); the revegetation plan, including success criteria; and a long-term maintenance and monitoring plan. Revegetation shall use only endemic species.

All mitigation shall be installed as soon as possible, but no later than December 31, 2002.

10. An annual report shall be submitted to the Department by Jan. 1 of each year for 5 years after planting. This report shall describe the status of the revegetation and include, at a minimum, percent cover, the number of plants replaced by species, an overview of the revegetation effort, and the method used to assess these parameters. Photos from designated photo stations shall be included.

11. If after 3 years of monitoring the mitigation meets the 5-year success criteria, AND the Department reviews and approves the mitigation status in writing, the Operator may consider the sites have been successful and cease monitoring.

12. The Operator shall not remove vegetation within the stream from March 1 to August 15 to avoid impacts to nesting birds. However, the Operator may remove vegetation during this time if a qualified biologist conducts a survey for nesting birds within one week of the work, and ensures no nesting birds shall be impacted by the project. If nesting birds are present, no work shall occur until the young have fledged and will no longer be impacted by the project.

13. Access to the work site shall be via existing roads and access ramps.

14. The perimeter of the work site shall be adequately flagged to prevent damage to adjacent riparian habitat.

STREAMBED ALTERATION CONDITIONS FOR NOTIFICATION NUMBER: 5-265-00

15. Structures and associated materials not designed to withstand high seasonal flows shall be removed to areas above the high water mark before such flows occur.
16. Staging/storage areas for equipment and materials shall be located outside of the stream.
17. Spoil sites shall not be located within a stream/lake, where spoil shall be washed back into a stream/lake, or where it will cover aquatic or riparian vegetation.
18. Precautions to minimize turbidity/siltation shall be taken into account during project planning and implementation. This may require that the work site be isolated and/or the construction of silt catchment basins, so that silt, or other deleterious materials are not allowed to pass to downstream reaches. The placement of any structure or materials in the stream for this purpose, not included in the original project description, shall be coordinated with the Department. Coordination shall include the negotiation of additional Agreement provisions.
19. Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering the waters of the state. These materials, placed within or where they may enter a stream/lake, by Operator or any party working under contract, or with the permission of the Operator, shall be removed immediately.
20. The Operator shall comply with all litter and pollution laws. All contractors, subcontractors and employees shall also obey these laws and it shall be the responsibility of the operator to ensure compliance.
21. No equipment maintenance shall be done within or near any stream channel where petroleum products or other pollutants from the equipment may enter these areas under any flow.
22. Any equipment or vehicles driven and /or operated within or adjacent to the stream/lake shall be checked and maintained daily, to prevent leaks of materials that if introduced to water could be deleterious to aquatic life.
23. The Operator shall **provide a copy of this Agreement to all contractors, subcontractors, and the Operator's project supervisors. Copies of the Agreement shall be readily available at work sites at all times during periods of active work and must be presented to any Department personnel, or personnel from another agency upon demand. All project personnel shall comply with all terms and conditions of this agreement.**
24. The Department reserves the right to enter the project site at any time to ensure compliance with terms/conditions of this Agreement.
25. The Operator shall notify the Department, **in writing, at least five (5) days prior to initiation of construction (project) activities and at least five (5) days prior to completion of construction (project) activities.** Notification shall be sent to the Department at 4949 Viewridge Avenue, CA 92123, Attn: Pam Beare.
26. It is understood the Department has entered into this Streambed Alteration Agreement for purposes of establishing protective features for fish and wildlife. The decision to proceed with the project is the sole responsibility of the Operator, and is not required by this agreement. **It is further agreed all liability and/or incurred cost related to or arising out of the**

RECEIVED
Coast Region

MAY 7 2001

CALIFORNIA
WATER COMMISSION

PLANT LIST AND PLANTING SPECIFICATIONS

5-01-038
Exhibit 11
applicant's Plant list



| | | | |
|------|--------|-------------|---------|
| DIST | COUNTY | PROJECT NO. | DATE |
| 07 | LA | 50 | 1.2/1.9 |

LYNNE LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

MOFFATT & NICHOL ENGINEERS
40 NORTH VINEYARD AVENUE, SUITE 200
ONTARIO, CALIFORNIA 91764

LYNN CAPOVIA, INC.
3822 CAMPUS DRIVE, SUITE 120
NEWPORT BEACH, CA 92666

The State of California or its officers or agent shall not be responsible for the accuracy or completeness of the electronic copies of this plan or sheet.

| LOCAL COMMISSION | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|----------|--------|-----------------------|------------------|------------|---------------|----------------|-------|------------|----------------|--------------|-------------------------|-------------|---------|---------|-----------------|---------------------------|---------------|----|-----|-------|-------|-------|---------|
| PLANT GROUP | PLANT No | SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | QUANTITY EACH | HOLE SIZE (mm) | | BASIN TYPE | IRON SULFATE ① | SOIL AMEND ① | COMMERCIAL FERTILIZER ① | | MULCH ① | STAKING | PLANTING LIMITS | | | | | | | | REMARKS |
| | | | | | | | DIA | DEPTH | | | | PLANTING | PLY ESTB | | | TRVD WAY | MINIMUM DISTANCE (m) FROM | ON CENTER (m) | | | | | | |
| A | 1 | • | ATRIFLEX LENTIFORMIS | QUAILBUSH | *1 CONT | 374 | ② | ② | 1 | -- | -- | 3-7g TAB | .2kg | .042m3 | -- | -- | -- | -- | -- | ④ | SHRUB | | | |
| | 2 | ⊙ | SCHINUS MOLLE | CALIF. PEPPER | *1 CONT | 161 | 250 | ② | 1 | -- | ③ | 3-7g TAB | .2kg | .065M3 | ⑤ | 12.5 | 9.5 | 7.5 | 6 | 7 | ④ | TREE | | |
| B | 3 | ① | MYOPORUM LAETUM | MYOPORUM | *5 CONT | 61 | 500 | ② | 1 | -- | ③ | 8-7g TAB | .2kg | .042m3 | -- | 9.5 | -- | 6 | 6 | 6 | 7 | ④ | SHRUB | |
| | 4 | ⊙ | RHAPHOLEPIS INDICA | INDIAN HAWTHORNE | *5 CONT | 57 | 500 | ② | 1 | -- | ③ | 8-7g TAB | .2kg | .042m3 | -- | -- | 2.5 | 3 | 3 | 2.5 | 3 | ④ | SHRUB | |
| | 5 | ⊙ | XYLOSMA COMGESTUM | XYLOSMA | *5 CONT | 17 | 500 | ② | 1 | -- | ③ | 8-7g TAB | .2kg | .042m3 | -- | -- | 4.5 | 4.5 | 3 | 3 | 3.5 | ④ | SHRUB | |
| D | 6 | ▨ | SCIRPUS SPP. | BULRUSH | ROOT CLUMP | 953 | ② | ② | -- | -- | ③ | 1-7g TAB | .2kg | -- | -- | -- | -- | -- | -- | -- | -- | 1.52 | SHRUB | |
| | 7 | ▨ | TYPHA SPP. | CATTAILS | ROOT CLUMP | 953 | ② | ② | -- | -- | ③ | 1-7g TAB | .2kg | -- | -- | -- | -- | -- | -- | -- | -- | 1.52 | SHRUB | |
| H | 8 | ⊙ | CARPOBROTUS EDULIS | HOTTENTOT FIG | CUTTING | 18,994 | -- | -- | -- | -- | ③ | 3.6kg/100m2 | 2.1kg/100m2 | -- | -- | -- | 2 | 2 | 2 | 2 | 2.5 | .3048 | SHRUB | |
| W | 9 | ⊙ | SALIX SPP. | WILLOW | CUTTING | 538 | ② | ② | -- | -- | ③ | 1-7g TAB | .2kg | -- | -- | -- | -- | -- | -- | -- | -- | ④ | SHRUB | |
| | 10 | ⊙ | BACCHARIS SALICIFOLIA | MULEFAT | CUTTING | 310 | ② | ② | -- | -- | ③ | 1-7g TAB | .2kg | -- | -- | -- | -- | -- | -- | -- | -- | ④ | SHRUB | |

APPLICABLE WHEN CIRCLED:

- ①-Quantities shown are 'per plant' unless shown as m² application rates.
- ②-Sufficient to receive root ball.
- ③-Does not apply to mulch areas.
- ④-As shown on plans.
- ⑤-Unless otherwise shown on plans.
- ⑥-See detail.
- ⑦-See Special Provisions.
- ⑧-Soil Amendments - Per 93m² 3m³ Nitroized wood shavings Fertilizer (Per Specification)
- ⑨-Backfill Mix 6 Parts Topsoil (by volume) 4 Parts Nitroized wood shavings (by volume) Fertilizer (Per Specification)

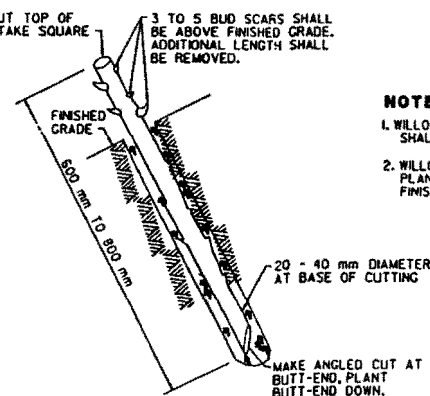
LEGEND:



WILDFLOWER MIX HYDROSEED - REFER TO SPECIFICATION 214m² TOTAL AREA - SEE HP-9, HP-10 & HP-11 FOR LOCATION.

NOTE: CONTRACTOR TO STOCKPILE TOPSOIL (75mm DEPTH) AND REUSE TO RESTORE EXISTING WETLANDS AREAS IMPACTED BY NEW CONSTRUCTION.

CUT TOP OF STAKE SQUARE
3 TO 5 BUD SCARS SHALL BE ABOVE FINISHED GRADE. ADDITIONAL LENGTH SHALL BE REMOVED.



NOTES:

1. WILLOW AND BACCHARIS CUTTINGS SHALL PROTRUDE ABOVE FINISHED GRADE.
2. WILLOW AND BACCHARIS CUTTINGS SHALL BE PLANTED WITH 80% OF THEIR LENGTH BENEATH FINISHED GRADE.

SECTION
LIVE WILLOW AND BACCHARIS CUTTINGS
NO SCALE

NOTE:

Underlined portions of botanical name indicate abbreviations used on Planting Plans.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

PLANT LIST
HP-1

| | | | | | | | | | | | |
|--|--|------------------|--|----------------------------|--|------|--------------|--|--|--|--|
| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | | DESIGN OVERSIGHT | | CALCULATED/ DESIGNED BY | | DATE | REVISOR BY | | | | |
| J. Gifford LANDSCAPE ARCHITECTURE | | ED BOLL | | CHECKED BY | | | DATE REVISED | | | | |

Urban Landscape Architecture

ED 8017

| | |
|-------------|--|
| DESIGNED BY | |
| CHECKED BY | |

| | |
|-------------|---------------|
| REVISSED BY | DATE REVISSED |
|-------------|---------------|

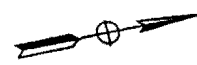
SEE SHEET HP-20 FOR IRRIGATION PLAN FOR THIS AREA

PLANTING PLAN
SCALE 1:500
HP-10

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

| FOR REDUCED PLANTS ORIGINAL | 0 | 20 | 40 | 60 | 80 |
|-----------------------------|---|----|----|----|----|
|-----------------------------|---|----|----|----|----|

5-01-038
Exh. bit 12
wetland mitigation
plan p'



| DIST | COUNTY | ROUTE | ISSUED MAY 1961 | EXPIRATION DATE |
|------|--------|-------|-----------------|-----------------|
| 07 | LA | 90 | 1.24.9 | |

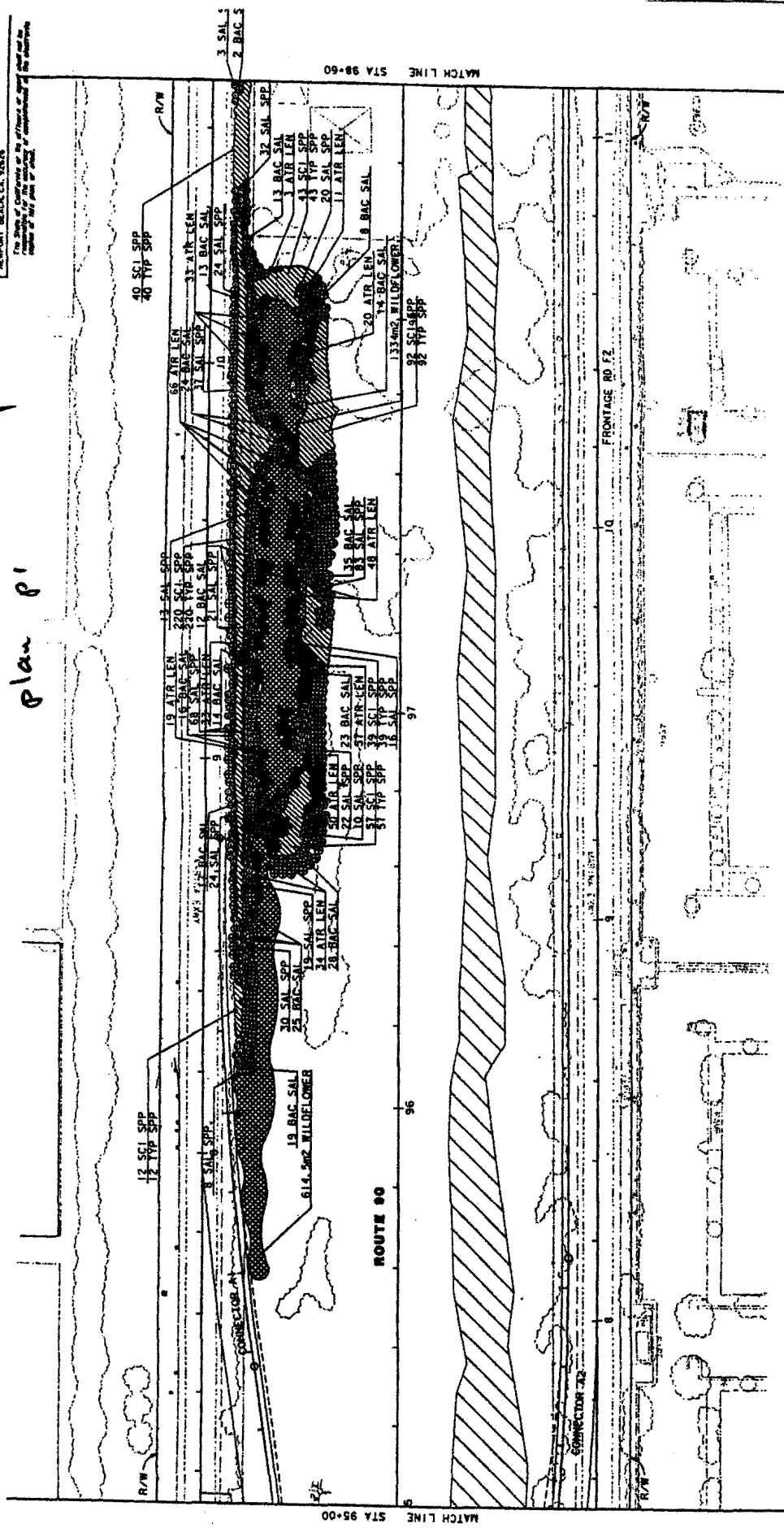

LICENSEE Wm. L. Lane

LICENSED PLUMBING CONTRACT

PLANS APPROVAL DATE _____

NOTARY AT SCHOOL ENGINEERS
 1000 S. GARDEN ST. SUITE 200
 ANAHEIM, CALIFORNIA 92814

LYNN CARPUS, INC.
 3825 CAMPUS DRIVE, SUITE 80



| | | | | | | | | | |
|--|--|------------------------|--|------------------------|--|------------------------|--|------------------------|--|
| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | | DESIGN OVERSIGHT | | ED BOLL | | CHECKED BY | | DATE | |
| Landscape Architecture | | Landscape Architecture | | Landscape Architecture | | Landscape Architecture | | Landscape Architecture | |
| CALCULATED BY | | DESIGNED BY | | DATE | | REVIS | | DATE | |
| REVIS | | DATE | | REVIS | | DATE | | REVIS | |

SEE SHEET HP-21 FOR IRRIGATION PLAN FOR THIS AREA

PLANTING PLAN
SCALE 1"=500
HP-11

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

FOR REDUCED PLANS ORIGINAL 0 20 40 60 80

DIST 07
COUNTY LA
DATE 1.27.1.9
PROJECT 1.27.1.9
SHEET 12
TOTAL SHEETS 12

DAVID L. SMITH
MECHANICAL ENGINEER
12345
12345
12345

PLANS APPROVAL DATE

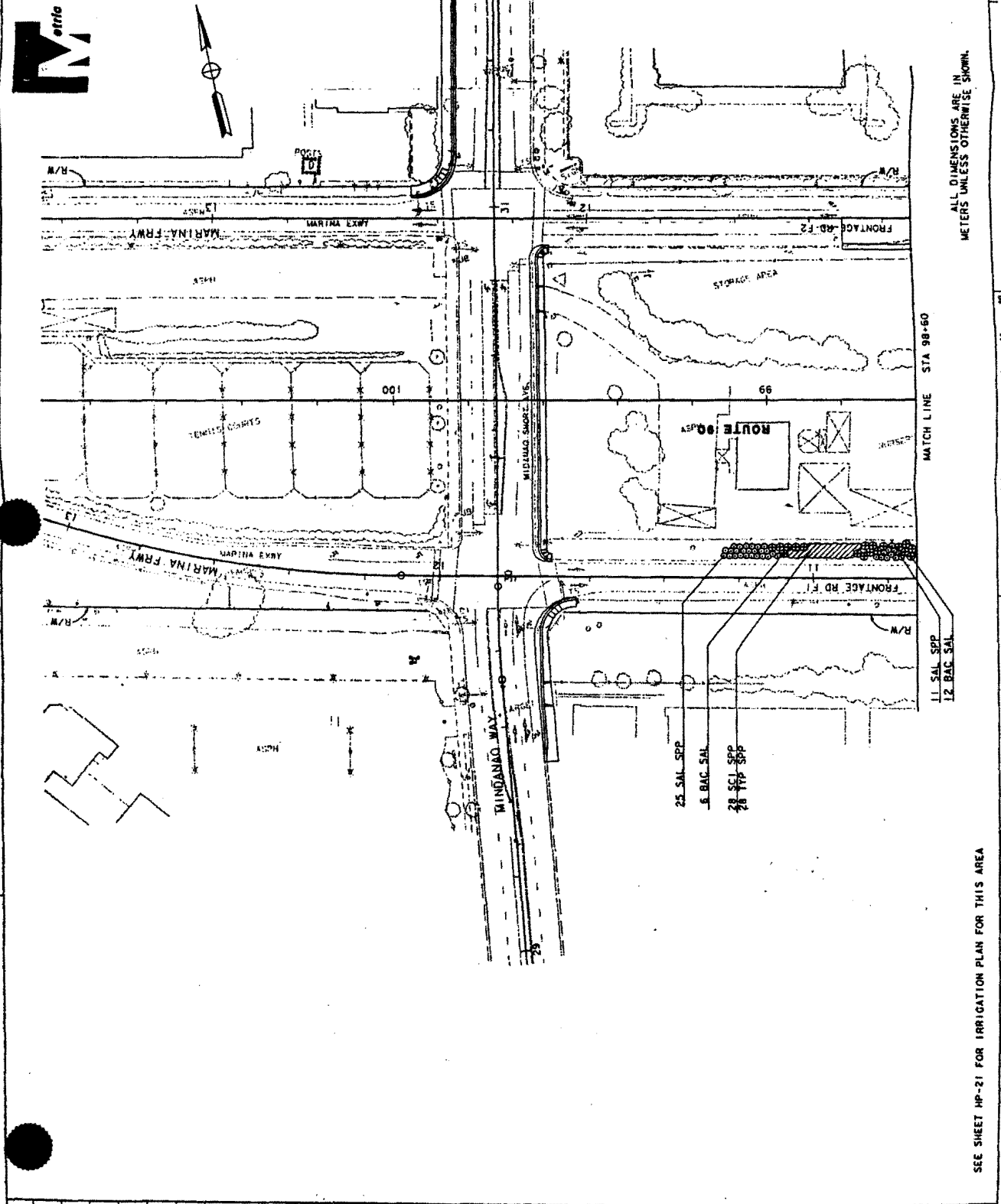
APPROVED BY

APPROVAL DATE

APPROVED BY

APPROVAL DATE

APPROVED BY



5 01038
Exhibit 12
Wetland mitigation
plan 12

5.01038

Exhibit 13
P. 1

5.01.038

Grading plan
P. 1

NOTES:

1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.
2. FOR LEGEND AND ADDITIONAL NOTES SEE SHEET G-1.
3. SEE HP-18 FOR IRRIGATION PLAN.

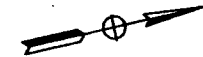
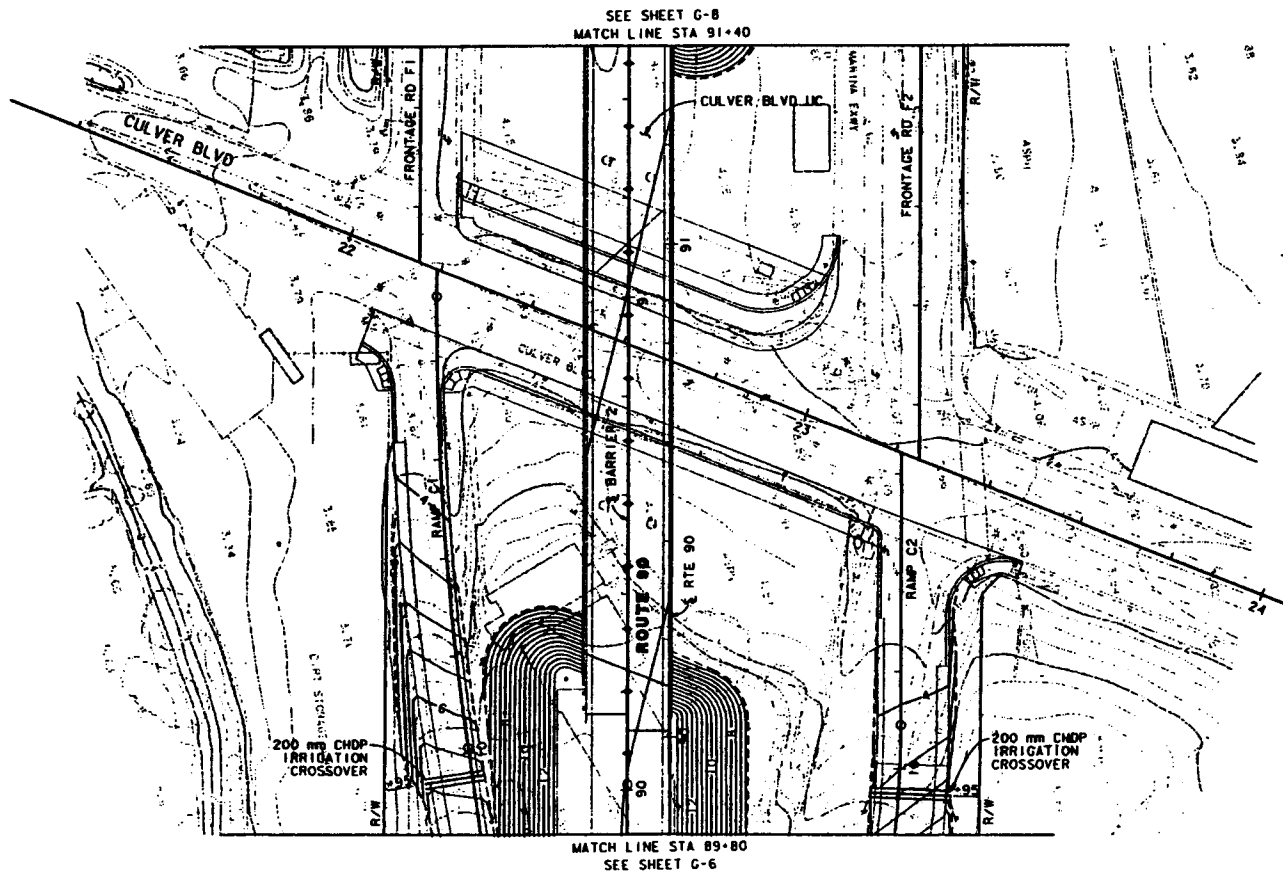


| DIST | COUNTY | ROUTE | KILOMETER POST TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|--------|-------|------------------------------|-----------|--------------|
| 07 | LA | 90 | 1.9/R2.9 | | |

REGISTERED CIVIL ENGINEER
 M.A. KRAMER
 No. 49030
 Exp. 8-30-01
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE _____
 MOFFATT & MOCHL ENGINEERS
 405 NORTH VINEYARD AVENUE, SUITE 200
 ONTARIO, CALIFORNIA 91764

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CONTOUR GRADING

SCALE 1:500

G-7

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FOR REDUCED PLANS

0 20 40 60 80

11-13-00

Exhibit 13
p2

5.01.038

Grading plan p2

NOTES:

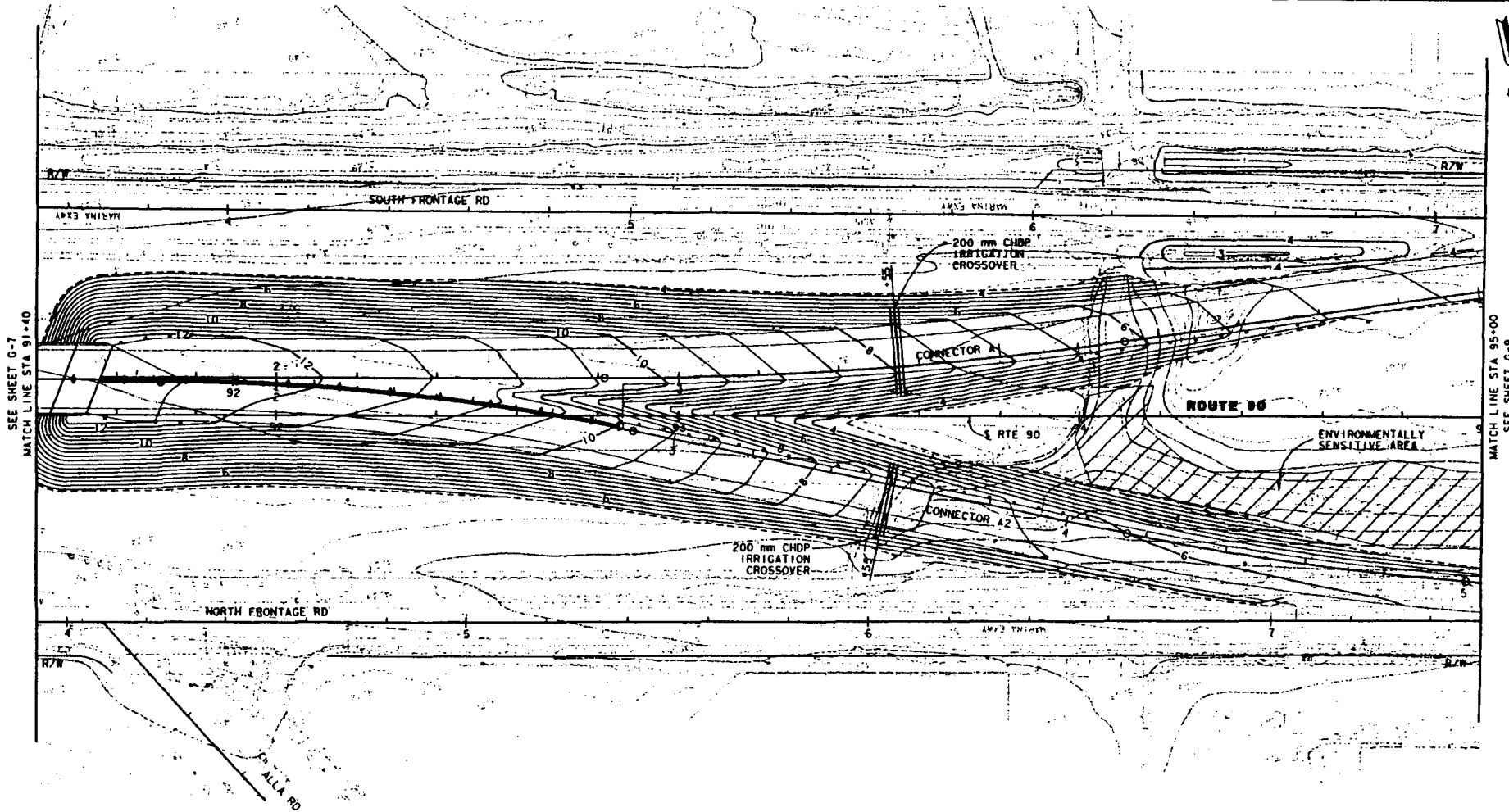
1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.
2. FOR LEGEND AND ADDITIONAL NOTES SEE SHEET G-1.



| DIST | COUNTY | ROUTE | KILOMETER POST TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|--------|-------|------------------------------|-----------|--------------|
| 07 | LA | 90 | 1.9/R2.9 | | |

REGISTERED CIVIL ENGINEER
M.A. KRAMAN
8-12-00
PLANS APPROVAL DATE
MOFFATT & MOHOL ENGINEERS
495 NORTH VINEYARD AVENUE, SUITE 200
ONTARIO, CALIFORNIA 91764
CIVIL
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DESIGNED BY
CHECKED BY
DATE REVISED
CALCULATED BY
DESIGNED BY
DATE REVISED
FELIX S. MESFIN
SEE SHEET G-7
MATCH LINE STA 91+40
SEE SHEET G-9
MATCH LINE STA 95+00
SEE SHEET G-9



CONTOUR GRADING

SCALE 1:500

G-8

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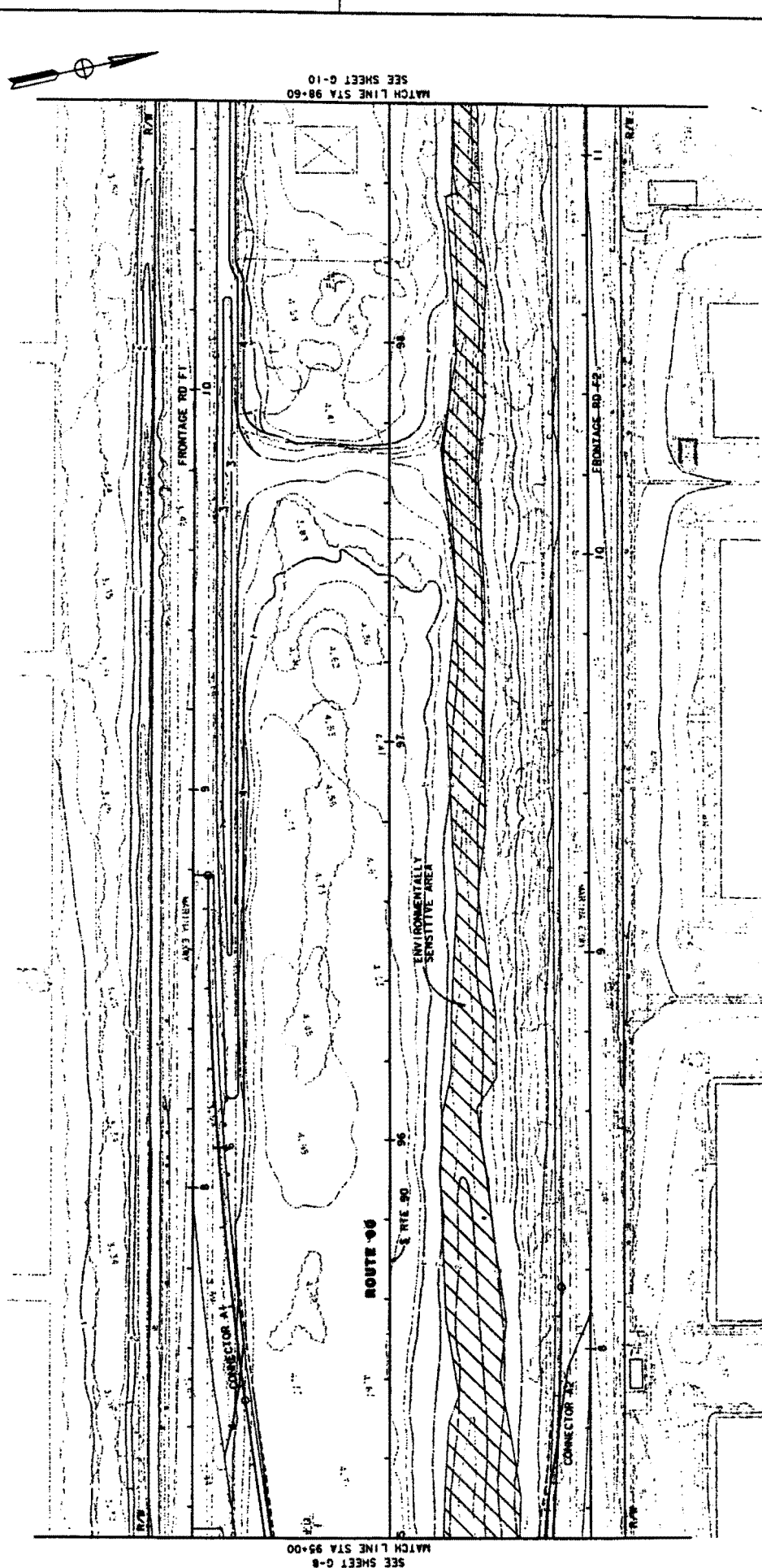
FOR REDUCED PLANS 0 20 40 60 80

DATE 11-13-00

5-01-038
gradins plan p.3

[illegible]

1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.
2. FOR LEGEND AND ADDITIONAL NOTES SEE SHEET G-1.



CONTOUR GRADING

ALL DIMENSIONS ARE IN
METERS UNLESS OTHERWISE SHOWN.

THIS PLAN ACCURATE FOR CONTOUR GRADING ONLY.

FOR REDUCED PLANS

Exhibit 13
p4

5-01-038
Grading plan p4

NOTES:

1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.
2. FOR LEGEND AND ADDITIONAL NOTES SEE SHEET G-1.



| DIST | COUNTY | ROUTE | KILOMETER POST TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|--------|-------|------------------------------|-----------|--------------|
| 07 | LA | 90 | 1.9/R2.9 | | |

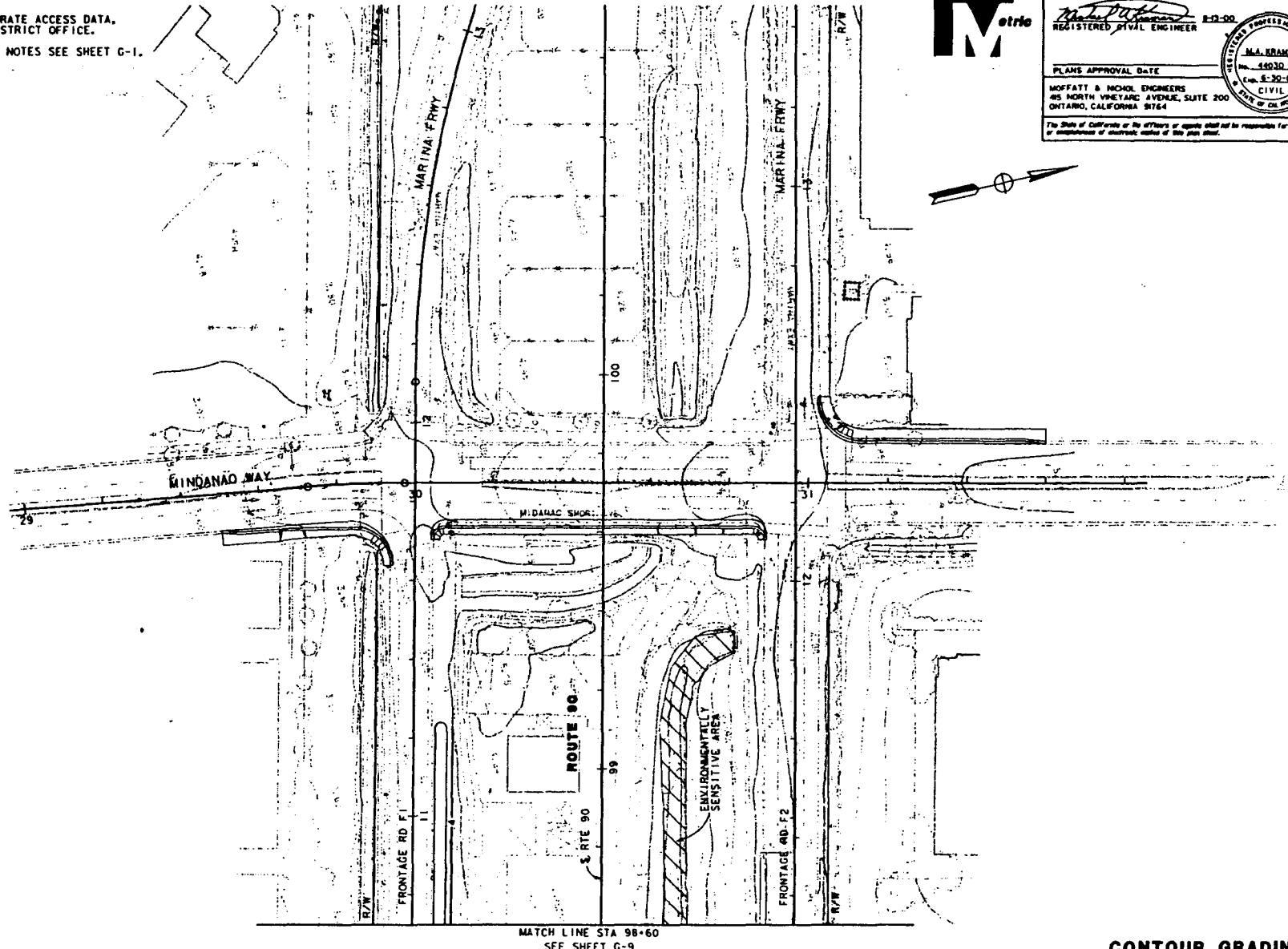
Michael P. Graham
REGISTERED CIVIL ENGINEER
E-12-00

PLANS APPROVAL DATE: _____

MOFFATT & MOHR, ENGINEERS
405 NORTH VINETAR AVENUE, SUITE 200
ONTARIO, CALIFORNIA 91764

M.A. KRAMER
No. 18030
Exp. 8-30-02
CIVIL
SEAL OF PROFESSIONAL ENGINEER

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MATCH LINE STA 98+60
SEE SHEET G-9

THIS PLAN ACCURATE FOR COUNTOUR GRADING ONLY.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

CONTOUR GRADING

SCALE 1:500

G-10

FOR REDUCED PLANS 0 20 40 60 80

11-13-00

5-01-038 Bridge View

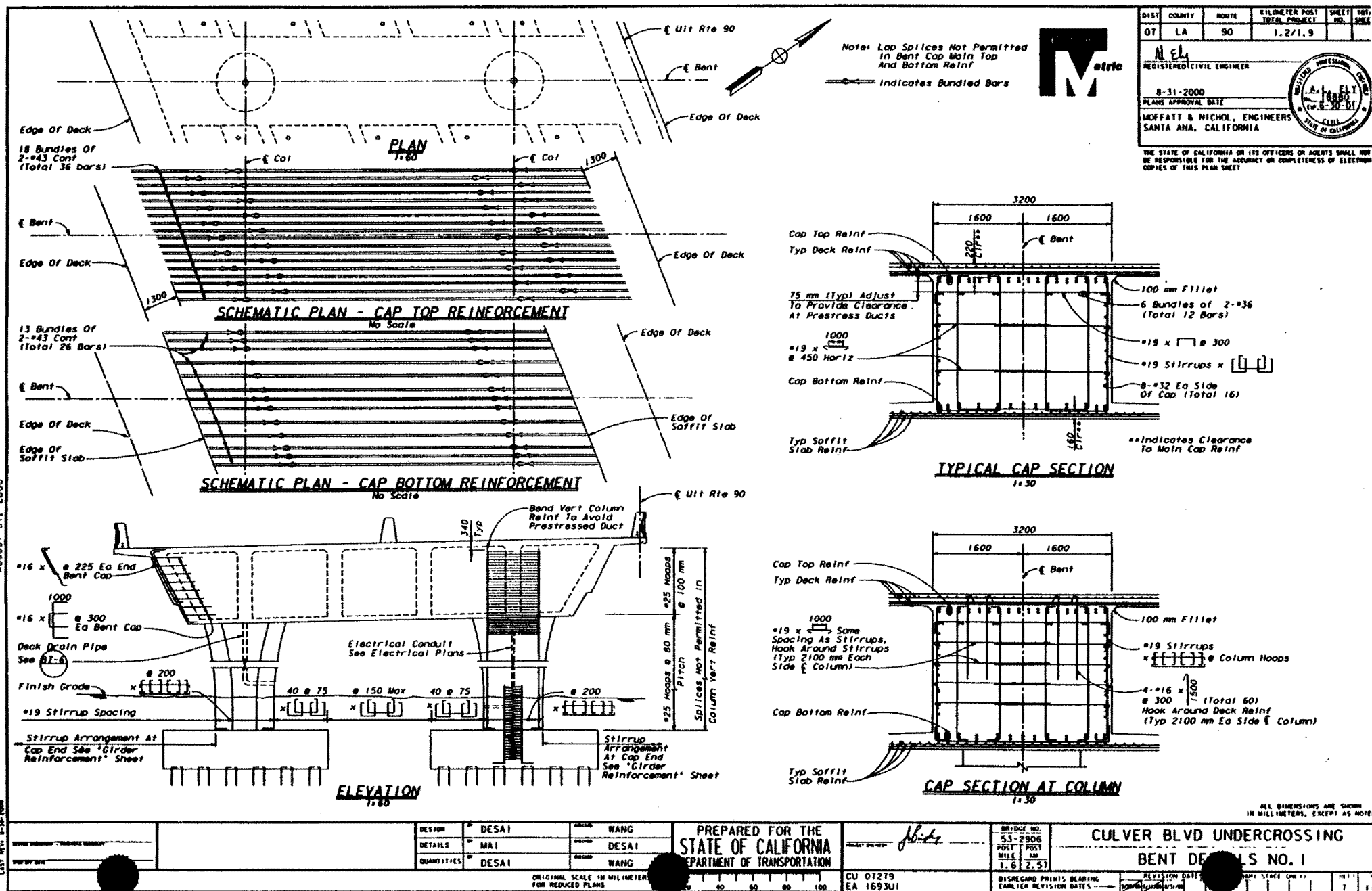
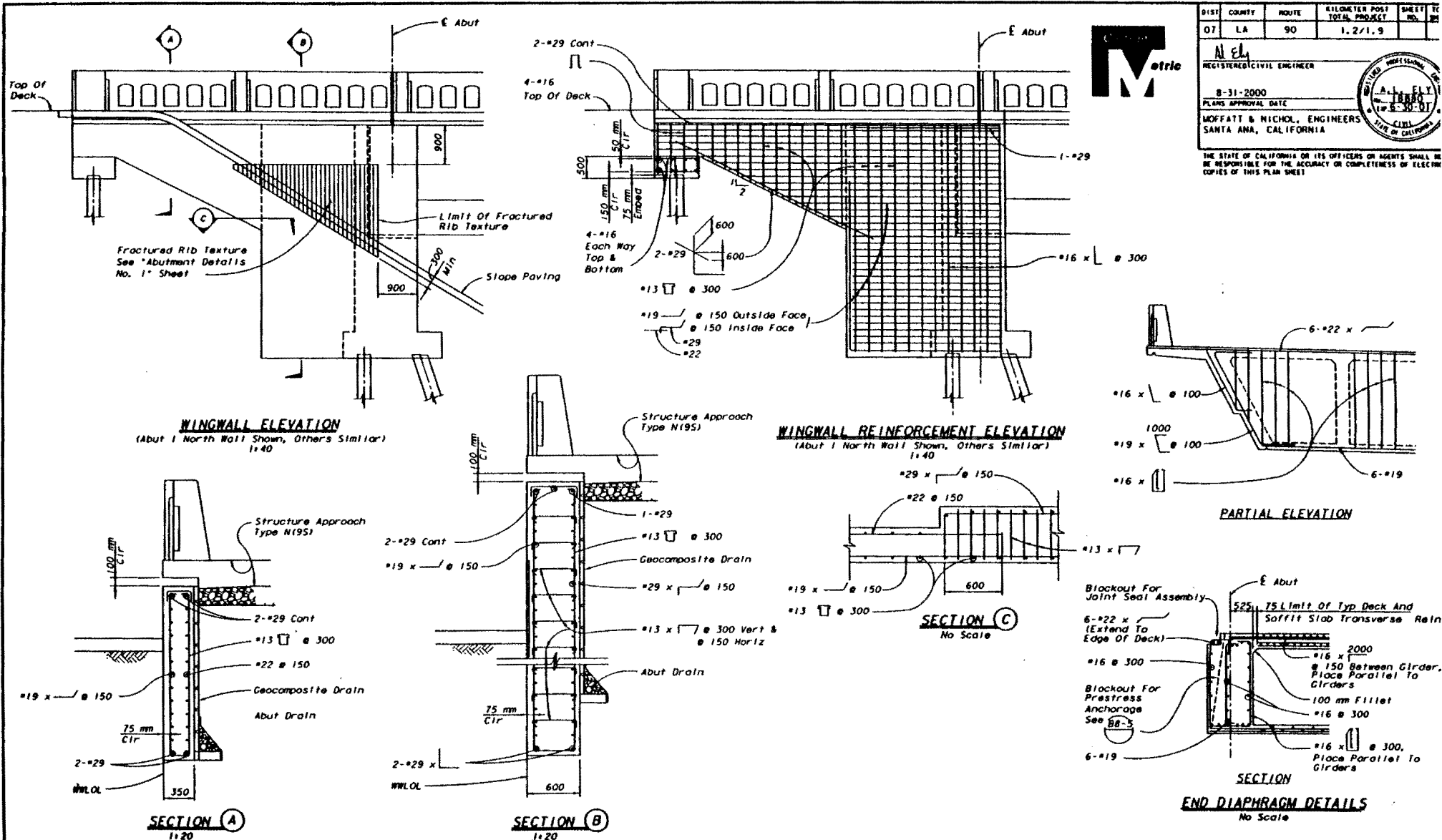


Exhibit 14
p 2

Bridge 100 and
Bridge elevation
5-01-038



| DIST | COUNTY | ROUTE | KILOMETER POST TOTAL PROJECT | SHEET NO. |
|------|--------|-------|------------------------------|-----------|
| 07 | LA | 90 | 1.2/1.9 | 38 |

Metric

REGISTERED CIVIL ENGINEER

8-31-2000

PLANS APPROVAL DATE

MOFFATT & NICHOL, ENGINEERS
SANTA ANA, CALIFORNIA

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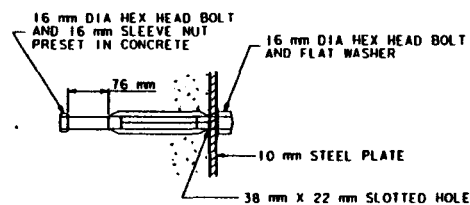
AUGUST 31, 2000

43174-02-CULVER UNDERCROSSING ABUTMENT DETAIL NO. 3
LAST REV. 12-20-00

| | | | | | | |
|---|-------|---------|-------|------------------------------|---|---------|
| DESIGN | DESAI | DRAWN | WANG | PREPARED FOR THE | BRIDGE NO. | 53-2906 |
| DETAILS | MAI | CHECKED | DESAI | STATE OF CALIFORNIA | POST 1 POST | 1.6 |
| QUANTITIES | DESAI | DATE | WANG | DEPARTMENT OF TRANSPORTATION | MILE 1.6 | 2.57 |
| ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS | | | | CU 07279 | DISCARD PRINTS BEARING EARLIER REVISION DATES | |
| | | | | EA 1693U1 | REVISION DATES (PRELIMINARY) STATE 12/20/00 | |

CULVER BLVD UNDERCROSSING
ABUTMENT DETAILS NO. 3

5-01-038
Bridge view
rail



910 mm

64 mm

64 mm

10 mm RECESS IN CONC BARRIER FOR STEEL PLATE

CONCRETE BARRIER (TYPE 60W)

CLOSURE PLATE ANCHOR BOLT DETAILS

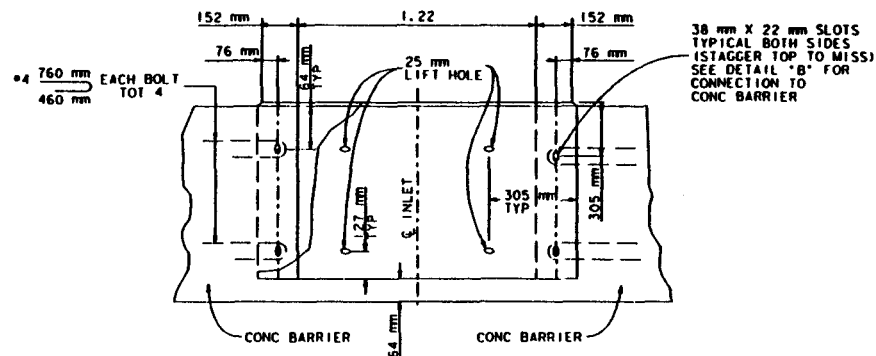


Diagram illustrating a 25 mm lift hole in a 10 mm steel plate. The diagram shows a cross-section of the plate with a lift hole. A concave barrier is positioned below the lift hole, and a cleanout or inlet is shown at the bottom of the structure.

ISOMETRIC VIEW

CONCRETE BARRIER SCUPPER DETAIL

STEEL CLOSURE PLATE DETAIL

**CONCRETE BARRIER (TYPE 60W),
STEEL CLOSURE PLATE DETAIL AND
CONCRETE BARRIER SCUPPER DETAIL**

CONSTRUCTION DETAILS

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

C - 29

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 S.O. SPRING ST.
LOS ANGELES, CA 90012-3808
TDD (213) 897-6610
(213) 897-0703

5.01.038
Exh.b.1 15 p1
Caltrans' project
justification

RECEIVED
South Coast Region



September 19, 2001

SEP 21 2001

CALIFORNIA
COASTAL COMMISSION

Ms. Pam Emerson
California Coastal Commission
South Coast District
200 Oceangate, 10th Floor
Long Beach, CA 90802-4325

RE: Proposed Culver Boulevard Project at State Route 90 (Marina Del Rey Freeway), Los Angeles, CA
(CDP 5-01-038)

Dear Ms. Emerson,

Per your request, the following paragraph and supporting documents should fulfill your request for more information regarding funding for the proposed Culver Boulevard Project at State Route 90 (Marina Del Rey Freeway), Los Angeles County, CA.

Budgetary Information

Attached is the budgetary information for the above-mentioned project. These two sheets (one for EA 169311 is for the portion of the project to modify the Centinela Avenue Interchange, which is mostly outside of the Coastal Zone; one for EA 169321 is for the portion of the project to construct the undercrossing at Culver Boulevard, which is inside the Coastal Zone). Please note that the Fund Source 1 of 1 indicates that the money will be from the State Transportation Improvement Program (STIP, see attached sheets explaining this funding program). As mentioned, the California Transportation Commission adopted the STIP in June 1998. If another funding source (including, but not limited to local government agencies) would be identified on this form. No other funding source is identified, therefore, the STIP is the only funding source for this project. In addition, we are providing two diagrams explaining the STIP Fund Allocation and the STIP Process.

Definition of LA-90

As defined in Section 390 in the Streets and Highways Code, Route 90 is from Route 1 northwest of the Los Angeles International Airport to Route 91 in Santa Ana Canyon passing near La Habra (see attached sheets).

Legislative History of the Road

Route 90 was added to the State Highway System in 1947 and is called the Marina Expressway (access controlled) from Route 1 (Lincoln Boulevard) to Ballona Creek. Route 90 was designed and build by State Funding by contracts administered by the State with work by General Contractors (some Federal funding may have been used). The California Department of Transportation owns, operates and maintains the short segment of Route 90 from Route 1 to Slauson Avenue. However, we question the relevance of this request.

Ms. Pam Emerson
September 19, 2001
Page 2 of 2

Caltrans justification
Exhibit 15
p2
S.O.I. 038

Caltrans Plan for This Roadway Segment

Caltrans has no specific master plan for this or any freeway / expressway. Caltrans' process indicates that as needs are identified, they are forwarded to the California Transportation Commission (CTC) for prioritization and funding. Because of the need generated by work and recreational congestion, this project has been funded as a highly needed project by the CTC. In addition, Caltrans is not in the real estate business, and is legally mandated by law to dispose of unnecessary real estate. This area was designated as needed for this project since it was built in 1972.

Ambient Growth in Area

The Southern California Association of Governments growth projections indicate that a minimum of two percent per year of growth is expected in this area. The project is needed to maintain the current traffic capacity by accommodating continuing growth. Caltrans will continue to pursue more traffic growth information, and will provide it in the immediate future.

Project Alternatives

A full range of alternatives were considered, prior to selecting this alternative which was considered the Least Environmentally Damaging Practicable Alternative.

Your assistance in bringing this project before the Coastal Commission in October 2001 is greatly appreciated. If you have any questions or require additional information, please contact me at (213) 897-0703.

Sincerely,



Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Caltrans District 7

State Transportation Improvement Program PPNO 2012B, Version Number 2

(Dollars in Thousands)

| | | |
|----------------------------------|--|-----------------------|
| DIST: 07 Los Angeles County | TITLE/DESC: | LEAD AGENCY: Caltrans |
| ROUTE: 90 PM: 1.8 | Playa Vista Area Congestion Improvement | MPO: SCAG |
| PPNO: 2012B KP: 2.9 | Near Marina Del Rey - Centinela Avenue Interchange | CORRIDOR: |
| EA: 169321 MPO ID: | (Playa Vista Area Congestion Improvement Projects) - | PRJ MGR: Jerrel Kam |
| CTIPS ID: 109-0000-0345 | modify signals, widen off-ramps, restripe | PHONE: |
| ELEMENT: Caltrans Capital Outlay | | CALNET: |

ASSEMBLY: 61
SENATE: 25
CONGRESS: 32, 36

PROJECT VERSION HISTORY (Printed Version Is Shaded)

| Version | Status | Date | Updated By | Change Reason | Amend No. | Vote | Cum Award | Programmed Dollars in Thousands - Total For Project | PA & ED | PS & E | RW Sup | Con Sup |
|---------|----------|----------|------------|-----------------------|-----------|------|-----------|---|---------|--------|--------|---------|
| 2 | Official | 12/08/00 | KBALA | Adoption - Carry Over | G-00-32 | | | 404 | | 61 | | 728 |
| 1 | Official | 06/02/98 | JHARPER | Adoption | G-98-08 | | | 404 | | 61 | | 728 |

Fund Source 1 of 1 STIP - RIP (Grandfathered)

| | VOTE | DATE | AMOUNT | PRIOR | 00/01 | 01/02 | 02/03 | 03/04 | 04/05 | 05/06 | FUTURE | TOTAL |
|----------------------------------|------|------|--------|---------|-------|-------|-------|-------|-------|-------|--------|-------|
| • Fund Type: National Hwy System | | | | | | | | | | | | |
| • Program Code | | | | | | | | | | | | |
| 20.XX.075.413 (State Highway) | | | | | | | | | | | | |
| • Funding Agency | | | | | | | | | | | | |
| | | | | PA & ED | | | | | | | | |
| | | | | PS & E | 61 | | | | | | | 61 |
| | | | | RW SUP | | | | | | | | |
| | | | | Con SUP | | | 728 | | | | | 728 |
| | | | | RW | | | | | | | | |
| | | | | CON | | | 404 | | | | | 404 |
| | | | | TOTAL | 61 | | 1,132 | | | | | 1,193 |

HQ Comments:

***** Prior Versions *****

23 Jul 98 Suppl data reflects funding levels locked down in 03/98 by CT HQ with CTC

5-01-036
Exh. b. + 16
Project
information

(Dollars in Thousands)

LEAD AGENCY: Caltrans
MPO: SCAG
CORRIDOR:
PRJ MGR: Jerrel Kam
PHONE:
CALNET:

5.01.038
Exhibit 17
project information

California Home

Wednesday, S

Welcome to

California

HOLLYWOOD

[Caltrans Home](#)[Caltrans](#) > [Transportation Programming](#) > [Reports](#) > [Definitions](#)[Transportation Programming Home](#)[CTC Liaison](#)[STIP](#)[SHOPP](#)[FTIP/FTIP](#)[CMAQ/RSTP](#)[CTIPS](#)[Reports](#)[Feedback](#)[Comments](#)

Transportation Programming Programming Definitions

*Explanation
of print-out**5-01-038
Exh. b.1 18*

My CA

Programming Documents used in the State of California Described

State Programming Documents

The State Transportation Improvement Program (STIP), and the State Highway Operations and Program (SHOPP), are the two primary documents that program funds that are to be allocated projects by the California Transportation Commission (CTC). Each of these programming documents is based on the state fiscal year that begins July 1st.

State Transportation Improvement Program (STIP)

The STIP includes the programming of funds from the State Highway Account for projects within the capacity of the transportation system. The STIP is a four-year program, with the current STIP serving as a transitional six-year program. Projects in the STIP may include projects on state roads, local roads, intercity rail, or public transit systems. The Regional Transportation Planning (RTPAs) propose 75 percent of STIP funding for regional transportation projects in the State Transportation Improvement Programs (RTIPs). The California Department of Transportation (Caltrans) proposes 25% of STIP funding for interregional transportation projects in the State Transportation Improvement Program (ITIP). The current STIP was adopted by the CTC in 2000. The next update will occur April 2000.

State Highway Operation and Protection Program - (SHOPP)

The SHOPP, a four-year programming document, includes projects designed to maintain the integrity of the state highway system. It does not include projects to add through lanes or increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and other improvements. Other projects may include such things as operational improvements (e.g., signalization) and roadside rest areas.

Traffic Systems Management Plan (TSM Plan)

The TSM Plan was eliminated by SB-45(1997).

Federal Programming Documents

Metropolitan Transportation Improvement Program (FTIP)

Each of California's fifteen Metropolitan Planning Organizations (MPOs) prepare a Federal Transportation Improvement Program (TIP) incorporating all highway and transit projects funded by federal funds or of regional significance. Projects are drawn from the State STIP, SHOPP, and TSM Plan for their respective geographic regions along with any local and federal funded projects in the local road system. The FTIPs also include federally funded capital improvements to transit systems along with associated federal operating assistance programs.

Federal Statewide Transportation Improvement Program (FSTIP)**The Federal Statewide Transportation Improvement Program (FSTIP)**

The FSTIP is prepared by Caltrans, as required by the Intermodal Surface Transportation Act (ISTEA) of 1991. This Act requires all highway and transit projects in the State funded by the Federal Transit Act be included in this document.

In a nutshell, the FSTIP is a global funding document, incorporating all programming in MPO TIPs, the State STIP, SHOPP, TSM Plan and all local federal aid work in the state.

[Return to Transportation Programming Reports](#)

[Back to Top of Page](#)

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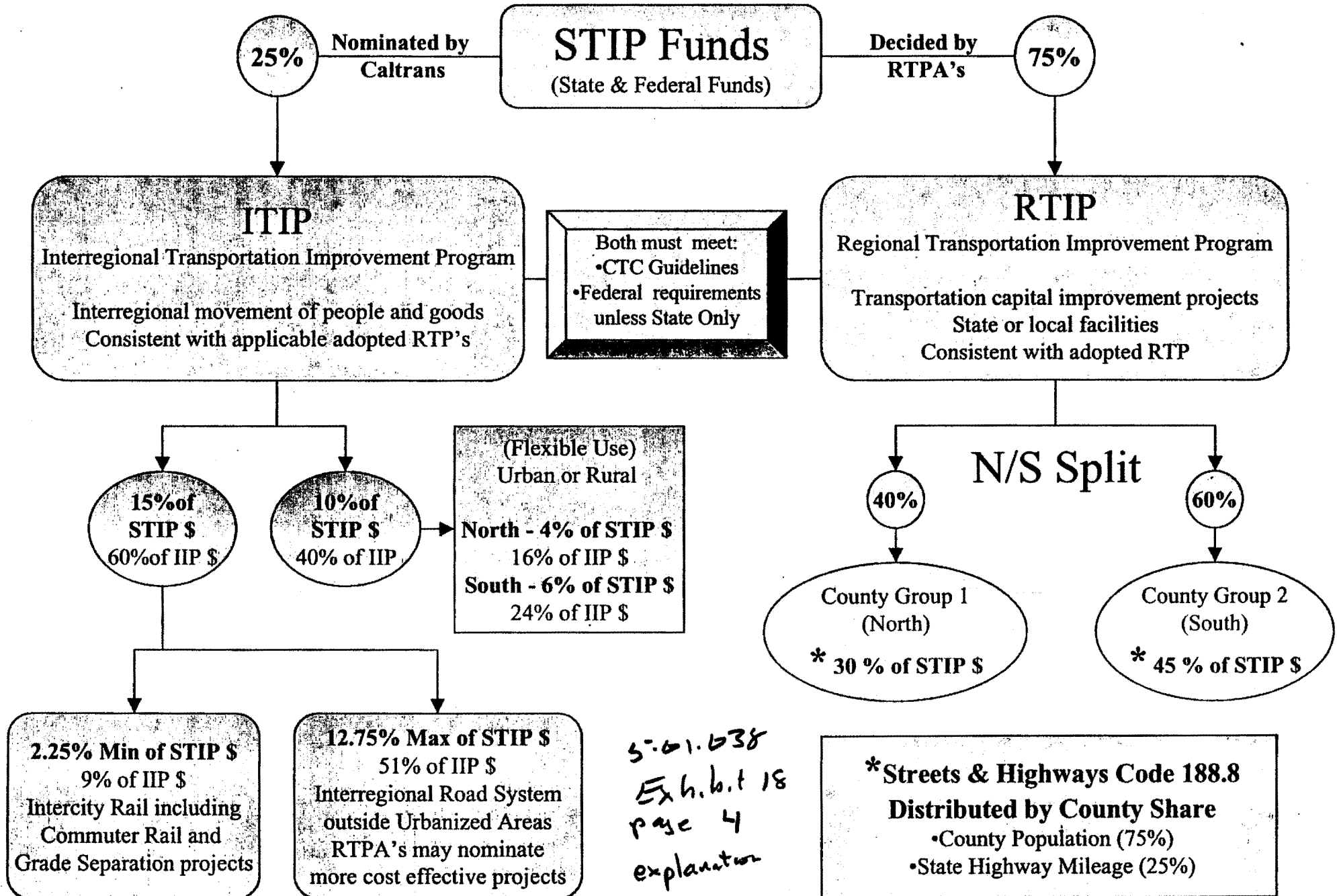
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p 3

State Transportation Improvement Program (STIP)

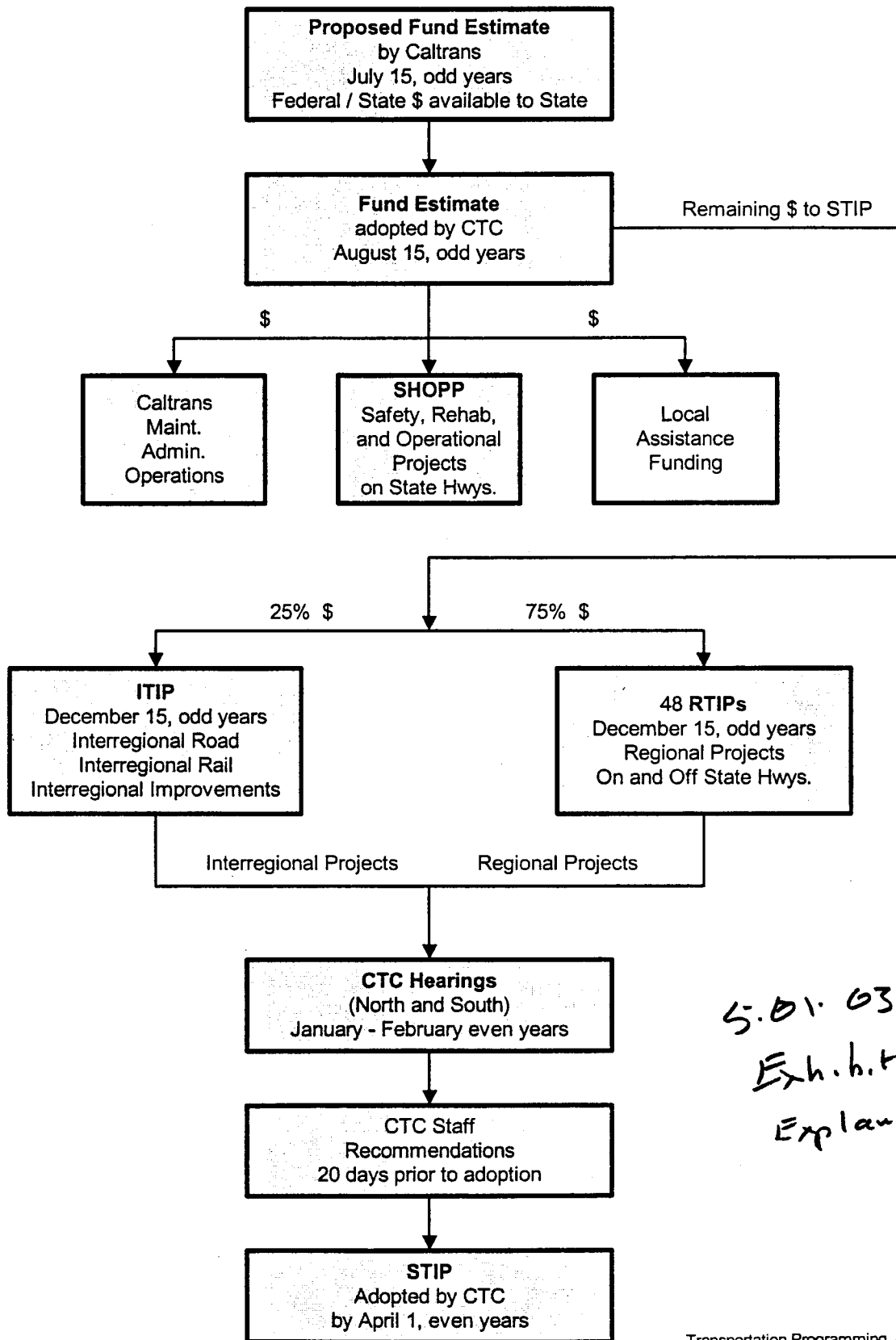
The STIP includes the programming of funds from the State Highway Account for projects to increase the capacity of the transportation system. The STIP is a four-year program, with the current 1998 STIP serving as a transitional six-year program. Projects in the STIP may include projects on State highways, local roads, intercity rail, or public transit systems. The Regional Transportation Planning Agencies (RTPAs) propose 75 percent of STIP funding for regional transportation projects in their Regional Transportation Improvement Programs (RTIPs). The California Department of Transportation (Caltrans) proposes 25% of STIP funding for interregional transportation projects in the Interregional Transportation Improvement Program (ITIP). The current STIP was adopted by the CTC June 1998. The next update will occur April 2000.

State Transportation Improvement Program (STIP) Fund Allocation



STIP PROCESS

(State Highway Account)



5.01.038
Exhibit 18
Explanation

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610
(213) 897-0686

5-01-038
Exh. b. t 19

RECEIVED
South Coast Region

letter



AUG 17 2001

CALIFORNIA August 16, 2001
COASTAL COMMISSION

File: LA-90

EA 1693U1

PM 1.2/1.8

Pam Emerson
California Coastal Commission
South Coast District
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302

Subject: Information to fulfill the final requirements for Coastal Development Permit 5-01-038. (Rt. 90 widening between Mindanao Way and Ballona Creek, Palms-Mar Vista-del-Rey, City of Los Angeles County.)

Dear Ms. Emerson,

Enclosed is the information you requested to finalize the pending Coastal Development Permit Application for the above listed Caltrans project.

Purpose and Need of the project

The project is proposed to relieve traffic congestion and improve safety by extending the Route 90-freeway section across Culver Blvd. It is needed to address existing and forecasted congestion levels due to the increased development in the area. The project will also alleviate congestion-related accidents that are expected to increase as congestion increases, should this project not be developed.

Traffic

Traffic volumes are projected to increase significantly along Route 90 due to ongoing and planned development as well as regional growth, to the extent that design year traffic demands are projected to substantially exceed capacity at a number of intersections without improvements. Currently there are over 200 proposed developments in the general area of the Route 90 corridor, which include Playa Vista (Phase I and II), the Marina del Rey Local Coastal Plan update, and the LAX Master Plan.

The following chart illustrates the statistics for the existing Level-of-Service at the Culver Boulevard/State Route 90 intersection.

| Intersection | Peak Hour | Existing Conditions |
|--|--------------|------------------------------|
| Culver Blvd. @ SR90 EB Culver Blvd. @ SR90 WB | AM Peak Hour | LOS D (0.90) LOS C (0.79) |
| Culver Blvd. @ SR90 EB Culver Blvd. @ SR90 WB | PM Peak Hour | LOS E (0.95) LOS F (1.13) |

Water Quality

The percentage of Route 90 runoff contributing to the defined wetland area is very small compared to the total surface runoff reaching the wetland. However, Caltrans is willing to incorporate fossil filters into the project to ensure that high levels of water quality are maintained in the area.

- Please see the attached drainage plans with the locations highlighted of where fossil filters will be utilized for the project, as well as a design of a Fossil Filter component.
- Please see the attached Fossil Filter literature taken from the manufacturers website (www.kristar.com/)

Project Funding

One hundred percent (100%) of the financing for construction for the proposed project will come from the Flexible Congestion Relief (FCR) funds through the Statewide Transportation Improvement Program (Caltrans funds). Because the project is being jointly funded, the City of Los Angeles will be responsible for one hundred percent (100%) of the design engineering. Caltrans will also be responsible for any project oversight cost.

The following items have also been included for your review:

- (1) 8 1/2 x 11 copy and (1) 11 x 17 copy of project profile plans, contour grading plans, and layout plans
- Wetlands exhibit which includes the increase in the mitigation amount


We trust that we have provided the additional information you required to finalize our application. Your assistance with bringing this project before the Coastal Commission is greatly appreciated.

California Coastal Commission
08/16/2001
Page 3

5-01-038
Exh.b.t 19
p 3

If you have any questions, please contact Stephanie Reeder, District 7 Coastal Commission Liaison at (213) 897-5446.

Sincerely,

A handwritten signature in cursive script, appearing to read "Aziz Elattar", followed by the letters "FOR" in a slightly larger, more formal script.

Aziz Elattar, Senior Environmental Planner
Division of Environmental Planning

Enclosures

5-01-03
Exhibit 2 P.1
1998 STIP
SEPTEMBER 1998
Funding
FUNDING INFO
(DOLLARS IN THOUSANDS)

Post-it Fax Note 7671

| | | |
|--------------------------------|-------------------------------|---------------|
| To <u>Pam Emerson</u> | Date <u>9/18/01</u> | # of <u>2</u> |
| Co./Dept. <u>Central Comm.</u> | From <u>Staphanie Roder</u> | |
| Phone # <u>(362) 590-5071</u> | Co. <u>Geltrians</u> | |
| Fax # <u>(362) 590-5084</u> | Phone # <u>(213) 897-5446</u> | |
| | Fax # <u>(213) 897-1060</u> | |

Document Type STIP

PRNO 2012A NPO ID: 00000000
DIST 7 COUNTY LOS ANGELES
ROUTE 60 EA 199511
ELS CYCO CONST YEAR 2002
PROJECT MGR Jared Kern
PM PHONE (213) 897-4334

RESPONSIBLE Caltrans
AGENCY:

DESCRIPTION State Route Del Rey - Miraflores Way to Culver Boulevard - construct underpassing, widen to 8 lanes

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00 STIP CON VOTE DATE & \$\$

| TOTAL PROJECT COST | | PRIOR | 98/99 | 99/00 | 00/01 | 01/02 | 02/03 | 03/04 | FUTURE | TOTALS |
|--------------------|--|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| R/W | | | | | | | | | | |
| CON | | | | | | 7,228 | | | | 7,228 |
| PA & ED | | | | | | | | | | |
| PS & E | | | | 1,374 | | | | | | 1,374 |
| RW SUPT | | | 388 | | | | | | | 388 |
| CON SUPT | | | | | | 2,378 | | | | 2,378 |
| SUPPORT TOTALS | | | 388 | 1,374 | | 2,378 | | | | 4,140 |
| GRAND TOTALS | | | 388 | 1,374 | | 9,606 | | | | 11,348 |
| 1998 STIP | | | | | | | | | | |
| TOTAL PROJECT COST | | PRIOR | 98/99 | 99/00 | 00/01 | 01/02 | 02/03 | 03/04 | FUTURE | TOTALS |
| R/W | | | | | | | | | | |
| CON | | | | | | 7,228 | | | | 7,228 |
| PA & ED | | | | | | | | | | |
| PS & E | | | | 1,374 | | | | | | 1,374 |
| RW SUPT | | | 388 | | | | | | | 388 |
| CON SUPT | | | | | | 2,378 | | | | 2,378 |
| TOTALS | | | 388 | 1,374 | | 9,606 | | | | 11,348 |
| 1999 STIP | | | | | | | | | | |
| TOTAL PROJECT COST | | PRIOR | 98/99 | 99/00 | 00/01 | 01/02 | 02/03 | 03/04 | FUTURE | TOTALS |
| R/W | | | | | | | | | | |
| CON | | | | | | | | | | |
| PA & ED | | | | | | | | | | |
| PS & E | | | | | | | | | | |
| RW SUPT | | | | | | | | | | |
| CON SUPT | | | | | | | | | | |
| TOTALS | | | | | | | | | | |
| 2000 STIP | | | | | | | | | | |
| TOTAL PROJECT COST | | PRIOR | 98/99 | 99/00 | 00/01 | 01/02 | 02/03 | 03/04 | FUTURE | TOTALS |
| R/W | | | | | | | | | | |
| CON | | | | | | | | | | |
| PA & ED | | | | | | | | | | |
| PS & E | | | | | | | | | | |
| RW SUPT | | | | | | | | | | |
| CON SUPT | | | | | | | | | | |
| TOTALS | | | | | | | | | | |

16930

1998 STIP
SEPTEMBER 1998
FUNDING INFO
 (DOLLARS IN THOUSANDS)

S.O. 1.038
Exh. 4.1 20 p2
Funding

Document Type **STIP**

PPNG **2012B** MPD 10:
 DIST **7** COUNTY **LOS ANGELES**
 ROUTE **90** EA **100021**
 ELE **0700** CONST YEAR **2002**

BACK PM **001.8** AHEAD PM
 BACK KP **002.8** AHEAD KP
 PROJECT MGR **Joan Khan**
 PM PHONE **(213) 827-0334**

98 STIP CON VOTE DATE & \$\$\$
 98 STIP PWD VOTE DATE & \$\$\$
 98 STIP RW VOTE DATE & \$\$\$
 98 STIP PSE VOTE DATE & \$\$\$
 98 STIP RW VOTE DATE & \$\$\$
 98 STIP PSE VOTE DATE & \$\$\$
 98 STIP RW VOTE DATE & \$\$\$
 98 STIP PSE VOTE DATE & \$\$\$

RESPONSIBLE Caltrans
 AGENCY:

DESCRIPTION **Near Marina Del Rey - General Aviation Interchange**

- modify signals, widen off-ramps, resurface

| TOTAL PROJECT COST | | PRIOR | 98/98 | 99/99 | 00/01 | 01/02 | 02/03 | 03/04 | FUTURE | TOTALS |
|------------------------------|----------------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| TRANSG CODE 076443 | R/W | | | | | | | | | |
| | CON | | | | | 484 | | | | 484 |
| | PA & ED | | | | | | | | | |
| | PS & E | | 61 | | | | | | | 61 |
| | R/W SUPT | | | | | 728 | | | | 728 |
| | CON SUPT | | | | | 728 | | | | 728 |
| | SUPPORT TOTALS | | 61 | | | 728 | | | | 789 |
| | GRAND TOTALS | | 61 | | | 1,192 | | | | 1,193 |
| 1998 STIP | | PRIOR | 98/98 | 99/99 | 00/01 | 01/02 | 02/03 | 03/04 | FUTURE | TOTALS |
| TRANSG CODE 076443 | R/W | | | | | | | | | |
| | CON | | | | | 484 | | | | 484 |
| | PA & ED | | | | | | | | | |
| | PS & E | | 61 | | | | | | | 61 |
| | R/W SUPT | | | | | 728 | | | | 728 |
| | CON SUPT | | | | | 728 | | | | 728 |
| | TOTALS | | 61 | | | 1,192 | | | | 1,193 |
| 1998 JP | | PRIOR | 98/98 | 99/99 | 00/01 | 01/02 | 02/03 | 03/04 | FUTURE | TOTALS |
| TRANSG CODE | R/W | | | | | | | | | |
| | CON | | | | | | | | | |
| | PA & ED | | | | | | | | | |
| | PS & E | | | | | | | | | |
| | R/W SUPT | | | | | | | | | |
| | CON SUPT | | | | | | | | | |
| | TOTALS | | | | | | | | | |
| 1998 RP | | PRIOR | 98/98 | 99/99 | 00/01 | 01/02 | 02/03 | 03/04 | FUTURE | TOTALS |
| TRANSG CODE | R/W | | | | | | | | | |
| | CON | | | | | | | | | |
| | PA & ED | | | | | | | | | |
| | PS & E | | | | | | | | | |
| | R/W SUPT | | | | | | | | | |
| | CON SUPT | | | | | | | | | |
| | TOTALS | | | | | | | | | |

5-01-38
Exhibit 20
p-3
Caltrans material

Water Quality Related Issues for Caltrans CDP 5-01-038
Fact Sheet
September 26, 2001

The latest edition of the Caltrans Storm Water Management Plan dated August 2001 has the following approved Best Management Practices (BMPs) that Caltrans has found to be effective in treating highway runoff at the present time. Caltrans is continually conducting research and evaluation of all types of BMP products to determine what other BMPs Caltrans can adopt for use. Caltrans guidance design manuals recommend Source Control BMPs over Treatment Control BMPs as generally being more effective in addressing water quality. Source Control BMPs treat water prior to entry into the system, whereas Treatment Control BMPs treat water after it has entered the system.

A. Source Control BMPs:

1. Preservation of Existing Vegetation
2. Concentrated Flow Conveyance System
 - a. Ditches, Berms, Dikes, and Swales
 - b. Overside Drains
 - c. Flared Culvert End Sections
 - d. Outlet Protection/Velocity Dissipation Devices
3. Slope/ Surface Protection Systems
 - a. Vegetated Surfaces
 - b. Hard Surfaces

B. Treatment Control BMPs:

1. Biofiltration: Strips/Swales
2. Infiltration Basins
3. Detention Devices
4. Traction Sand Traps (Only applies in Lake Tahoe Area)
5. Dry Weather Flow Diversion

For this project, the following BMPs will be used:

- ☐ On the Connector ramps we are using dikes to intercept runoff from the paved surfaces.
- ☐ Drainage swales will be placed at the bottom of the fill slopes for the Connector ramps to collect the flows from the side slopes.
- ☐ Flared end culvert sections and rock slope protection are used to prevent scour and minimize erosion at the outlet locations.
- ☐ The created wetlands is also considered a BMP as the runoff from the roadway will be filtered through the system, and come out cleaner than it went in.

Project designs generally incorporate several of the above mentioned source control BMPs that provide a water quality benefit. Some of these treatments may not be obvious (such as slope paving) however, they provide a water quality benefit by prevention of erosion and sediment flowing into the waterbodies, thus reducing the pollutant discharge.

501-38
Exhibit 20.
p4
Caltrans

After taking a closer look, research conducted by Caltrans thus far has indicated that Drain Inlet Inserts (e.g. Fossil Filters) is an ineffective application for this type of highway project. In addition, Fossil Filters may present a safety hazard for the motoring public due to the potential for drain inlet failure, which would lead to flooding on the adjacent roadway. Several studies have been conducted by Caltrans in regards to their performance for use on some highway facilities.

Abstract "Performance Evaluation of Structural BMPs: Drain Inlet Inserts (Fossil Filter and StreamGuard) and Oil/Water Separator", prepared by the California Department of Transportation, Law Engineering and Environmental Services, Montgomery Watson, and the Center of Environmental and Water Resources Engineering, University of California at Davis.

1999 Report dated August 20, 1999 "review of New Storm Water Management Technologies and Practices, Part A: Drain Inlet Inserts, Part B: End-of-Pipe Products" CSTW-RT-99-054 Prepared Resources Planning Associates Seattle, Washington.

In addition, the above Caltrans is implementing a zero limit 10-year TMDL program in conjunction with the Los Angeles Regional Water Quality Control Board requirements to achieve a zero trash limit in the Los Angeles River and Ballona Creek watersheds.

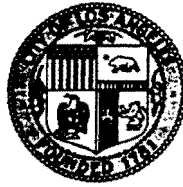
BOARD OF PUBLIC WORKS
MEMBERS

ELLEN STEIN
PRESIDENT
VALERIE LYNNE SHAW
VICE-PRESIDENT
MARIBEL MARIN
PRESIDENT PRO-TEM
STEVEN CARMONA
WOODY FLEMING

JAMES A. GIBSON
SECRETARY

CITY OF LOS ANGELES

CALIFORNIA



RICHARD J. RIORDAN
MAYOR

January 17, 2001

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

VITALY B. TROYAN, P.E.
CITY ENGINEER

650 SOUTH SPRING ST., SUITE 200
LOS ANGELES, CA 90014-1911

RECEIVED
FEB - 2 2001

CALIFORNIA
COASTAL COMMISSION

Stephanie Reeder
Coastal Commission Liaison
CalTrans District 7
120 S Spring St
Los Angeles, CA 90012-3606

Dear Ms. Reeder:

PLAYA VISTA PHASE IA TRANSPORTATION MITIGATION MEASURES - SR90 E/O CENTINELA AVE TO
E/O MINDANAO WY (CITY ENGINEER COASTAL PERMIT CDP01-01, WORK ORDER BD401335)

The City of Los Angeles issues Coastal Development Permits for development within the City's coastal zone under authority of the California Coastal Act, Section 30600(b) of the California Public Resources Code and under Chapter 1, Article 2, Section 12.20.2 of the Los Angeles Municipal Code. However, Municipal Code Section 12.20.2.C.1. states in part that, "The provisions of this Section shall not apply to any development by a public agency for which a local permit is not otherwise required"

It appears that a local permit is not otherwise required for the work shown on the "Project Plans for Construction on State Highway in Los Angeles County in Los Angeles from 0.4 km east of Centinela Avenue Undercrossing to 0.3 km east of Mindanao Way." Therefore the work does not require a Coastal Development Permit from the City of Los Angeles. For purposes of any review by the California Coastal Commission, we herewith give our conceptual approval.

If you have any questions in this matter, please contact Mr. Jim Doty at (213) 847-8694.

Sincerely,

James E. Doty
Environmental Supervisor II
Environmental Group

JD:CDP0101_nonjurisdiction.doc

Enclosed: 1st Sheet of Plans marked "Approved in Concept"

Cc (with copy of plans): Pam Emerson
California Coastal Commission
South Coast Area
200 Oceangate, 10TH Floor
Long Beach, CA 90802-4416

Cc: Catherine Tyrrell, Playa Vista Capital LLC
12555 W Jefferson Blvd., Ste 300
Los Angeles, CA 90066

5-61-038
Exhibit 21
City approval

ADDRESS ALL COMMUNICATIONS TO THE CITY ENGINEER

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste

Table V.L.1-1

VEHICULAR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS

| Level of Service | Description | Volume/Capacity (V/C) Ratio ^a |
|------------------|--|--|
| A | Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. The traffic operation can generally be described as excellent. | 0.00-0.60 (of capacity) |
| B | Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can be generally described as very good. | 0.61-0.70 |
| C | Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver may occasionally have to wait more than one red traffic signal indication. The traffic operation can generally be described as good. | 0.71-0.80 |
| D | Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair. | 0.81-0.90 |
| E | Capacity occurs at Level of Service E. It represents the most vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting up-stream of the intersection and vehicles may be delayed up to several signal cycles. The traffic operation can generally be described as poor. | 0.91-1.00 |
| F | Level of Service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity. | >1.00 |

Source: Highway Research Board, "Highway Capacity Manual," Special Report 87, 1965.

^a Capacity is defined as Level of Service E.

5-01-038
Exh. b. 22
Levels of service

5-01-038
Exhibit 23

V. L. 1. Traffic

1990 levels of service

Table V.L.1-6
1997 INTERSECTION OPERATING CONDITIONS -- FIRST PHASE

| Intersection | | Period | 1990 | | 1997 | | 1997 | | Impact |
|---------------------------------|---------------------|--------|----------|-----|-------------------------------------|-----|----------------------------------|-----|--------------------|
| | | | Existing | | Future without Project ^a | | Future with Project ^b | | |
| | | | V/C | LOS | V/C | LOS | V/C | LOS | |
| City of Los Angeles (continued) | | | | | | | | | |
| Centinela | Marina Fwy WB Ramps | a.m. | 0.710 | C | 0.863 | D | 1.075 | F | 0.212 ^c |
| | | p.m. | 0.733 | C | 0.915 | E | 0.975 | E | 0.060 ^c |
| Centinela | Mesmer | a.m. | 0.489 | A | 0.562 | A | 0.769 | C | 0.207 ^c |
| | | p.m. | 0.333 | A | 0.439 | A | 0.575 | A | 0.136 ^c |
| Centinela | Teale | a.m. | 0.379 | A | 0.426 | A | 0.755 | C | 0.329 ^c |
| | | p.m. | 0.321 | A | 0.406 | A | 0.642 | B | 0.236 ^c |
| Century | Sepulveda | a.m. | 0.529 | A | 0.812 | D | 0.837 | D | 0.025 ^c |
| | | p.m. | 0.734 | C | 1.058 | F | 1.087 | F | 0.029 ^c |
| Culver | Inglewood | a.m. | 0.837 | D | 0.953 | E | 0.987 | E | 0.034 ^c |
| | | p.m. | 0.803 | D | 0.971 | E | 0.971 | E | 0.000 |
| Culver | Jefferson | a.m. | 1.041 | F | 1.199 | F | 1.281 | F | 0.082 ^c |
| | | p.m. | 0.923 | E | 1.029 | F | 1.087 | F | 0.058 ^c |
| Culver | Marina Fwy EB Ramps | a.m. | 1.323 | F | 1.679 | F | 1.719 | F | 0.040 ^c |
| | | p.m. | 0.943 | E | 1.265 | F | 1.281 | F | 0.016 ^c |
| Culver | Marina Fwy WB Ramps | a.m. | 0.834 | D | 1.115 | F | 1.128 | F | 0.013 ^c |
| | | p.m. | 1.036 | F | 1.474 | F | 1.527 | F | 0.053 ^c |

^a Existing plus Ambient Growth of 1.5 percent per year plus traffic from Related Projects and committed roadway improvements.

^b Existing plus Ambient Growth of 1.5 percent per year plus traffic from Related Projects plus First Phase Subdivision of Playa Vista.

^c Denotes significant impact.

1990 levels of
Service

Table V.L.1-6
1997 INTERSECTION OPERATING CONDITIONS -- FIRST PHASE

| Intersection | | Period | 1990 | | 1997 | | 1997 | | Impact |
|---------------------------------|----------------------|--------|----------|-----|-------------------------------------|-----|----------------------------------|-----|--------------------|
| | | | Existing | | Future without Project ^a | | Future with Project ^b | | |
| | | | V/C | LOS | V/C | LOS | V/C | LOS | |
| City of Los Angeles (continued) | | | | | | | | | |
| Lincoln | Marina Fwy Extension | a.m. | 0.763 | C | 0.975 | E | 1.044 | F | 0.069 ^c |
| | | p.m. | 0.804 | D | 1.151 | F | 1.207 | F | 0.056 ^c |
| Lincoln | Maxella | a.m. | 0.625 | B | 0.873 | D | 0.931 | E | 0.058 ^c |
| | | p.m. | 0.818 | D | 1.202 | F | 1.270 | F | 0.068 ^c |
| Lincoln | Rose | a.m. | 0.803 | D | 0.998 | E | 1.018 | F | 0.020 ^c |
| | | p.m. | 0.873 | D | 1.223 | F | 1.247 | F | 0.024 ^c |
| Lincoln | Sepulveda | a.m. | 1.050 | F | 1.095 | F | 1.145 | F | 0.050 ^c |
| | | p.m. | 1.213 | F | 1.124 | F | 1.201 | F | 0.077 ^c |
| Lincoln | Teale | a.m. | 0.858 | D | 1.032 | F | 1.168 | F | 0.136 ^c |
| | | p.m. | 0.788 | C | 1.081 | F | 1.170 | F | 0.089 ^c |
| Lincoln | Venice | a.m. | 0.966 | E | 1.018 | F | 1.052 | F | 0.034 ^c |
| | | p.m. | 1.075 | F | 1.311 | F | 1.358 | F | 0.047 ^c |
| Lincoln | Washington | a.m. | 0.977 | E | 1.364 | F | 1.415 | F | 0.051 ^c |
| | | p.m. | 1.105 | F | 1.534 | F | 1.582 | F | 0.048 ^c |
| Main | Rose | a.m. | 0.658 | B | 0.790 | C | 0.790 | C | 0.000 |
| | | p.m. | 0.887 | D | 1.088 | F | 1.088 | F | 0.000 |

^a Existing plus Ambient Growth of 1.5 percent per year plus traffic from Related Projects and committed roadway improvements.

^b Existing plus Ambient Growth of 1.5 percent per year plus traffic from Related Projects plus First Phase Subdivision of Playa Vista.

^c Denotes significant impact.

TABLE 10
TRAFFIC IMPACT ANALYSES RESULTS
LEVEL OF SERVICE COMPARISONS

5-01-03
Exhibit 24
Level of Service

IO A - FUTURE BACKGROUND TRAFFIC (WITH REVISED RELATED PROJECTS)

| INTERSECTION | AM PK HOUR | | PM PK HOUR | |
|----------------------------|------------|-----|------------|-----|
| | V/C | LOS | V/C | LOS |
| Marina Fwy EB & Culver | 1.469 | F | 1.201 | F |
| Marina Fwy WB & Culver | 0.989 | E | 1.308 | F |
| Lincoln Bl & Jefferson Bl | 1.211 | F | 1.228 | F |
| Lincoln Bl & Teale St | 1.034 | F | 1.072 | F |
| Centinela & Marina Fwy EB | 0.682 | B | 0.681 | B |
| Centinela & Marina Fwy WB | 0.989 | E | 0.901 | E |
| Centinela & Jefferson | 1.044 | F | 0.967 | E |
| Inglewood & Jefferson | 0.924 | E | 0.879 | D |
| Teale St & Centinela | 0.641 | B | 0.764 | C |
| Mesmer & Jefferson | 0.523 | A | 0.602 | B |
| Sepulveda & Centinela | 1.456 | F | 1.332 | F |
| I-405 NB Ramps & Jefferson | 0.856 | D | 0.977 | E |
| I-405 SB Ramps & Jefferson | 0.751 | C | 0.769 | C |

revised is
1995



SCENARIO Ba - FUTURE BACKGROUND PLUS PHASE I APPROVED PROJECT TRAFFIC

| INTERSECTION | AM PK HOUR | | PM PK HOUR | | DELTA | | W/ MITIGN | | DELTA W/MIT. | |
|----------------------------|------------|-----|------------|-----|-------|-------|-----------|--------|--------------|--------|
| | V/C | LOS | V/C | LOS | AM | PM | AM V/C | PM V/C | AM | PM |
| Marina Fwy EB & Culver | 1.509 | F | 1.217 | F | 0.040 | 0.016 | 0.632 | 0.657 | -0.837 | -0.544 |
| Marina Fwy WB & Culver | 1.002 | F | 1.361 | F | 0.013 | 0.053 | 0.579 | 1.024 | -0.410 | -0.284 |
| Lincoln Bl & Jefferson Bl | 1.402 | F | 1.383 | F | 0.191 | 0.155 | 1.058 | 1.038 | -0.153 | -0.190 |
| Lincoln Bl & Teale St | 1.168 | F | 1.179 | F | 0.134 | 0.107 | 0.716 | 0.699 | -0.318 | -0.373 |
| Centinela & Marina Fwy EB | 0.821 | D | 0.871 | D | 0.139 | 0.190 | 0.552 | 0.724 | -0.130 | 0.043 |
| Centinela & Marina Fwy WB | 1.263 | F | 0.961 | E | 0.274 | 0.060 | 0.933 | 0.702 | -0.056 | -0.199 |
| Centinela & Jefferson | 1.754 | F | 1.482 | F | 0.710 | 0.515 | 0.952 | 0.948 | -0.092 | -0.019 |
| Inglewood & Jefferson | 1.248 | F | 1.143 | F | 0.324 | 0.264 | 0.831 | 0.819 | -0.093 | -0.060 |
| Teale St & Centinela | 0.974 | E | 1.048 | F | 0.333 | 0.284 | 0.787 | 0.598 | 0.146 | -0.166 |
| Mesmer & Jefferson | 0.796 | C | 0.763 | C | 0.273 | 0.161 | 0.472 | 0.617 | -0.051 | 0.015 |
| Sepulveda & Centinela | 1.678 | F | 1.417 | F | 0.222 | 0.085 | 1.426 | 1.199 | -0.030 | -0.133 |
| I-405 NB Ramps & Jefferson | 1.158 | F | 1.333 | F | 0.302 | 0.356 | 0.870 | 0.981 | 0.014 | 0.004 |
| I-405 SB Ramps & Jefferson | 0.913 | E | 1.065 | F | 0.162 | 0.296 | 0.718 | 0.579 | -0.033 | -0.190 |

SCENARIO Bp - FUTURE BACKGROUND PLUS PHASE I TRAFFIC WITH PROPOSED 1F EMT USE

| INTERSECTION | AM PK HOUR | | PM PEAK HOUR | | DELTA | | W/ MITIGN | | DELTA W/MIT. | |
|----------------------------|------------|-----|--------------|-----|-------|-------|-----------|--------|--------------|--------|
| | V/C | LOS | V/C | LOS | AM | PM | AM V/C | PM V/C | AM | PM |
| Marina Fwy EB & Culver | 1.491 | F | 1.209 | F | 0.022 | 0.008 | 0.684 | 0.657 | -0.785 | -0.544 |
| Marina Fwy WB & Culver | 0.994 | E | 1.335 | F | 0.005 | 0.027 | 0.609 | 1.078 | -0.380 | -0.230 |
| Lincoln Bl & Jefferson Bl | 1.385 | F | 1.361 | F | 0.174 | 0.133 | 1.034 | 1.018 | -0.177 | -0.210 |
| Lincoln Bl & Teale St | 1.182 | F | 1.168 | F | 0.148 | 0.096 | 0.728 | 0.698 | -0.306 | -0.374 |
| Centinela & Marina Fwy EB | 0.761 | C | 0.789 | C | 0.079 | 0.108 | 0.448 | 0.682 | -0.234 | 0.001 |
| Centinela & Marina Fwy WB | 1.195 | F | 0.923 | E | 0.206 | 0.022 | 0.898 | 0.673 | -0.091 | -0.228 |
| Centinela & Jefferson | 1.433 | F | 1.391 | F | 0.389 | 0.424 | 0.975 | 0.895 | -0.069 | -0.072 |
| Inglewood & Jefferson | 1.278 | F | 1.169 | F | 0.354 | 0.290 | 0.845 | 0.819 | -0.079 | -0.060 |
| Teale St & Centinela | 0.806 | D | 0.918 | E | 0.165 | 0.154 | 0.657 | 0.548 | 0.016 | -0.216 |
| Mesmer & Jefferson | 0.758 | C | 0.781 | C | 0.235 | 0.179 | 0.452 | 0.632 | -0.071 | 0.030 |
| Sepulveda & Centinela | 1.609 | F | 1.389 | F | 0.153 | 0.057 | 1.373 | 1.192 | -0.083 | -0.140 |
| I-405 NB Ramps & Jefferson | 1.151 | F | 1.288 | F | 0.295 | 0.311 | 0.864 | 0.946 | 0.008 | -0.031 |
| I-405 SB Ramps & Jefferson | 0.857 | D | 1.018 | F | 0.106 | 0.249 | 0.679 | 0.568 | -0.072 | -0.201 |

Exh. b. + 25

5.01.038
adopted Playbook
phase I
mitigation

VESTING TENTATIVE TRACT NO. 49104
December 8, 1995 (Modified)

Page 151

- **Jefferson and I-405 Northbound (Alternate Measure)**
As described in the Amendment to the LADOT Assessment Letter (Please see Appendix Y- of the Final EIR, Volume XXI), an alternative mitigation would provide the following improvements in lieu of the northbound on-loop proposed above:
 - **Lincoln and Culver:** Provide a new interchange in the southeast quadrant of Lincoln Boulevard and Culver Boulevard that would provide two separate roadways connecting northbound Lincoln Boulevard to eastbound Culver Boulevard and eastbound/westbound Culver Boulevard to northbound Lincoln Boulevard; with new traffic signal and signal timing so as not to impede north bound traffic on Lincoln Boulevard. Provide improvements to Culver Boulevard bringing it to one through lane and one left turn lane in the westbound direction. Provide three through lanes and one right turn lane northbound along Lincoln Boulevard at the interchange.
 - **Bay Street Bridge:** Connect Bay Street across the Ballona Channel to Culver Boulevard by constructing the Bay Street bridge over Ballona Channel to provide two traffic lanes in each direction. Provide one bike lane in each direction southerly from the Ballona Creek Bridge and provide access to the existing bike path along Ballona Creek.
 - **Culver and Bay:** Widen Culver Boulevard between Bay Street and the Marina Freeway to provide two through lanes and two left turn lanes westbound and one through and one through-right turn lane eastbound. Widen eastbound Culver Boulevard an additional 12 feet to provide two through lanes from the Lincoln Boulevard bridge to a point east of the new signal at the ramp connection to Lincoln Boulevard.
 - **Culver and Marina Freeway:** Guarantee construction of a 56-footwide three-lane westbound portion (or as an interim measure, two lanes in each direction) of a grade-separated interchange at Culver Boulevard and the 90 Freeway, with new freeway lane striping easterly to a point beyond the Ballona Creek Channel Bridge, all to the satisfaction of Caltrans.
 - **Jefferson and Westlawn:** Contribute to the design and construction of ATSAC. This measure would replace the measures listed on page V.L.1-96.
 - **Jefferson and I-405 Northbound:** Widen the north side of Jefferson by up to 8 feet. Widen the northbound on-ramp to provide for three lanes.



5.01-038
Exhibit 26

draft EIR
V. L. 1. Traffic

Playa Vista
mitigation Traffic

Table V.L.1-9
CITY OF LOS ANGELES INTERSECTIONS

| Subphase | Location | Program | Off-Site Intersection Improvements | Regional Improvements |
|----------|--|--|---|---|
| 1A | West end of Area D, South of Jefferson Boulevard | 800 du 5,000 nsf retail 10,000 nsf office 15,000 sf community serving | | <ul style="list-style-type: none"> Widening of Lincoln Boulevard to provide 4 northbound and 3 southbound lanes from Hughes Terrace north to Jefferson Boulevard. Completion of this improvement is subject to timely Caltrans approval of all permits. Construction of Bay Street from Jefferson Boulevard south to existing Teale Street. If connection cannot be made to Teale Street, alternate improvements will be construction of Lincoln/Jefferson intersection to ultimate design standards. Design ATSAC and pre-emption systems for Lincoln corridor. |
| 1B | West end of Area D, north and south of Jefferson Boulevard | 800 du 10,000 nsf retail 10,000 nsf office 25,000 sf community serving | <ul style="list-style-type: none"> Culver/Jefferson La Tijera/I-405 Freeway northbound | <ul style="list-style-type: none"> Widening of Lincoln Boulevard to provide 4 northbound and 3 southbound lanes from Jefferson Boulevard to Ballona Creek Add a third northbound lane from Ballona Creek to Fiji Way Widening of Jefferson Boulevard from Lincoln Boulevard to Bay Street Provision of ATSAC and pre-emption systems along Lincoln corridor |
| 1C | West end of Area D, north and south of Jefferson Boulevard | 800 du 5,000 nsf retail 10,000 nsf office | <ul style="list-style-type: none"> Culver/Nicholson Culver/Vista del Mar Lincoln/Mindanao | <ul style="list-style-type: none"> Construction of Bay street south to "new" Teale Street and north midway to Ballona Creek Construction of "new" Teale Street from Lincoln Boulevard east to Bay Street Widening of Jefferson Boulevard from Bay Street to Beethoven Street Addition of northbound lane on Lincoln from La Tijera to Hughes Terrace Provision of two transit vehicles for Lincoln corridor |
| 1D | West end of Area D, north and south of Jefferson Boulevard | 846 du 20,000 nsf office 25,000 sf community serving | <ul style="list-style-type: none"> Centinela/Marina Freeway eastbound Centinela/Marina Freeway, westbound Jefferson/I-405 Freeway westbound right turn improvements at the existing northbound ramp Jefferson/I-405 Freeway eastbound right turn improvements at the existing southbound ramp | <ul style="list-style-type: none"> Construction of "new" Teale Street from Bay Street to limit of First Phase west end Construction of Bay Street to Ballona Creek |
| 1E | West end of Area D, north of Jefferson Boulevard | 350,000 nsf office 5,000 nsf of retail | <ul style="list-style-type: none"> Centinela/Culver Culver/Inglewood Culver/Marina Freeway eastbound Culver/Marina Freeway westbound Manchester/Pershing Marina Freeway eastbound/Mindanao Marina Freeway westbound/Mindanao | <ul style="list-style-type: none"> Widening of Jefferson Boulevard from Beethoven east to I-405 and widening of Centinela Avenue between Jefferson Boulevard and Juniette Street Provision of two transit vehicles for Lincoln corridor Provide a Caltrans approved project study report (PSR) for the new northbound ramp from Jefferson Boulevard to the I-405 |
| 1F | East end of Area D | 850,000 nsf office 10,000 nsf retail 300 hotel rooms 55,000 sf community serving | <ul style="list-style-type: none"> Centinela/La Cienega Centinela/La Tijera All intersection improvements along Sepulveda Boulevard Major/Mesmer | <ul style="list-style-type: none"> Improvements to Centinela Avenue from Marina Freeway south to Jefferson Construction of Centinela Avenue south from Jefferson Boulevard to E Street Construction of Teale Street extension adjacent to east end Area D development Widening of existing Centinela Avenue adjacent to east end Area D development Construction of a new northbound ramp from Jefferson Boulevard to I-405 |

Areas A, B and C

19. Realign and extend Culver Blvd. as a six-lane divided road. The County Road Department has proposed that the sharp "S" curve on Culver just west of Lincoln be eliminated and a new bridge be constructed across Ballona Creek (west of the existing bridge). Jefferson would then intersect Culver at a right angle. Six lanes will be provided between the Culver-Lincoln Blvd. interchange and Jefferson Blvd. with eight lanes from Lincoln to Route 90. At the suggestion of the Natural History Museum, water flow under Culver Blvd. will be increased by additional culverts in order to improve the natural functioning of the wetlands.
20. Design and construct new roads in an environmentally sensitive manner which recognizes the preservation of the Ballona Wetlands and other significant habitat areas.
21. Extend Admiralty Way on a curved alignment to the new Culver Boulevard when the Area A basin is developed.
22. Extend Falmouth Avenue as a four-lane secondary highway to join Culver and intersect Jefferson Blvd. This extension shall be elevated on pilings to insure maximum movement of water and organisms (including mammals and avian species) and clearance to permit periodic maintenance to remove debris, silt, etc., while maintaining water flow. The specific design standards necessary to meet these objectives will be set forth in the Local Implementation Plan.
23. At the Culver-Lincoln Blvd. interchange, Culver will be lowered to an at-grade level with Lincoln bridged over it; and, the following ramps shall be provided:
 - a. A loop ramp in the southeast quadrant accommodating eastbound Culver Blvd.-to-northbound Lincoln Blvd. flow.
 - b. A straight ramp in the southeast quadrant accommodating northbound Lincoln-to-eastbound Culver Blvd. flow.
 - c. A loop ramp in the northwest quadrant accommodating westbound Culver-to-southbound Lincoln Blvd. flow.
 - d. A straight ramp in the northwest quadrant accommodating southbound Lincoln-to-westbound Culver Blvd. flow.
24. Widen Lincoln Blvd. to provide an eight-lane facility between Hughes Way and Route 90.
25. Jefferson Blvd. will be developed as a basic six-lane facility, with an additional eastbound lane between Lincoln Blvd. and Centinela Ave.
26. Reserve right-of-way for a transit way linkage in the Lincoln Blvd. corridor.
- 27. Extend the Marina Freeway just west of Culver Blvd. with a grade separated interchange at their intersection.
28. Extend Bay St. north of Ballona Channel as a basic four-lane facility constructing a bridge across the channel.
29. During at least the evening peak hours, on-street parking will be prohibited on the south side of Jefferson Blvd. east of Centinela to Mesmer Ave. to provide a third eastbound travel lane.

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certified

Marina del
Rey, Ballona
LCP

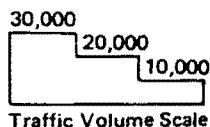
1984

Exhibit 27 p1

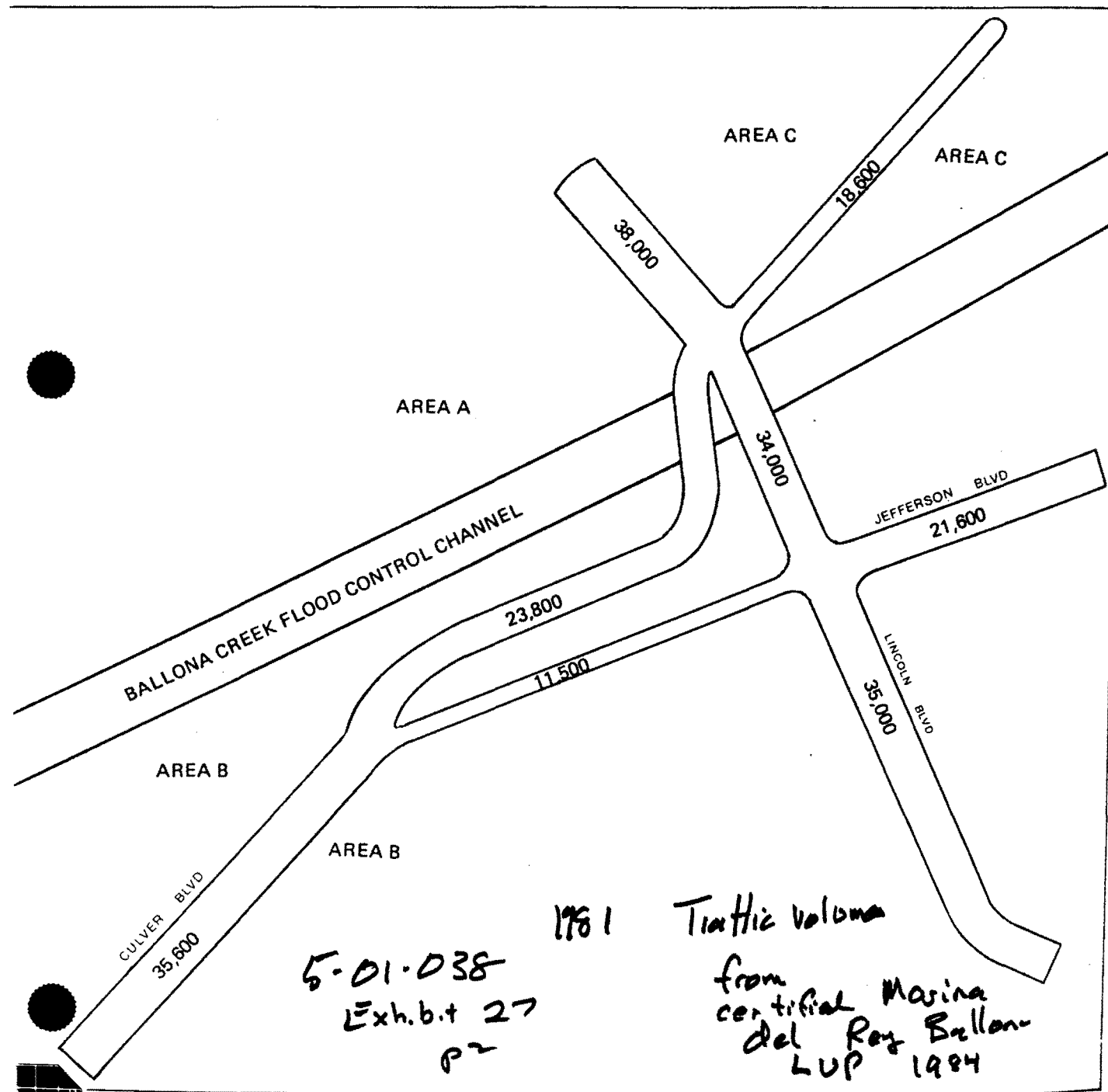
TOP 35

1981 TRAFFIC VOLUMES* - AREAS A, B & C

NOTE:
 /olumes for Jefferson Blvd. & Culver Blvd. represent total
 olume on selected weekend days (Source: L.A. County
 Road Dept. - Traffic Volumes 1981)
 /olumes for Lincoln Blvd. represent total annual volume
 ived by 365 days (Source: Caltrans - 1981 Traffic on
 alifornia State Highways)



 *Estimated Volumes

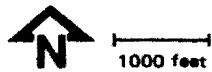


local coastal program

marina del rey/ballona

map 36

CIRCULATION IMPROVEMENT PLAN



Exh.b.t 27

P3

*Potential Park and Ride/
Shuttle Connection Lots

5.01.038

Traffic Improvements
certified WDR Ballona LUP

II-147

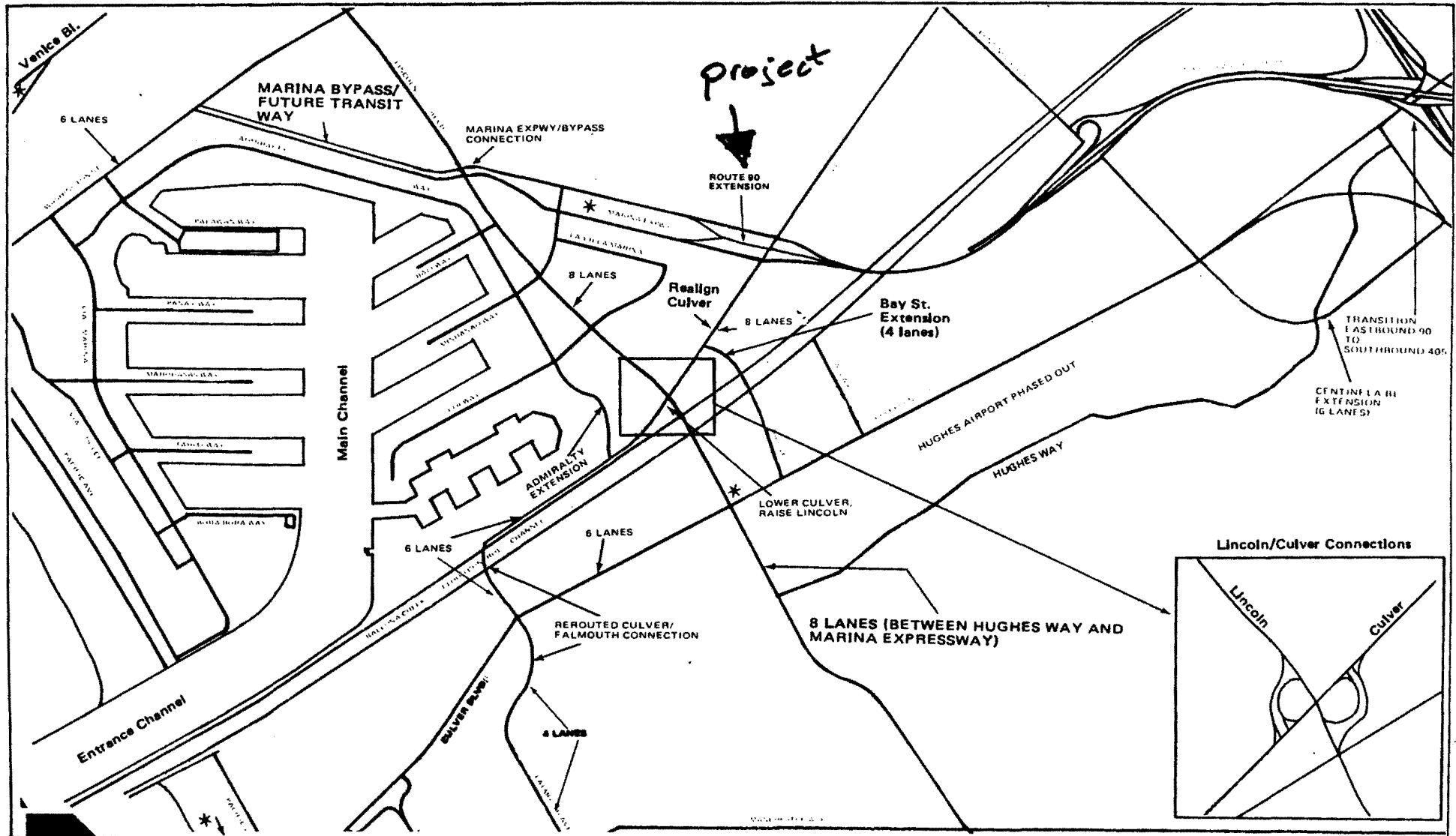


Exhibit 28 5-01-03
EMT District
revised EIR
Playa Vista

V. PROJECT TRANSPORTATION IMPACTS

Traffic
discussion p1

INTERSECTION LEVEL OF SERVICE

Capacity calculations have been performed at the thirteen study intersections to determine the traffic impacts of project traffic resulting from the proposed tract modification and to compare those impacts to the previously approved VTTM 49104. Three sets of calculations are shown. The first set repeats the "Future Background Traffic Without Project" conditions as discussed earlier in this report. The second includes the previously approved Playa Vista Phase 1 development (i.e., with the approved land uses for Subphase 1F). The third set of calculations replaces the previously approved Subphase 1F land uses with the EMT District uses proposed for the modification of Subphase 1F.

The capacity calculation results are shown in Table 8 which indicate that, prior to mitigation, the land uses which comprise the previously approved VTTM 49104 have a significant impact on all thirteen study intersections in both the morning and afternoon peak hour. The third analysis shows that the proposed EMT uses associated with the tract modification would significantly impact twelve of the thirteen intersections in the morning peak hour and twelve of the thirteen intersections in the afternoon peak hour.

Chapter VI of this report discusses the traffic mitigation measures required in the Phase 1 EIR for VTTM 49104 and calculates the intersection level of service effect of these mitigations on both the previously approved VTTM 49104 and the proposed tract modification.

BICYCLES AND PEDESTRIANS

There is no change to the overall bicycle and pedestrian impacts as a result of the proposed tract modification. A continuous bicycle lane will be provided within the EMT District and this

TABLE 8
TRAFFIC IMPACT ANALYSES RESULTS
LEVEL OF SERVICE COMPARISONS

5.01.038
Exh. b. + 28
P² EMT Traffic

| SCENARIO A - FUTURE BACKGROUND TRAFFIC (WITH REVISED RELATED PROJECTS) | | | | | | |
|---|------------|-----|------------|-----|-------|-------|
| INTERSECTION | AM PK HOUR | | PM PK HOUR | | | |
| | V/C | LOS | V/C | LOS | | |
| Marina Fwy EB & Culver | 1.469 | F | 1.201 | F | | |
| Marina Fwy WB & Culver | 0.989 | E | 1.308 | F | | |
| Lincoln Bl & Jeferson Bl | 1.211 | F | 1.228 | F | | |
| Lincoln Bl & Teale St | 1.034 | F | 1.072 | F | | |
| Centinela & Marina Fwy EB | 0.682 | B | 0.681 | B | | |
| Centinela & Marina Fwy WB | 0.989 | E | 0.901 | E | | |
| Centinela & Jefferson | 1.044 | F | 0.967 | E | | |
| Inglewood & Jefferson | 0.924 | E | 0.879 | D | | |
| Teale St & Centinela | 0.641 | B | 0.764 | C | | |
| Mesmer & Jefferson | 0.523 | A | 0.602 | B | | |
| Sepulveda & Centinela | 1.456 | F | 1.332 | F | | |
| I-405 NB Ramps & Jefferson | 0.856 | D | 0.977 | E | | |
| I-405 SB Ramps & Jefferson | 0.751 | C | 0.769 | C | | |
| | | | | | | |
| SCENARIO Ba - FUTURE BACKGROUND PLUS PHASE I APPROVED PROJECT TRAFFIC | | | | | | |
| INTERSECTION | AM PK HOUR | | PM PK HOUR | | DELTA | |
| | V/C | LOS | V/C | LOS | AM | PM |
| Marina Fwy EB & Culver | 1.509 | F | 1.217 | F | 0.040 | 0.016 |
| Marina Fwy WB & Culver | 1.002 | F | 1.361 | F | 0.013 | 0.053 |
| Lincoln Bl & Jeferson Bl | 1.402 | F | 1.383 | F | 0.191 | 0.155 |
| Lincoln Bl & Teale St | 1.168 | F | 1.179 | F | 0.134 | 0.107 |
| Centinela & Marina Fwy EB | 0.821 | D | 0.871 | D | 0.139 | 0.190 |
| Centinela & Marina Fwy WB | 1.263 | F | 0.961 | E | 0.274 | 0.060 |
| Centinela & Jefferson | 1.754 | F | 1.482 | F | 0.710 | 0.515 |
| Inglewood & Jefferson | 1.248 | F | 1.143 | F | 0.324 | 0.264 |
| Teale St & Centinela | 0.974 | E | 1.048 | F | 0.333 | 0.284 |
| Mesmer & Jefferson | 0.796 | C | 0.763 | C | 0.273 | 0.161 |
| Sepulveda & Centinela | 1.678 | F | 1.417 | F | 0.222 | 0.085 |
| I-405 NB Ramps & Jefferson | 1.158 | F | 1.333 | F | 0.302 | 0.356 |
| I-405 SB Ramps & Jefferson | 0.913 | E | 1.065 | F | 0.162 | 0.296 |
| | | | | | | |
| SCENARIO Bp - FUTURE BACKGROUND PLUS PHASE I TRAFFIC WITH PROPOSED 1F EMT USE | | | | | | |
| INTERSECTION | AM PK HOUR | | PM PK HOUR | | DELTA | |
| | V/C | LOS | V/C | LOS | AM | PM |
| Marina Fwy EB & Culver | 1.491 | F | 1.209 | F | 0.022 | 0.008 |
| Marina Fwy WB & Culver | 0.994 | E | 1.335 | F | 0.005 | 0.027 |
| Lincoln Bl & Jeferson Bl | 1.385 | F | 1.361 | F | 0.174 | 0.133 |
| Lincoln Bl & Teale St | 1.182 | F | 1.168 | F | 0.148 | 0.096 |
| Centinela & Marina Fwy EB | 0.761 | C | 0.789 | C | 0.079 | 0.108 |
| Centinela & Marina Fwy WB | 1.195 | F | 0.923 | E | 0.206 | 0.022 |
| Centinela & Jefferson | 1.433 | F | 1.391 | F | 0.389 | 0.424 |
| Inglewood & Jefferson | 1.278 | F | 1.169 | F | 0.354 | 0.290 |
| Teale St & Centinela | 0.806 | D | 0.918 | E | 0.165 | 0.154 |
| Mesmer & Jefferson | 0.758 | C | 0.781 | C | 0.235 | 0.179 |
| Sepulveda & Centinela | 1.609 | F | 1.389 | F | 0.153 | 0.057 |
| I-405 NB Ramps & Jefferson | 1.151 | F | 1.288 | F | 0.295 | 0.311 |
| I-405 SB Ramos & Jefferson | 0.857 | D | 1.018 | F | 0.106 | 0.249 |

5-1.038
Exh. b. + 29

TABLE 9
MITIGATION IMPROVEMENTS PHASING

Corrections and Additions -- Technical Appendices

P 1
PV. phase 1
mitigation

Table 6-2(b) Revised 8/7/95 to Reflect Playa Vista Studios

ATTACHMENT "K" (Revised May 13, 1993 Due to Alternate Mitigations)
TRANSPORTATION IMPROVEMENTS SUBPHASING PLAN
PLAYA VISTA FIRST PHASE MITIGATIONS

| Subphase | Location | Program | Intersection/Street Improvements |
|----------|--|---|---|
| 1A | West end of Area D, South of Jefferson Boulevard | 800 du 5,000 nsf retail 10,000 nsf office 15,000 sq.ft. community serving | <ul style="list-style-type: none"> • Connect northbound Lincoln to eastbound Culver - Widen Ballona Creek Bridge (a portion of east side) • Improve Culver between new Culver/Lincoln connection and the Marina Freeway • Complete construction of Bay Street between Jefferson Boulevard and existing Teale Street. If connection cannot be made to Teale Street, alternative improvements will be the construction of Lincoln/Jefferson intersection to ultimate design standards as described in DOT letter of September 16, 1992. • Lincoln/Jefferson (northeast and southeast quadrants only) • Provide funding for design of ATSAC and pre-emption systems for Lincoln Boulevard Transit Enhancement Program • At grade improvements to Culver/Marina Freeway westbound • At grade improvements to Culver Marina Freeway eastbound |
| 1B | West end of Area D, north and south of Jefferson Boulevard | 800 du 10,000 nsf retail 10,000 nsf office 25,000 sq.ft. community serving | <ul style="list-style-type: none"> • Widening of Lincoln Boulevard to provide 4 northbound and 4 southbound lanes between Hughes Terrace and Jefferson Boulevard • Lincoln/Jefferson (Complete intersection improvements as required in September 16, 1992 letter) • Widening of Jefferson Boulevard between Lincoln Boulevard and Bay Street • Provision and operation of beach shuttle service • Culver/Jefferson • La Tijera/I-405 Freeway northbound (cash contribution) • Main/Rose |

S.D. 038

Exh. b. t 2 p 2

TABLE 9 (Continued)
MITIGATION IMPLEMENTATION PHASING

Corrections and Additions -- Technical Appendices

ph. 1 mitigation
 playa vista

Table 6-2(b)

ATTACHMENT "K" (Revised May 13, 1993 Due to Alternate Mitigations)
TRANSPORTATION IMPROVEMENTS SUBPHASING PLAN
PLAYA VISTA FIRST PHASE MITIGATIONS

| Subphase | Location | Program | Intersection/Street Improvements |
|----------|--|--|--|
| 1C | West end of Area D, north and south of Jefferson Boulevard | 800 du 5,000 nsf retail 10,000 nsf office | <ul style="list-style-type: none"> • Widening of Lincoln Boulevard to provide 4 northbound and 3 southbound lanes between north of Jefferson Boulevard and Ballona Creek Bridge • Add a third northbound lane on Lincoln Boulevard between Culver Connector and Fiji Way • Complete construction of Bay Street between "new" Teale Street and "B" Street • Complete construction of "new" Teale Street between Lincoln Boulevard and Bay Street • Widening of Jefferson Boulevard between Bay Street and west of Beethoven • Complete funding of ATSAC and pre-emption systems for Lincoln Boulevard Transit Enhancement Program • Culver/Nicholson • Culver/Vista del Mar • Lincoln/Mindanao |
| 1D | West end of Area D, north and south of Jefferson Boulevard | 846 du 20,000 nsf office 25,000 sq.ft. community serving | <ul style="list-style-type: none"> • Widening and addition of fourth northbound lane on Lincoln between La Tijera and Hughes Terrace • Construction of "new" Teale Street between Bay Street and the terminus east of 7th Street within First Phase west end • Provision and operation of two transit vehicles for Lincoln corridor (plus a spare bus) • Centinela/Marina Freeway eastbound • Centinela/Marina Freeway westbound • Jefferson/I-40 Freeway--westbound right turn improvements at the existing northbound on-ramp • Jefferson/I-405 Freeway--eastbound right turn improvements at the existing southbound on-ramp |

5.01.038
Exhibit 29 p3

Playa Vista phase I
mitigation

Table 6-2(b)

ATTACHMENT "K" (Revised May 13, 1993 Due to Alternate Mitigations)
TRANSPORTATION IMPROVEMENTS SUBPHASING PLAN
PLAYA VISTA FIRST PHASE MITIGATIONS

| Subphase | Location | Program | Intersection/Street Improvements |
|----------|--|--|---|
| 1E | West end of Area D, north of Jefferson Boulevard | 350,000 nsf office 5,000 nsf of retail project | <ul style="list-style-type: none"> • Provide funding and design for ATSAC on Jefferson Boulevard between Beethoven and Centinela • Provision and operation of two additional transit vehicles for Lincoln corridor • Provide a Caltrans approved project study report (PSR) for the grade separated improvement at Culver and Marina Freeway • Construction of Bay Street bridge over Ballona Creek and Bay Street between B Street and Culver • Widening of Centinela Avenue between Jefferson Boulevard and northerly of Juniette Street • Centinela/Culver • Centinela/Short • Culver/Inglewood • Manchester/Pershing • Marina Freeway eastbound/Mindanao • Marina Freeway westbound/Mindanao • Centinela/Jefferson (complete intersection improvements) |


**TABLE 9 (Continued)
MITIGATION IMPLEMENTATION PHASING**

5-01-038

Corrections and Additions -- Technical Appendices

Exhibit 29 p 4
Playa Vista ph. 1 mitigation Table 6-2(b)

**ATTACHMENT "K" (Revised May 13, 1993 Due to Alternate Mitigations)
TRANSPORTATION IMPROVEMENTS SUBPHASING PLAN
PLAYA VISTA FIRST PHASE MITIGATIONS**

| Subphase | Location | Program | Intersection/Street Improvements |
|-----------|--------------------|--|--|
| 1F | East end of Area D | 1,370,000 gsf of studio and studio-related office  | <ul style="list-style-type: none"> • Option B improvements to Centinela Avenue between the Marina Freeway and Juniette Street • Complete construction of "E" Street from 9th Street to Centinela before occupancy of any office space in 1F • Construction of Centinela Avenue south between Jefferson Boulevard and E Street • Construction of Teale Street between 11th Street and existing Centinela Avenue connection to Major Street • Widening of existing Centinela Avenue between Jefferson and Mesmer Avenue • Widen Jefferson between Centinela and I-405 Freeway • Guarantee the westbound portion of the grade separation at Culver/Marina Freeway prior to occupancy of any office space in 1F and complete construction of the westbound grade separation prior to occupancy beyond 1,000,000 gr. sq.ft. of non-residential space or 2,401 dwelling units in Area D • Centinela/La Cienega • Centinela/La Tijera • All intersection improvements along Sepulveda Boulevard between Howard Hughes Parkway and Lincoln Boulevard • Major/Mesmer |

- Notes:**
1. For a complete description of transportation improvements, refer to DOT letters dated September 16, 1992 and May 13, 1993, corresponding drawings, and attachments.
 2. Where appropriate, as determined by DOT, revisions may be made to this Sub-Phasing Plan.
 3. For Transportation Demand Management (TDM) Program, refer to DOT letter dated September 16, 1992.

VI. MITIGATION

5-01.051

Exhibit 30

p1

Playa Vista

EMT amendment
mitigation

The tract modification, if approved, will still require the implementation of every mitigation measure that was required for the Phase 1 VTTM 49104 development. However, because Subphase 1F (the EMT District) may be developed as the second implementation phase of the Phase 1 development rather than the sixth step, the implementation phasing for mitigation measures will change. This chapter describes those phasing changes. It then compares the effectiveness of the mitigation program to mitigate the traffic impacts of the previously approved VTTM 49104 as compared to the proposed tract modification.

MITIGATION IMPLEMENTATION PHASING

Because Subphase 1F of the Phase 1 Playa Vista development may come as the second implementation step rather than the sixth, some changes to the approved Phase 1 Mitigation Program must be made. This is necessary because, for example, Subphase 1F called for the widening of Jefferson Boulevard east of the intersection of Jefferson/Centinela. However, this improvement only "fit" because an earlier phase had called for the improvement of the intersection of Jefferson/Centinela. Therefore, to fit the pieces of the overall Mitigation Program together, some phasing changes must be made in the Phase 1 Mitigation Program.

Table 9 shows the proposed changes to the Playa Vista Phase 1 Mitigation Program. In almost all cases, the implementation of project mitigation has been accelerated.

The wording on the condition for the Marina Freeway/Culver Overpass has been revised to limit the total amount of commercial and/or residential development that could be constructed in Phase 1 prior to bridge opening. This new wording takes into account the early implementation of Subphase 1F and limits Phase 1 development to approximately the same generation of total trips as the previous implementation schedule prior to bridge opening.

**TABLE 9
MITIGATION IMPLEMENTATION PHASING**

Table 6-2(b) Revised 8/28/95 to Reflect Playa Vista Studios

**ATTACHMENT "K" (Revised May 13, 1993 Due to Alternate Mitigation)
TRANSPORTATION IMPROVEMENTS SUBPHASING PLAN
PLAYA VISTA FIRST PHASE MITIGATIONS**

*5-01-038
Exhibit 30 p2
Ent amendment
Playa Vista phase 1*

| Subphase | Location | Program | Intersection/Street Improvements |
|----------|--|--|---|
| 1A | West end of Area D, South of Jefferson Boulevard | 800 du 5,000 nsf retail 10,000 nsf office 15,000 nsf community serving | <ul style="list-style-type: none"> Connect northbound Lincoln to eastbound Culver - Widen Ballona Creek Bridge (a portion of east side) Improve Culver between new Culver/Lincoln connection and the Marina Freeway Complete construction of Bay Street between Jefferson Boulevard and existing Teale Street. If connection cannot be made to Teale Street, alternative improvements will be the construction of Lincoln/Jefferson intersection to ultimate design standards as described in DOT letter of September 16, 1992. Lincoln/Jefferson (northeast and southeast quadrants only) Provide funding for design of ATSAC and pre-emption systems for Lincoln Boulevard Transit Enhancement Program At grade improvements to Culver/Marina Freeway westbound At grade improvements to Culver Marina Freeway eastbound |
| 1B | West end of Area D, north and south of Jefferson Boulevard | 800 du 10,000 nsf retail 10,000 nsf office 25,000 nsf community serving | <ul style="list-style-type: none"> Widening of Lincoln Boulevard to provide 4 northbound and 4 southbound lanes between Hughes Terrace and Jefferson Boulevard Lincoln/Jefferson (Complete intersection improvements as required in September 16, 1992 letter) Widening of Jefferson Boulevard between Lincoln Boulevard and Bay Street Provision and operation of beach shuttle service Culver/Jefferson La Tijera/I-405 Freeway northbound (cash contribution) Main/Rose |
| 1C | West end of Area D, north and south of Jefferson Boulevard | 800 du 5,000 nsf retail 10,000 nsf office | <ul style="list-style-type: none"> Widening of Lincoln Boulevard to provide 4 northbound and 3 southbound lanes between north of Jefferson Boulevard and Ballona Creek Bridge Add a third northbound lane on Lincoln Boulevard between Culver Connector and Fiji Way Complete construction of Bay Street between "new" Teale Street and "B" Street Complete construction of "new" Teale Street between Lincoln Boulevard and Bay Street Widening of Jefferson Boulevard between Bay Street and west of Beethoven Complete funding of ATSAC and pre-emption systems for Lincoln Boulevard Transit Enhancement Program Culver/Nicholson Culver/Vista del Mar Lincoln/Mindanao |

TABLE (continued)
MITIGATION IMPLEMENTATION PHASING

Table 6-2(b) Revised 8/28/95 to Reflect Playa Vista Studios

ATTACHMENT "K" (Revised May 13, 1993 Due to Alternate Mitigation)
TRANSPORTATION IMPROVEMENTS SUBPHASING PLAN
PLAYA VISTA FIRST PHASE MITIGATIONS

5-01-038
Exhibit 31 p3
EMT mitigation
playa vista ph.1

| Subphase | Location | Program | Intersection/Street Improvements |
|----------|--|--|---|
| 1D | West end of Area D, north and south of Jefferson Boulevard | 846 du 10,000 nsf office 5,000 nsf community serving | <ul style="list-style-type: none"> • Widening and addition of fourth northbound lane on Lincoln between La Tijera and Hughes • Terrace • Construction of "new" Teale Street between Bay Street and the terminus east of 7th Street within • First Phase west end • Provision and operation of two transit vehicles for Lincoln corridor (plus a spare bus) |
| 1E | West end of Area D, north of Jefferson Boulevard | 350,000 nsf office 5,000 nsf of retail | <ul style="list-style-type: none"> • Provide funding and design for ATSAC on Jefferson Boulevard between Beethoven and Centinela • Provision and operation of two additional transit vehicles for Lincoln corridor • Provide a Caltrans approved project study report (PSR) for the grade separated improvement at Culver and Marina Freeway • Construction of Bay Street bridge over Ballona Creek and Bay Street between B Street and Culver • Widening of Centinela Avenue between Jefferson Boulevard and northerly of Juniette Street • Centinela/Culver • Centinela/Short • Culver/Inglewood • Manchester/Pershing • Marina Freeway eastbound/Mindanao • Marina Freeway westbound/Mindanao |

TABLE 9 (Continued)
MITIGATION IMPROVEMENTMENT PHASING

Table 6-2(b) Revised 8/28/95 to Reflect Playa Vista Studios

ATTACHMENT "K" (Revised May 13, 1993 Due to Alternate Mitigation)
TRANSPORTATION IMPROVEMENTS SUBPHASING PLAN
PLAYA VISTA FIRST PHASE MITIGATIONS

S-01.038
EMT mitigation
Playa Vista
Phase 1
Exhibit 3/p 3

| Subphase | Location | Program | Intersection/Street Improvements |
|----------|--------------------|--|---|
| 1F | East end of Area D | 1,170,000 net sf of studio and studio-related office | <ul style="list-style-type: none"> Centinela/Marina Freeway eastbound Centinela/Marina Freeway westbound Jefferson/I-405 Freeway--westbound right turn improvements at the existing northbound on-ramp Jefferson/I-405 Freeway--eastbound right turn improvements at the existing southbound on-ramp Centinela/Jefferson (complete intersection improvements) Option B improvements to Centinela Avenue between the Marina Freeway and Juniette Street Complete construction of "E" Street from 9th Street to Centinela Avenue before occupancy of any office space in 1F Construction of Centinela Avenue south between Jefferson Boulevard and E Street Construction of Teale Street between 11th Street and existing Centinela Avenue connection to Major Street Widening of existing Centinela Avenue between Jefferson Boulevard and Mesmer Avenue Widen Jefferson between Centinela Avenue and I-405 Freeway Guarantee the westbound portion of the grade separation at Culver/Marina Freeway prior to occupancy of any office space in 1F and complete construction of the westbound grade separation prior to occupancy beyond 850,000 net sf of non-residential space or 2,401 dwelling units in Area D Centinela/La Cienega Centinela/La Tijera All intersection improvements along Sepulveda Boulevard between Howard Hughes Parkway and Lincoln Boulevard Major/Mesmer |

Source: From First Phase Final EIR - May 26, 1993 - "Corrections and Additions" - Technical Appendices, pages F-97 through F-100; ATTACHMENT "K" (Revised May 13, 1993 due to Alternate Mitigations) and Revised on August 28, 1995 to reflect Subphase 1F revisions; and City of Los Angeles Department of Transportation, August 1995.

- Notes:
1. For a complete description of transportation improvements, refer to DOT letters dated September 16, 1992 and May 13, 1993, corresponding drawings, and attachments.
 2. Where appropriate, as determined by DOT, revisions may be made to this Sub-Phasing Plan.
 3. For Transportation Demand Management (TDM) Program, refer to DOT letter dated September 16, 1992.
 4. Areas are expressed in terms of floor area as defined in the Area D Specific Plan.

Filed 4/16/99

5-01-038
Exhibit 32
Excerpts from
"Bolsa Chica"

CERTIFIED FOR PUBLICATION
COURT OF APPEAL, FOURTH APPELLATE DISTRICT
DIVISION ONE
STATE OF CALIFORNIA

P1

BOLSA CHICA LAND TRUST et al.,

Petitioners,

v.

THE SUPERIOR COURT OF
SAN DIEGO COUNTY,

Respondent;

D029461, D030270

(San Diego County
Super. Ct. No. 703570)

BOLSA CHICA LAND TRUST et al.,

Real Parties in Interest.

Petitions for writs of mandamus, Judith D. McConnell, Judge.
Petitions granted and denied.

Nossaman, Guthner, Knox & Elliott, Alvin S. Kaufer, John J.
Flynn III and William M. Boyd for Petitioners and Real Parties in
Interest Koll Real Estate Group and Signal Bolsa Corporation.

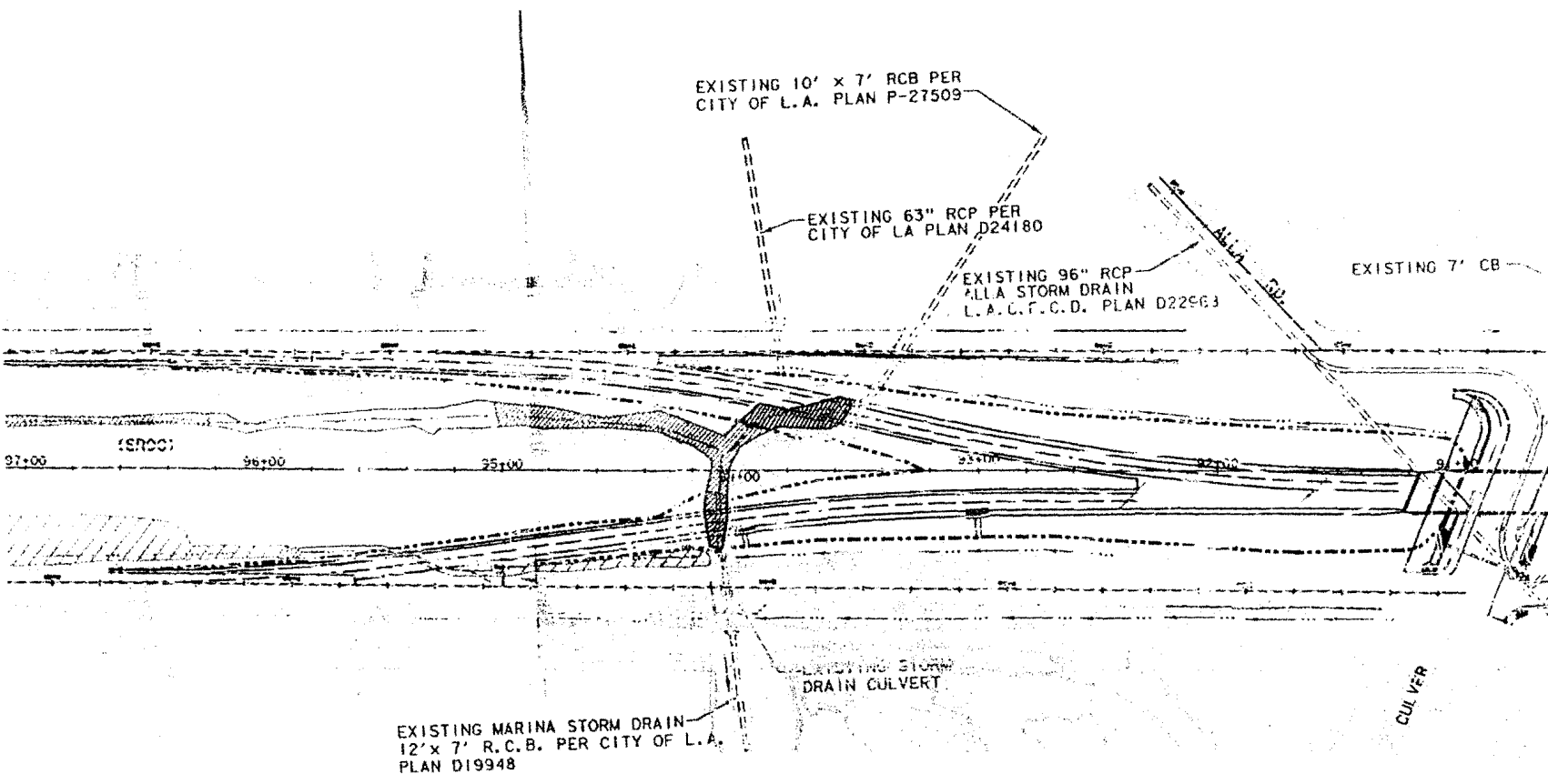
Paul Horgan, Philip A. Seymour and Deborah A. Cook for
Petitioners and Real Parties in Interest Bolsa Chica Land Trust,
Huntington Beach Tomorrow, Shosone-Gabrielino Nation, Sierra Club
and Surfrider Foundation.

5-01-038
Excerpts from
Balsa Chica
p. 2
Exhibits

restrictive policy of section 30240, in the absence of the limitation set forth in section 30233, subdivision (a), case by case balancing of interests under section 30007.5 would be repeatedly required.

Although we accept Commission's interpretation of sections 30233 and 30240, we do not accept Commission's application of that interpretation to Warner Avenue Pond. In particular we note that under Commission's interpretation, incidental public services are limited to temporary disruptions and do not usually include permanent roadway expansions. Roadway expansions are permitted only when no other alternative exists and the expansion is necessary to maintain existing traffic capacity. As the trust points out, Commission found that the widening of Warner Avenue was needed to accommodate future traffic created by local and regional development in the area. Contrary to Koll's argument, this limited exception cannot be extended by finding that a roadway expansion is permissible when, although it increases the vehicle capacity of a roadway, it is designed to maintain an existing level of traffic service. Such an interpretation of the exception would entirely consume the limitation Commission has put on the incidental public services otherwise permitted by section 30233, subdivision (a) (2).

In sum then, like the trial court we find that the LCP is defective insofar as it approves the filling of Warner Avenue Pond.



5-01-038
Exhibit 33
Fill area of
wetlands

