

**CALIFORNIA COASTAL COMMISSION**

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Commission Action:

**STAFF REPORT: REGULAR CALENDAR**

**APPLICATION NUMBER:** 5-01-432

**APPLICANT:** California Department of Transportation

**AGENTS:** Stephanie Reeder; Aziz Elattar; Ron Kosinski

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

**PROJECT DESCRIPTION:** Construct a 58.6-foot wide, four lane, 436 foot long bridge over Culver Boulevard partially located within the coastal zone; extend Route 90 Freeway 1,020 feet west of the westerly edge of the proposed bridge; install one 38.4 foot wide, 1,020 foot long eastbound ramp and one 38.4 foot wide, 771-foot long westbound ramp in the 18.83 acre undeveloped median between Route 90's present east and westbound roadways in order to connect the bridge to existing roadways that now extend between Culver Boulevard and Mindanao Way. (Modified East Alternative). The project would avoid all existing wetlands on the site, except that the applicant proposes to enhance the biological quality of the Marina Drain, the 0.73-acre freshwater wetland found in the uncovered drain that exists on the site, to remove invasive introduced plants from the site, and to use native vegetation in planting the engineered slopes that will support the new ramps. The applicant also proposes a system of pretreatment swales that will enhance the quality of water discharged from the site. The application includes a request for after-the-fact authorization for: demolition of a sports club, retail pottery store and RV/boat storage facility. The project will require 17,800 cubic yards of cut and 98,000 cubic yards of fill; 80,200 cubic yards will be imported.

**SUMMARY OF STAFF RECOMMENDATION:**

Staff is recommending **APPROVAL** of the revised project (the Modified East Alternative) with conditions. The applicant now proposes an alternative to the original design that eliminates the wetland fill and temporary wetland impacts of the originally proposed project. Staff is recommending approval of this Modified East Alternative because it does not involve wetland fill and is otherwise consistent with the Coastal Act. The applicant has proposed to enhance the biological quality of a freshwater wetland found in the uncovered

drain that exists on the site, the Marina Drain, to remove invasive vegetation that exists on the site and to use native vegetation in planting the engineered slopes that will support the new ramps. The applicant has also provided a water quality enhancement program that will pretreat all drainage from the road before it enters the wetland. Finally, the applicant has provided a lighting plan that will minimize overspill of light from the lighted intersections onto habitat areas. Staff is recommending approval with conditions requiring that the applicant carry out its habitat enhancement and water quality, the control of siltation during construction and protection of water quality after construction, the control of project lighting, and the provision of biological and archaeological monitors during construction. The Marina Drain in the median discharges directly into the portion of the Marina Drain that is located on Area C Playa Vista, which is directly southwest of the project. The removal of invasive plants directly upstream from Area C Playa Vista will have a beneficial effect on restoration efforts in Area C, if any take place, and on other areas down stream of this site. The applicant has provided a feasible alternative that would be less environmentally damaging than the project originally proposed, and has also proposed mitigation measures that protect and restore the biological productivity of the sensitive resources that have been identified on site. **The motion to carry out the staff recommendation is found on Page 4.**

#### **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)

#### **STAFF NOTES:**

**A. COASTAL ZONE BOUNDARY.** The project is located on state-owned land located in the City of Los Angeles. Not all of the project is located in the Coastal Zone. 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 (Exhibits 1, and 2). The northerly half of the Culver Boulevard/Route 90 intersection is outside the Coastal Zone, but the eastbound Route 90 roadway and the southerly half of the intersection and most of the Route 90 median area west of Culver Boulevard are located inside the Coastal Zone. About half of the proposed bridge and a sliver of the presently undeveloped median are not in the Commission's jurisdiction, however most of the median strip west of Culver Boulevard is located in the Commission's jurisdiction, as are the westerly ramps and the proposed wetland fill and restoration. Exhibit 1, and page 2 of Exhibit 2, show depictions of the location of the Coastal Zone in

**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 permit for the development that is proposed inside the Coastal Zone.

**I. STAFF RECOMMENDATION:**

Staff recommends that the Commission **APPROVE** the permit application with special conditions

**MOTION:**     *I <sup>move</sup><sub>(soc)</sub> that the Commission approve Coastal Development Permit No. 5-01-432 pursuant to the staff recommendation.*

**STAFF RECOMMENDATION OF APPROVAL:**

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**RESOLUTION TO APPROVE THE PERMIT:**

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not 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 complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

**II.     STANDARD CONDITIONS**

1.     Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2.     Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3.     Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4.     Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5.     Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

### III. SPECIAL CONDITIONS.

The permit is approved subject to the following special conditions:

#### 1. CONSTRUCTION STAGING AND DISTURBANCE PLAN.

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT** the applicant shall provide, for the review and approval of the Executive Director, a construction disturbance and staging plan that shows all areas in which stockpiling, equipment access, storage, and haul routes can not take place. The plan shall indicate that construction staging area(s) shall not encroach on wetlands areas and shall be set back no less than 25 feet from all wetlands. Plans shall also identify all wetlands on site and shall indicate those wetlands on construction and bid drawings, indicating that construction shall not encroach on, result in siltation into or disturb the wetlands and the areas immediately adjacent to wetlands. Wetlands are those designated by the United States Army Corps of Engineers, and those state wetlands identified by the Department of Fish and Game, as shown on Exhibits 5, 6 and 7.

(1) The plan shall include/require:

(a) Visible hazard fences shall be placed no less than 25 feet from the wetland areas noted in Exhibits 5, 6 and 7, above, prior to construction. The applicant shall place sandbags and/or plastic on the outside of the fence to avoid siltation into these areas.

(b) A site plan that depicts:

i. Limits of the areas in which staging, stockpiling and hauling shall not take place due to the existence of wetlands or established native shrubs;

ii. Location of construction fencing and temporary job trailers;

iii. Wetlands on the site

(c) A temporary runoff control plan consistent with Condition 3, below.

B. The permittee shall undertake development in accordance with the approved final plans and with this condition. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required

#### 2. WETLAND AND HABITAT ENHANCEMENT PLAN.

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT** the applicant shall provide, for the review and approval of the Executive Director, a detailed Wetland and Habitat Enhancement Plan for the entire area of the median strip. The plan shall identify the following areas: (a) wetlands; (b) areas vegetated with upland vegetation, (c) manufactured slopes; (d) drainage swales and (e)

temporary erosion control plantings. The design shall take into account the placement of swales and other structures provided for water quality treatment as depicted in the applicants' water quality enhancement plan and required in condition 3. The Wetland and Habitat Enhancement Plan, as developed in the steps and according to the criteria outlined below, shall reflect the current mixture of native plants, shall leave existing native plants in place, use plant species found in Ballona Wetland and nearby upland habitats, and/or use cuttings and seed stock from native plants found in the Ballona area.

- (1) **Initial assessment.** The applicant shall submit for the review and approval of the Executive Director, a brief initial assessment describing the soil type and vegetation now found in the median strip and in the waterways at present and that is likely to exist on the site after completion of the installation of the habitat enhancement. The assessment shall include
  - (a) An evaluation of measures necessary to remove invasive plants and a schedule of removal,
  - (b) Measures necessary to protect existing native upland plants,
  - (c) The effect on soils of the proposed grading;
  - (d) Measures to assure the soils in the manufactured slopes shall be appropriate for planting,
  - (e) Measures to assure that the water supply of the enhanced wetland shall be appropriate for wetland plants, and the amount of water to be expected,
  - (f) The amount and duration of irrigation necessary to establish the project,
  - (g) The measures that might be necessary to control invasive plants at the beginning of the project and after its completion, and
  - (h) Measures necessary to prevent siltation and erosion from the site while plants are establishing.
- (2) **Habitat Goals.** Prior to preparing the Wetland and Habitat Enhancement Plan, the applicant shall provide a statement of habitat goals prepared by a biologist or licensed landscape architect experienced in wetland restoration for the review and written approval of the Executive Director. The general goal of the plan shall be to provide support habitat for native birds and insects found in the area presently or in the past. The goals shall establish a minimum coverage of each type of plant community, including preservation of all currently present wetland or hydrophytic plants that now occur on the median strip. Plans and notes shall also indicate the goals underlying the choices of any other plants shown for manufactured slope landscaping and indicate the habitat function of the proposed vegetation--the animals and other plants expected to benefit from the presence of the vegetation.
- (3) **Conceptual plan.** Based on the habitat goals approved by the Executive Director, the applicant shall submit for the review and approval of the Executive Director a conceptual Wetland and Habitat Enhancement Plan

and a schedule of installation of plants consistent with these goals. Based on the applicant's initial plans, the Wetland and Habitat Enhancement Plan shall be consistent with the following basic habitat goals:

- (a) **Wetlands.** Plans for restoration/enhancement of the wetland areas on the site, identified in Exhibits 5, 6 and 7. These areas shall be enhanced and preserved as freshwater wetlands. The design shall address hydrology, residence time of water, seasonal fluctuations or water levels and the accommodation of storm water.
  - (b) **Upland areas.** The existing saltbush scrub and coastal sage scrub found in the upland areas shall be protected as much as feasible, and, if disturbed during construction, replaced with a mixture of native coastal prairie, saltbush scrub and coastal sage scrub plants that tolerate intermittent irrigation. Invasive species shall be removed. The plants shall be consistent with Caltrans standards for line-of-sight impacts and fire resistance.
  - (c) **Manufactured slopes.** The manufactured slopes shall be planted with low-lying individuals of the coastal sage scrub and saltbush scrub community that are fire resistant.
  - (d) **Swales and temporary erosion control.** The applicant shall specify the species and seed sources of vegetation used for temporary erosion controls and for water quality enhancement devices that employ vegetation, such as vegetated swales. Plants used for these purposes shall be natives common to the Ballona area, and in no instance shall be invasive plants as defined in subsection 6 below.
- (4) **Detailed Plans.** After the Executive Director's approval of the Wetland and Habitat Enhancement Plan in concept, the applicant shall provide for the review and approval of the Executive Director detailed plans and notes that show the location of plants, sizes of container plants, density of seeds, if seeds are used, expected sources of seeds and container plants, a schedule of installation and a statement describing the methods necessary to install and maintain the enhanced and planted areas. The detailed plans shall be consistent with the Habitat Goals and with the approved Conceptual Plans.
- (5) **Monitoring.** Based on the information in the Wetland and Habitat Enhancement Plan and in the initial assessment, the applicant shall prepare a monitoring schedule, providing (a) a plan for removal of invasive and non-native plants identified in the initial assessment, (b) an initial report upon completion of initial planting to verify that the plants have been installed according to the approved plan, (c) no fewer than two additional reports in the first year after completion of the initial report, and (d) no fewer than one report in each subsequent year for no less than 5 years. The reports shall contain a

brief description of the condition of the plants; the degree of coverage and the survival rate of various plants; either photographs, maps or illustrations and recommendations concerning activities necessary to achieve the stated "Habitat Goals" discussed in Section 2 above; and if the planting is not consistent with the goals, suggested measures to remedy the situation. The applicant shall, at the appropriate season, replant to remedy any deficiencies noted in the monitoring reports, and remove any invasive or non-native plants that have established on the site. After the initial five years, the area shall be maintained as required in this coastal development permit according to the normal Caltrans maintenance schedule, but in no event less often than once a year.

- (6) **Definition of invasive plants.** No non-native or invasive species shall be employed or allowed to naturalize or persist on the site. Invasive plants are those identified in the California Native Plant Society, Los Angeles -- Santa Monica Mountains Chapter handbook entitled Recommended List of Native Plants for Landscaping in the Santa Monica Mountains, January 20, 1992; those species listed by the California Exotic Plant Pest Council on any of their watch lists as published in 1999; and those otherwise identified by the Department of Fish and Game or the United States Fish and Wildlife Service, such as the Ocean Trails list of invasive plants (attached).
- (7) **Maintenance:** In addition to the habitat goals, Conceptual Wetland and Habitat Enhancement Plan, detailed Wetland and Habitat Enhancement Plan and definitions noted above, the Wetland and Habitat Enhancement Plan shall include a manual for maintenance methods and a plan for training maintenance employees in the needs of the plants on the plant palette and on the identification of native and invasive plants. The manual shall include:
- (a) A list of chemicals proposed to be employed and methods for their application. Said chemicals shall not be toxic to fish or wildlife or persistent in the environment. If herbicides are used, they shall be applied by hand application or by other methods that shall prevent leakage, percolation or aerial drift into adjacent restoration areas. Pursuant to this the maintenance plan shall include:
- i. An Integrated Pest Management Program (IPM) shall be designed and implemented for all of the proposed landscaping/planting on the project site. Because the project is located within the immediate watershed of Ballona wetland, alternatives to pesticides including, but not limited to, the following shall be employed:
- Bacteria, viruses and insect parasites shall be considered and employed where feasible.
  - Weeding, hoeing and trapping manually.



- Use of non-toxic, biodegradable, alternative pest control products.

(b) Where pesticides and/or herbicides are deemed necessary in conjunction with the IPM program, the list of pesticides and their application methods shall be included in the plans. In using pesticides, the following shall apply:

- i. All state and local pesticide handling, storage, and application guidelines, such as those regarding timing, amounts, method of application, storage and proper disposal, shall be strictly adhered to.
- ii. Pesticides containing one or more of the constituents listed as parameters causing impairment of the receiving waters for the proposed development (the Ballona Freshwater Marsh; Ballona wetlands, Ballona Creek and Ballona Creek Estuary) on the California Water Resources Control Board's 1998 Clean Water Act Section 303 (d) list, or those appearing on the 2002 list shall not be employed. In addition to those products on the Section 303(d) list, products that shall not be employed include but are not limited to those containing the following constituents:
  - Chem A. (group of pesticides) – aldrin, dieldrin, chlordane, endrin, heptachlor, heptachlor epoxide, hexachlorocyclohexane (including lindane), endosulfan, and toxaphene.
  - DDT.

B. The permittee shall undertake development in accordance with the approved final plans and with this condition. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required

### 3. CONSTRUCTION-RELATED EROSION AND SEDIMENT CONTROL PLAN.

A. **PRIOR TO ISSUANCE OF THE PERMIT**, the applicant shall submit for the review and written approval of the Executive Director, an Erosion and Sediment Control Plan outlining appropriate Best Management Practices to limit erosion and sedimentation during construction, such that no sediment escapes into the wetlands identified in Special Condition 1 or runs off this development site. Applicant shall install all appropriate erosion and sediment control Best Management Practices (BMPs) to minimize, to the maximum extent practicable, the erosion and sediment runoff from this development site. Due to the sensitive location of the project, the plan must meet the following criteria:

- (1) The plan shall be consistent with the construction disturbance and staging plan required in Special Condition 1.

- (2) To the maximum extent practicable, construction shall occur in stages that limit the length of time that the soils are uncovered at any one time.
- (3) The plan shall minimize, to the maximum extent practicable, grading during the rainy season (October 15 through April 1).
- (4) BMPs shall include, but are not limited to, drainage inlet protection, temporary drains and swales, gravel or sandbag barriers, fiber rolls, and silt fencing as appropriate. Applicant must also stabilize any stockpiled fill or cut or fill slopes with geotextiles or mats and close and stabilize open trenches as soon as possible. These erosion control measures shall be installed on the project site prior to or concurrent with the initial grading operations and maintained throughout construction to minimize erosion and sediment runoff waters during construction.
- (5) The plan shall also include temporary erosion control measures to be implemented immediately if grading or site preparation should cease and such cessation is likely to extend for a period of more than 30 days. If such cessation occurs, the applicant shall install such stabilization measures immediately upon cessation of grading, but in no event more than 30 days after grading stops. Temporary measures shall include, but are not limited to, stabilization of all stockpiled fill, access roads, disturbed soils and cut and fill slopes with geotextiles and/or mats, sand bag and gravel bag barriers, silt fencing; temporary drains and swales; and sediment basins. BMPs shall not include any erosion or sediment control BMPs that might introduce the threat of invasive or non-native species to the wetlands. Given the sensitivity of adjacent habitat, sediment basins are not sufficient to capture sediment. They must be accompanied by more stringent means of controlling sediment in close proximity to marshes and wetlands as identified.
- (6) No sediment shall be discharged into the wetlands identified in Exhibits 5, 6 and 7 (the Marian Drain).
- (7) Trucks and equipment shall not be allowed to track mud or other materials onto roads per methods outlined in Caltrans BMP CD29A (2), Caltrans Storm Water Quality Handbook, or an equivalent measure required by Los Angeles City Department of Public Works.
- (8) The applicant shall test soils for toxicity during excavation according to Department of Toxic Substances Control rules and Regional Water Quality Control Board rules, whichever agency determines it has jurisdiction.
  - (a) If contaminated soils or associated materials are identified, other than non-water soluble aerially deposited lead, the toxic material shall be removed and transported to an appropriate disposal site approved for contaminants that may be discovered in the material. The site shall be an approved disposal site located outside the coastal zone.
- (9) Contaminated soils or associated material excavated shall be stockpiled only in accordance with Department of Toxic Substances Control (DTSC) rules and/or Regional Water Quality Control Board (RWQCB) regulations.
- (10) Aerially deposited lead-contaminated soils or associated material discovered during the excavation of the site shall be handled according to DTSC rules. If the lead is water-soluble, it shall be hauled offsite as indicated

in Subsection A6 above. If it is not water-soluble, it may be properly capped and used under the improved roadway, if consistent with DTSC approvals.

- (11) Airborne particulates shall be controlled consistent with the rules of the Air Quality Management District.

B. The permittee shall undertake development in accordance with the approved final plans and with this condition. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

#### **4. CONSTRUCTION AND POST-CONSTRUCTION WATER QUALITY MANAGEMENT PLAN.**

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall provide for the review and written approval of the Executive Director a Water Quality Management Plan (WQMP). This plan shall include a list of best management practices to minimize to the maximum extent practicable the amount of polluted runoff that is discharged into the Ballona Wetland, or any other waterway. Pursuant to this requirement, the plan shall include:

**1. Construction BMPs**

- (a) All trash and debris shall be disposed in the proper recycling or trash receptacles at the end of each day.
- (b) All stock piles and construction material shall be covered and enclosed on all sides, and in addition, as far away as possible from the identified wetlands, drain inlets, or any other waterway, and shall not be stored in contact with the soil.
- (c) Vehicles shall be refueled offsite or in a designated fueling area with a proper suite of BMPs outlined and submitted in the water quality management plan.
- (d) Asphalt demolished from the site shall be removed within 48 hours during the rainy season.
- (e) Vehicles shall not track mud or debris onto roads.
- (f) Staging areas shall include impermeable berms to catch fuel spills.
- (g) Paving machines shall be parked over drip pans or absorbent materials.
- (h) Spills of all solid and liquid materials shall be immediately cleaned up. Contaminated soils and clean-up materials shall be disposed of according to the requirements of this permit and the RWQCB. Dry spills should be swept, not washed or hosed. Wet spills on impermeable surfaces shall be absorbed, and absorbent materials properly disposed. Wet spills on soil shall be dug up and all exposed soils properly disposed.

- (i) The applicant shall only apply concrete, asphalt, and seal coat during dry weather to prevent contaminants from coming into contact with stormwater runoff.
- (j) All storm drain inlets and manholes shall be covered when paving or applying seal coat, tack seal, slurry seal, fog seal, or similar materials.
- (k) Any imported fill must be tested for contaminants in advance of importation to the site. No contaminated material from off site may be used on the site.

2. Post Construction BMPs

- (a) Maintain post development peak runoff rate and average volume at levels that are no greater than pre-development levels; AND post development runoff mass pollutant loading and concentration of pollutants shall be significantly reduced from pre-development levels, as proposed.
- (b) The applicant shall install an appropriate suite of source control BMPs as well as structural treatment BMPs designed to treat, infiltrate, or filter the amount of stormwater runoff generated by any storm event up to, and including the 85<sup>th</sup> percentile, 24-hour storm event for volume-based BMPs, and/or the 85<sup>th</sup> percentile, 1-hour storm event, with an appropriate safety factor, for flow-based BMPs.
- (c) The WQMP shall indicate how it shall minimize to the maximum extent practicable or eliminate the contribution of 303(d)-listed pollutants (for Ballona Wetlands, Ballona Creek, and Ballona Creek Estuary) from this project.
- (d) Install energy dissipaters at the outlets of all discharge points.
- (e) The applicant shall submit a monitoring and maintenance schedule for all structural and non-structural BMPs. Each structural BMP shall be inspected prior to the onset of the rainy season and monthly during the rainy season (October 15 to April 1).
- (f) Regularly patrol and clean up the area for discarded containers, trash and other materials likely to blow into or otherwise impact the wetlands and waterways.

- B. The permittee shall undertake development in accordance with the approved final plans and with this condition. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required

5. **BIOLOGICAL MONITOR.**

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, and again before any vegetation is disturbed; a biologist with experience in plant and animal identification whose qualifications have been reviewed and approved by the Executive Director shall survey the site and prepare a Biological Monitor's Report to the Executive Director concerning the presence of (1) any rare plant, (2) nesting birds. If a nesting bird is found within or immediately adjacent to the footprints of the excavation or of the staging areas, work including grading or clearance of vegetation shall not proceed until the qualified biologist certifies that the chicks have fledged and that the work shall not disturb the birds. If any rare plant is found within the footprints of areas subject to clearance, fuel modification, excavation or within the staging areas or haul routes identified in Special Condition 1, the permit shall not issue, or if the permit has issued, work in the immediate area of the rare plant shall stop until a mitigation plan is provided for the review and approval of the Executive Director.

The mitigation plan shall consider avoidance, or salvage and replanting within Area B or C Ballona and shall recommend the option with the least disturbance. Any replanting in areas not subject to a currently valid coastal development permit that includes revegetation shall require an amendment to this permit or a new permit. All reports shall be filed in the Commission office prior to issuance of the permit and again prior to the disturbance of any vegetation.

In addition to confining the work to the areas identified for construction, hauling or staging in Special Condition 1, the applicant shall place visible orange plastic 48-inch high temporary fences around the area in which any rare plant has been identified and shall **keep out and prevent** fuel modification, clearance, excavation, stockpiling, and the entry of vehicles or storage of equipment in this area. A biological monitor shall remain on site throughout the earthmoving operations. A copy of the Biological Monitor's Report(s) shall be provided to the Executive Director.

B. The permittee shall undertake development in accordance with this condition and with any biological mitigation measures approved by the Executive Director or the Commission. Any proposed changes to the approved biological monitoring procedures or measures shall be reported to the Executive Director. No changes to the approved biological monitoring procedures or mitigation measures shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

## 6. PROJECT LIGHTING.

- A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT** the applicant shall provide lighting plans for the review and written approval of the Executive Director. A copy of all federal and state standards for lighting that may apply shall accompany the plans, along with an explanation identifying which standards are mandatory. Unless the mandatory standards applicable to this road require more lighting, the lighting plans shall provide:
- (1) Illumination shall be at the lowest levels allowed in mandatory federal and state standards for secondary highways and or intersections.
  - (2) Where lights are employed, sodium vapor street lamps (HSE) shall be used.
  - (3) All lights shall be directed so that, as much as possible, spillover outside the right-of-way shall not occur.
  - (4) Any plan that shows lighting outside of intersections shall be accompanied by a written explanation describing why such lighting is required.
  - (5) The applicant shall employ flat-faced lighting, shielding, solid or vegetative barriers and other measures to confine lighting within the roadway.
  - (6) No night work or night construction lighting shall be permitted.
- B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

## 7. ARCHAEOLOGICAL RECOVERY

- A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall provide evidence for the review and written approval of the Executive Director that the State Historic Preservation Officer has determined that no further investigation of the sites in the vicinity of the approved bridge project is required. The "vicinity" means within 100 yards. Pursuant to this, prior to issuance of the permit, Caltrans shall provide evidence for the review and approval of the Executive director that a qualified archaeologist has evaluated the project in light of current confidential reports, and that Caltrans has obtained concurrence of the State Historic Preservation Officer with such evaluation. An archaeological monitor qualified by SHPO standards and a Native American Monitor appointed consistent with the standards of the Native American Heritage Commission shall be present on the site during all project grading. If cultural deposits or grave goods (as defined by SHPO) are uncovered during construction, work must stop until the archaeological monitor and the Native American Monitor can evaluate the site and,

if necessary, develop a treatment plan approved by SHPO and the Executive Director. Upon review of the treatment plan, the Executive Director shall determine whether an amendment is required. If human remains are found, the Commission requires that the applicant carry out identification and recovery or reburial consistent with State Law.

#### **IV. FINDINGS AND DECLARATIONS:**

The Commission hereby finds and declares:

##### **A. PROJECT DESCRIPTION AND LOCATION**

The applicant proposes to construct a four-lane bridge on Route 90 (the Marina Expressway) over Culver Boulevard, and to extend freeway lanes to approximately halfway between Culver Boulevard and Mindanao Way. In this part of its length, Route 90 connects the 405 Freeway to Lincoln Boulevard. Route 90 is a State Highway that extends from Lincoln Boulevard across the 405. Caltrans representatives describe Route 90 as extending to the City of La Habra; a city located approximately 20 miles inland. Most of the route, such as Slauson Boulevard, the portion of the route that lies directly east of the 405 Freeway, is not developed as a freeway (limited access route). From the 405 to Culver Boulevard, Route 90 is a freeway. Between Culver Boulevard to Lincoln Boulevard, Route 90 is not a freeway because there are signalized intersections at Culver Boulevard, Alla Road, Mindanao Way, and 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 a (approximately) 330-foot wide, 2,950-foot long median. 9.74 acres of the 18.83 acre median between Culver Boulevard and Mindanao Way were previously occupied by several businesses, all but one of which have been asked to vacate. In the larger area (approximately 38 acres) between the south bank of Ballona Creek and Lincoln Boulevard, 10.05 acres are developed with streets. The 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 (Exhibits 5, 6 and 7). 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 June 2001, the Department of Fish and Game issued a Streambed Alteration permit for an earlier version of the proposed project. In mid-September 2001, the Commission staff biologist field-checked the delineation of the wetlands and confirmed that it was accurate.

The applicant has changed its project description from the project that it originally proposed. The purpose of the change is to avoid wetland fill. The applicant initially proposed, as requested in its 1601 permit (Exhibit 8), to fill 0.23 acres of wetlands and cause temporary impacts on 0.09 acres of wetlands, and to mitigate that fill by restoring

additional wetlands within the median. Shortly before the Commission's February 2002 hearing, Caltrans representatives changed the project to an alternative (The Bridge Alternative) that avoided wetland fill, but significantly shaded about a tenth of an acre of wetlands. At the hearing, Caltrans representatives indicated that it would be possible to avoid all fill and shading of wetlands. Instead, an alternative, the "East Alternative" that Caltrans staff had initially rejected for safety reasons could be slightly redesigned to reduce safety issues, and, as redesigned, could be constructed. The "East Alternative" avoids all wetland fill. Initially Caltrans staff described the "East Alternative" in this way:

**"East Alternative"**

"A second alternative to the current design would involve merging the connector ramps with their respective frontage roads prior to the existing wetland to avoid any impact. The connector ramp split moves towards Culver Boulevard relative to the current proposed design. .... No filling of the wetlands would be required for this alternative. The project construction costs would reduce by approximately \$500K due to the shorter length of the connector ramps....

However, a significant concern with this alternative is an increase in both the quantity and scale of required design exceptions needed. This could create an unsafe driving environment, since this is at the end of a freeway and vehicle speeds are expected to be excessive in this zone. Some significant exceptions may be required. This is primarily a result of the short distance from the Culver Undercrossing Bridge to the merge with the frontage roads and the amount of horizontal and vertical separation between the two fixed points. This creates substandard stopping sight distances, which reduces the reaction time a driver has to react to upcoming obstacles or unexpected road conditions. Another result is the tightness of the horizontal curvature of the connector to tie into the frontage road. Again, since the speeds at the end of the freeway are expected to be on the high side, the ability of the driver to handle the tight curve without leaving the roadway is hindered." (Caltrans, February 17, 2002)

After the hearing, Caltrans engineers discovered a way to modify the East Alternative by modifying the bridge, so that the slope to the intersection would begin on the bridge itself. With this change, motorists would see the intersection early enough to be able to stop if necessary. Caltrans describes this version, the Modified East Alternative in the following way:

"The Modified East Alternative (See Modified East Alternative Exhibits 1, page 2 of Exhibit 2, and Exhibit 3) retains the original East Alternative horizontal alignment but includes specific design modifications to eliminate design exceptions that previously made the original East Alternative alignment unacceptable to Caltrans for safety reasons. The primary difference is that the Modified East Alternative redesigns the Culver Blvd Undercrossing ("UC") Bridge profile to include a vertical curve, which increases the stopping sight distance along the Connector Ramps to



meet required design standards. Like the original East Alternative, the Modified East Alternative would not require any filling or shading impacts to the existing wetlands.

The advantage of the Modified East Alternative is the elimination of the stopping sight distance exceptions that were needed for the original East Alternative and what makes the alternative acceptable for safety reasons. The one disadvantage to the Modified East Alternative is that the Culver Blvd UC Bridge would require at least a partial, if not a full, redesign. There will be an increase in costs for the redesign effort. In addition, the project schedule will have to be extended to allow for the necessary redesign, review and approval periods." (Caltrans, March 13, 2002 (Full text in Exhibit 3.)

**Additional project description.** 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 between Lincoln Boulevard and Route 405. 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 in length. 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 1 and page 2 of Exhibit 2). In preparing for the project, the applicant removed certain structures and uses that have been allowed to operate within the median as interim uses of the right-of-way without first receiving a coastal development permit. These include a boat storage operation, a pottery store and an athletic facility. There are no conditions imposed on this project to restore or mitigate for the unpermitted development because the project would (1) displace these uses with the road and (2) with restored habitat and wetland.

Issues have been raised concerning whether, in considering this project, the Commission is considering the complete project, or whether this is only part of a larger project. Because of State and local budgetary constraints, Caltrans normally carries out road improvements, even those that may eventually connect with each other, in segments, that are designed build over a number of budgetary years. Caltrans requires that each road-widening project can function adequately on its own and that it in itself improve traffic flow. The next "phase" of the project may occur within two or three years, or possibly never, but each phase of a project like this is designed to function and be useful independently, and indefinitely, with or without the completion of the next phase. There is a second improvement of Route 90, which would improve its intersection with Lincoln Boulevard that is under consideration. This extension to Lincoln is not yet approved or funded. Approval of this project does not commit the Commission to approve the other project and construction of this project does not commit Caltrans to build the revised intersection at Lincoln Boulevard.

The wetlands on the project site 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, 6 and 7.) As noted above, the applicant originally proposed to enhance this area, as requested in its 1601 permit, in order to mitigate its filling of 0.23 acres of wetlands. No wetland fill is now proposed. As part of the project, the applicant continues to propose to restore and enhance the wetlands and saltbush/coyote bush scrub that now exist within the median, and to remove invasive plants. The applicant proposes to remove iceplant, pampas grass and other invasives that now exist on the site. Most of the Pampas grass is now growing within the wetlands. The iceplant and pampas grass dominate the wetland portion of the median strip. The existing wetlands are linear, freshwater marshes that will continue to be fed by urban storm drains. According to the applicant, the restored wetland and habitat will remain in place and will 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 98,000 cubic yards fill and will take about a year and a half to complete. 80,200 cubic yards of soil will be imported.

## **B. PROJECT BACKGROUND**

By bridging Route 90 over Culver Boulevard, this project would create a partially grade-separated intersection at Culver Boulevard and Route 90 (the Marina Freeway). The bridge would speed up traffic on Route 90 between Lincoln Boulevard and the 405 Freeway. Ramps provided in this and the "Culver Loop" project would make it possible to enter the freeway from northbound Culver Boulevard. The intersections of the frontage roads and Culver Boulevard would still be controlled by a traffic light.<sup>1</sup>

The project has long appeared on subregional traffic improvement plans. It appears in the certified Marina del Rey LUP and in the certified Playa Vista LUP. The City of Los Angeles required Playa Capital to "guarantee construction" of the bridge as part of its Phase I mitigation, arguing that significant traffic from Phase One will be routed up Route 90 to the 405 and that the bridge would increase the capacity of Route 90. The City changed the traffic mitigation measures that it originally imposed on Playa Vista, after it receive comments on its certified EIR for Playa Vista Phase I<sup>2</sup> from transportation agencies, including Caltrans<sup>3</sup>. Phase I is the portion of the Playa Vista project located outside the Coastal Zone. The Phase One Playa Vista project includes institutional,

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<sup>1</sup> Caltrans representatives state that Playa Capital has obtained a Caltrans encroachment permit to "construct ramps to connect Culver Boulevard with the Route 90). However, this work is not part of this application. In November 2001, the Commission approved an application from Playa Vista to do this (see 5-00-382 and A-PLV-5-00-417).

<sup>2</sup> (See Haripal Vir, Senior Transportation Engineer, City of Los Angeles: "Playa Vista Project Phase I, Amendment to the Initial Traffic Assessment and Mitigation Letter dated September 16, 1992, EIR No.90-0200 (C) (CUB) (CUZ) (GPA) (SUB) (VAC) (ZC)."

<sup>3</sup> Robert Goodell, Chief, Advance Planning Branch, Caltrans District 7; Memorandum to Tom Loftus, State Clearinghouse, re DEIR Playa Vista Phase I 90-0200 SUB (C) (CUZ) (CUB), March 22, 1993

commercial (35,000 sq. ft.), office (1,250,000 sq. ft.) and residential (3,246 dwelling units) development and is expected to generate 44,500 daily trips, and approximately 5,360 peak hour daily trips. The project draft EIR estimates that slightly more than 12% of these trips would be internal to the project. The City required the following mitigation measure with respect to the Culver/Route 90 intersection:

**"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." (See Exhibit 14, Playa Capital Phase I EIR mitigation measures as amended.)

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 that extends to the Pacific Ocean. In a letter provided to the Coastal Commission staff, Aziz Elatter, Senior Environmental Planner for Caltrans outlines the reason the bridge is needed.

#### **"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. " (Aziz Elattar, Caltrans, Letter).

When questioned about the need for the project based on existing traffic, instead of traffic levels projected as a result of recently approved and proposed projects, Caltrans representatives responded with information that they consider illustrates present

congestion levels, and thus, present need. 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 that presently, the intersection is over or near capacity. They indicate that operating at this level of congestion leads to accidents (Exhibits 3, 4, 10, 17, 18, and 29).

Caltrans' representatives contend that the bridge is necessary to maintain the existing "capacity" (flow rates) because traffic levels will increase without any specific future project. They point out that 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 10). 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 10)

Mr. Kosinski continues that given the present congestion of this intersection and the 2% per year annual ambient growth identified by the Southern California Association of Governments, this project is needed. 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. Levels of traffic, Caltrans' representative 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 10.) Caltrans representatives state that Playa Vista needs the road, but Playa Vista' traffic is not the only reason that the road is needed.

The project before the Commission is substantially identical to the project required by the City in its tract conditions for Playa Vista Phase I. Caltrans representatives indicate that the bridge cost is shared between the City and Caltrans: the City of Los Angeles is paying

for the engineering and design work, and Caltrans will pay for the bridge construction. The mitigation measures proposed in the draft EIR require Playa Vista to pay for the bridge design, but not its construction, but the adopted mitigation measures require Playa Capital to "guarantee construction" of the entire bridge.

**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. The 1991 EIR Appendix O was based on an update of an analysis prepared in 1983 for Los Angeles County by Barton Aschman Associates, a traffic-engineering firm. Kaku Associates further updated the study in 1995, when Playa Capital was considering rehabilitating the old Hughes Aircraft Plant as an Entertainment Media and Technology Center. Kaku estimates that traffic in the area of the project have 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 1991 Draft EIR were never constructed; and, at the time of the 1995 amendment to Playa Vista's City permit, some new projects are under discussion. In spite of the withdrawal of some proposed projects, many projects are and have been anticipated on the West Side of Los Angeles. Kaku figures indicate that at peak hours 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 consultant indicated 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 13.)

<b>1997 Intersection Operating Conditions (source: First Phase Playa Vista Draft EIR)</b>							
		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
Culver/Marina Freeway East bound ramps	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 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 12). This document anticipates that Phase One Playa Vista, will generate almost twice as much traffic as all the other projects in the area combined and after development of Phase I Playa Vista, the level of service at Culver/Route 90 will rise above capacity to Level of Service F in all directions. Level of Service F is defined as near- gridlock (Exhibit 13). The Commission notes, however, that the data that Caltrans provided with this application shows improvement at these intersections in 1993.

However, as noted above, the level of service at these intersections is shown as better in the 1995 study that was shown in 1990. It is unclear whether traffic had decreased between 1991 and 1995 as a result of the recession in those years, or whether there were differences in the studies' methodology or the time of year at which they were conducted.

The information provided by these studies is 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 prepared by Kaku for the amendment to the Playa Vista Plan in 1995 assumes that each year, traffic will go up by 1.5% instead of 2% as indicated by Caltrans.<sup>4</sup> Both studies show that the levels of service are high and approach gridlock at least at some peak hours. It is clear, 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, not including the cross streets, is about 18.8 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. A portion of 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 median strip, 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, and the Streambed Alteration Agreement, (June, 2001) the area supports a number of bird species including the great blue heron, barn swallows, Allen's

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<sup>4</sup> 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).

hummingbirds, American goldfinches, northern mocking birds, mourning doves and other common upland birds such as sparrows (Exhibit 8, 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 originally proposed to fill two sections of the marsh totaling 0.23 acres and to redirect water in those sections to underground culverts. The original design required the fill to accommodate ramps that would have connected the bridge to the existing travel lanes. In addition, the applicant originally identified 0.09 acres of wetland that would not be filled, but that would be so close to the grading that the area would suffer "temporary impacts." Originally the applicant stated that it is not feasible to elevate these ramps. Now the applicant has changed its request and is now proposing a design, the "Modified East Alternative," that would not fill or shade wetlands. The applicant has also proposed to remove the pampas grass, iceplant and other invasive plants that have severely impacted the productivity of the existing wetlands, and to increase the biological function of the wetlands and adjoining area. The freshwater marsh is a vegetated ditch that will continue to be fed by urban storm drains.

The wetland area is protected under Section 30233 of the Coastal Act, which allows wetland fill only for limited purposes, and then, if there is no feasible less environmentally damaging alternative. Since no fill is proposed, the development is consistent with Section 30233. The wetland and upland areas are important habitat areas because they are wetlands within the Ballona wetlands system. They are also near other wetland and upland areas that have habitat value, and that are being considered for park acquisition. Extensive research on the viability of habitat preserves emphasize that large, contiguous parcels provide more productive habitat than small scattered, narrow parcels that are interspersed with other uses. Larger parcels and parcels contiguous to parcels that support similar habitat enhance the productivity and diversity of both parcels by providing additional opportunities for nesting and forage, and more protection from disturbance.

Section 30240 requires:

**Section 30240 Environmentally sensitive habitat areas; adjacent developments**

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The streambed alteration agreement 5-265-00 approved by the Department of Fish and Game in June, 2001 indicates that while many birds and other animals found in the Route 90 median are typical upland birds found in nearby developed areas, others animals that



use the site are dependent on adjoining Area C, Ballona Creek and the Ballona wetlands. These include raptors and the great blue heron. Roads near wetlands can have other impacts: noise and siltation during construction can disturb animals; siltation and runoff during and after construction can damage water quality. Moreover, the "Marina Drain" flows downstream into two other areas of the Ballona Wetlands, Areas A and C.

Invasive plants, silt and chemicals can travel downstream into areas identified for restoration. Seeds and plant fragments can move down the waterway and reinvade restoration areas. Caltrans has particularly mentioned iceplant (*Carpobrotus edulis*) and Pampas grass, which have invaded the wetland and upland areas on this and adjacent sites, but other introduced plants that are difficult to remove during restoration efforts are also found on the site. These include the Garland daisy, (*Chrysanthemum coronarium*) and Bermuda grass. For this reason, Caltrans has offered to remove invasive plants from this site and enhance the onsite wetlands.

Invasive plants can overwhelm habitat areas and undermine restoration projects. In nearby Ballona Lagoon, the initial restoration that was attempted in 1981 was overwhelmed by iceplant and garland daisies, which the City removed in a second restoration, funded by the California Coastal Conservancy in 1995-96. In areas adjacent to the Freshwater Marsh (approved by the Commission in CDP CDP-5-91-463), and other parts of Playa Vista Areas A, B and C, the extent of the areas covered with pampas grass and iceplant has increased in recent years.

Secondly, the waterway can carry chemicals and road discharges down stream. Therefore the Commission is also imposing conditions to protect the Marina Drain from discharges, runoff and siltation (see below in the Water Quality section). The Commission has further conditioned the project to assure that no fill or disturbance of wetland areas on the site, or siltation into them, will occur.

At hearings on a road-widening project in nearby Area C (5-01-382/A-5-PLV-00-417), the Commission received information indicating that lighting and noise associated with roads can have impacts on habitat areas (Substantive File Documents). Night lighting can disrupt the foraging and breeding of native reptiles, insects and amphibians. The Commission has therefore imposed conditions addressing lighting to protect the habitat on the site and on adjacent Area C so that lights from the road will not shine onto the wetland and habitat areas in the project areas and adjacent to it. The Commission has further conditioned the project to forbid night construction, and to require that during construction the applicant survey and avoid rare plants and nesting birds. The applicant acknowledges that the presence of a highway will have some impacts in terms of noise, lighting and disturbance during construction and subsequent operation. As mitigation for those impacts, the applicant has proposed to enhance the habitat areas found on the site and to use native plants in the fill slopes that are compatible with the wetland and upland habitat now found on the site. The Commission has required, in Special Conditions 1, 3 and 4 that impacts of construction be limited, and in Special Condition 2, that the proposed enhancement be planned and designed consistent with nearby habitat and with the soils found on the project site, and be monitored intensively for five years, and thereafter, on a



schedule that is consistent with Caltrans regular maintenance schedule, but no less often than once a year. As conditioned, the project's impacts on onsite and adjacent habitat areas will be minimized and the project itself should, in the future, buffer adjacent habitat area from impacts of nearby developed areas. As proposed and as conditioned the project is consistent with Coastal Act Sections 30233 and 30240 with respect to impacts on habitat.

#### **D. WATER QUALITY MARINE RESOURCES**

Section 30230 requires the protection of marine resources.

##### **Section 30230**

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Roads are major sources of pollutants that flow into water bodies. The new section of road proposed in the proposed project will drain to the Marina Drain, which drains into Areas C and A, Ballona wetlands, and ultimately to Marina del Rey. In order to protect water bodies and water quality from polluted run-off, the applicant proposes a number of measures. Caltrans encourages trash removal programs and plans to design the freeway to reduce the discharge of polluted water. Caltrans indicates that it opposes use of fossil filters on highways because filters can clog during heavy rains, resulting in ponding on the road surface, and presenting a hazard to motorists.

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 recently submitted Caltrans 2002 Water Quality Management Plan for this project includes the following:

- "Treatment train of BMPs including grated inlets, trash and gross solids removal devices, and bioswale systems
- Treats runoff from both existing and new impervious areas, as well as the road right-of-way
- Should result in improved water quality overall as compared to pre-project conditions due to the extensive amount of existing impervious areas that will be treated via bioswales.
- Meets and exceeds the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) and also the Caltrans Stormwater Management Plan (SWMP) requirements." (See Exhibit 27 for a detailed description of Caltrans water quality control plan.)

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.

The project drains into Area C Playa Vista, and from this area, via culverts, into Area A and into the Marina del Rey, an impaired water body. The RWQCB is investigating measures to improve the water quality of the Marina del Rey. Important bird, invertebrate and fish species live in the area and feed in these waters, and the area has high human recreational use. Therefore it is appropriate to employ as many measures as feasible to ensure that the water discharged from this project is improved in quality from its present condition or that is least no worse, after the increased automobile traffic that will be attracted by the bridge. The Commission has required in its conditions, measures to improve the quality of water discharged into the habitat. The Commission finds that it is possible to improve the quality of water discharged from the project by requiring 1)

measures during construction to reduce runoff and siltation, and 2) on site filtration area in the median strip to filter road runoff before it enters the wetlands on the site, 3) requiring these measures to be effective in an 85<sup>th</sup> percentile storm.

The wetlands on site are essentially exposed portions of existing underground storm drains that serve industrial, commercial and residential areas of Venice. Because they are storm drains, they are already polluted. Moreover, run off from roads is polluted with oil and gasoline by-products.

In the past, undeveloped land in this area was for years used for unregulated dumping and for agricultural dumping. When Playa Capital excavated the freshwater marsh in Area B, they discovered that past oil drilling and industrial disposal had resulted in the disposal of contaminated soils near the surface. Caltrans asserts that it conducted tests in this area, and that no contaminated soils were revealed. Caltrans indicates that it has already carried out extensive onsite tests for contaminants.<sup>5</sup> Reports show that consultants conducted a literature search that showed no records of any contaminating industry on the site and two test borings at the edge of the present frontage road. If the tests are accurate, there is little chance of encountering contaminated sediments. If, during construction, the applicant discovers that the soils are contaminated, the Regional Water Quality Board has standards concerning appropriate methods of excavation and disposal of contaminated sediments. Therefore the Commission does not require any additional testing or disposal of sediments.

The most frequent soil contaminant found in road widening projects is aerially deposited lead from exhaust. Initial 1996 studies by Law, Crandall, on behalf of Maguire Thomas indicate that lead is present. (See Substantive File Documents; item 19, Law, Crandall for reference.) Caltrans normally disposes of lead contaminated sediments by burying them under roads. The Caltrans has a permit from the State Water Board to do this. The State Water Board requires that reburying lead take place a certain distance above ground water. This coastal development permit does not allow contaminated soils from offsite to be used for fill under the ramps.

Although the Commission has imposed standards to assure that the development does not add to pollutants of down stream waters, it does not require that the on site development "clean up" the stormwater that comes onto the property from upstream. Two correspondents, notably Heal the Bay and the Santa Monica Bay Keeper (Exhibits 27 and 28), have pointed out that the Marina del Rey, which is the receiving water body of the Marina Drain, is an impaired water body. They indicate that Caltrans may have an obligation to improve the water quality of any water coming down the drain before it leaves the site and discharges into the impaired water body. Caltrans has proposed BMP's,

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<sup>5</sup> See: Law, Crandall Inc., "Report of Lead Assessment, Playa Vista STIP Improvements, Lincoln Corridor and Marina Freeway Corridor, Los Angeles, California," prepared for Maguire Thomas Partners, Los Angeles, California, January 19, 1996; and Law, Crandall Inc., "Report of Phase I Environmental Assessment, Playa Vista STIP; State Route 90, (Marina Freeway), from Lincoln Boulevard to Centinela Avenue, Playa Vista Project," prepared for Maguire Thomas Partners, Los Angeles, California, February 23, 1996; in project file.

which they assert will improve the quality of water discharged for the site. The Commission finds that it cannot require such an improvement because it is not related to the impacts of the development proposed. Therefore it has required the applicant only to control only the pollutants that are attributable to the development itself.

In addition, the Commission is requiring limits to the volume and velocity of runoff from the developed site. The applicant asserts that with the reduced pollutant load that it expects, that it should not also be required to avoid increasing the volume of runoff. An increase in impervious surfaces disrupts the natural attenuation of runoff by natural drainage features and surfaces, and causes an increased peak runoff rate and volume. This can cause erosion, scouring, disturbance of downstream habitats, and increased peak flood discharge. The Commission routinely requires that developments mitigate for the increased volume and velocity of runoff to prevent the degradation that it can cause. In this case the volume and velocity is held to no increase because of the proximity and sensitivity of the Ballona Wetlands and associated ecosystems. Moreover, the Commission has imposed requirements on the pollutant concentrations and mass loadings in runoff. With the increased amount of runoff from the developed site due to the increase in impervious surfaces, there can be a decrease in concentration of pollutants per-unit water from pre-development levels, while still being an increase in the total amount of pollutants. Therefore the Commission is imposing conditions ensuring that both mass loading and concentration of pollutants are minimized. These measures will protect the water quality of receiving waters.

The City of Los Angeles is subject to RWQCB orders to cleanup its runoff. As the City complies with these orders, the quality of the water entering this property and leaving it will gradually improve. It is not the Commission's responsibility to enforce citywide standards that are the responsibility of the RWQCB to develop, adopt and enforce. It is only responsible to assure that the development approved does not make the situation worse on the property or downstream for the development. However, the Commission is requiring, as noted above, that the treatment for runoff from this site be sized to treat water discharged during an 85<sup>th</sup> percentile storm. The applicant asserts, as noted in Exhibit 27 that the BMP's that it plans to incorporate into its project will improve the quality of the water discharged from the site, although it states that the quantity discharged will be slightly more than the present quantity. In this way only a minimal amount of pollution attributable to this development will enter the Marina Drain. As conditioned the project is consistent with Coastal Act Sections 30230 and 30231 in terms of its potential impacts on water quality.

The Commission notes, however, that certain BMPs like hydroseeding or mulching may utilize plants that could be detrimental to the wetland or surrounding habitat by introducing plants, such as iceplant (*Carpobrotus edulis*) or Bermuda grass that can invade wetlands areas or displace native species. For that reason, the lists of species proposed for temporary slope stabilization or drainage swales must be provided as part of the landscaping plan for review and approval of the Executive Director to assure that no invasive species are used, and that, as much as possible native species are used. For that reason, other methods, such as jute matting may need to be employed to prevent

siltation from graded slopes. The Commission therefore requires that the applicant shall use methods of erosion and sediment control that do not use introduced vegetation to stabilize the soils. As further conditioned to assure that the water quality protection BMPs also comply with standards adopted to protect habitat, the project complies with Coastal Act Sections 30230 and 3020 with respect to the effect on natural and marine resources.

#### **E. PUBLIC SHORELINE ACCESS AND RECREATION**

Section 30210 requires that maximum access to the coast be provided. Section 30223 requires the reservation of upland that areas 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 beach goers 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 Culver City 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. No recreation on the site is proposed or appropriate. 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.

#### **F. DEVELOPMENT**

The Coastal Act provides standards that the Commission must use in approving development. Section 30250 requires that most development be sited in existing developed areas to minimize development in relatively untouched rural areas. Section 30252 encourages investigations of non-automobile 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 LUP's 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 LUP's 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. (Exhibits 25-27.) The plan approvals were granted before the courts issued the Bolsa Chica decision.

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 Playa del Rey, Palms and Venice, and the County area, which is the Marina del Rey proper, (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 transit way. The City has also required jitneys within Playa Vista. 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. Transit under consideration by the Department of Beaches and Harbors for the Marina del Rey consists of jitneys and other short haul buses, but no improvements that might accommodate the ten to fifteen mile work trip that the average Los Angeles resident makes. Playa Capital's traffic consultant, Kaku, indicates that it estimates that no more than 10% of job commuters in Playa Vista Phase I are likely to use transit. Culver Boulevard is the site of a former railroad right-of-way that extends west and south from Overland Avenue Culver City, through Area C, then through the wetlands and then south through the South Bay.<sup>6</sup> Even though part of it is improved as a bikeway, there is no analysis of methods of using this older right-of-way for a dedicated transit way or for other alternative transportation. This bridge is wide enough to accommodate such a bikeway.

While the project itself is the road, not the development requiring the road. The Commission must consider whether approval of this project may commit the area to automobile transportation. There is a contention that wider and faster roads attract cars by improving the convenience of the automobile. Approval of this project does not commit the area to automobile-based transportation because the bridge is wide enough to accommodate bikeways or a bus lane. As designed the project is consistent with Section 30252 of the Coastal Act.

## **G 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.) Again in 1987, the Commission approved parallel LUP's 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. The City of Los Angeles amended its Palms Mar Vista Del Rey Community Plan to conform with the land use designations and development standards of the certified Playa Vista LUP. No implementation ordinances have been approved for this plan.

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<sup>6</sup> 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.

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, 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. The Commission, faced with more detailed information about the impacts of the development conceptually approved in the Land Use Plans, is able to reexamine the effects of the development. A Land Use Plan is not binding on the Commission and 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.

## **H. 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.



The Controller of the State of California, as the custodian the land adjacent to this road, Playa Vista Area C, which is held in trust for the State of California, has clearly stated her intent to transfer the land to the Department of Parks and Recreation for development as a 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 proposed development with a prospective public park and with public use of the area. 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.

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. 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 SUV's 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 ramps extending above the median will be lower than the bridge but will also be visible.

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.

## **I. 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 south 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 bridge and ramp work that is within the jurisdiction of the Commission is 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.

## **J     ARCHAEOLOGICAL, HISTORICAL AND PALEONTOLOGICAL DEPOSITS**

The part of this project outside the Coastal Zone is within an area that is described in confidential documents as encompassing LAN 54, a registered archaeological site. An adjoining property owner is required to recover the part of the site that is located on its property. Caltrans' archaeologist has reviewed these documents and disputes their conclusions; nevertheless, Caltrans plans to have a qualified archaeological monitor and a Native American monitor on the site during construction. Caltrans has not provided any statement from the State Historic Preservation Officer as to the absence of a site where the bridge and ramps are planned. Section 30244 of the Coastal Act requires:

### **Section 30244**

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Caltrans has not provided evidence that the State Historic Preservation Officer (SHPO) has evaluated this site or that SHPO has confirmed that the site lies outside any known archaeological sites and would not impact such sites. Caltrans has not demonstrated that this project is consistent with Section 30244 of the Coastal Act. Only as conditioned to (1) evaluate the project in light of current confidential reports, and (2) obtain concurrence of the State Historic Preservation Officer with such evaluation can the Commission find this development consistent with Section 30244 of the Coastal Act. Pursuant to these requirements, the Commission is requiring a second review of the site in light of newly assembled information, and that a qualified archaeological monitor be on site during

grading of those portions of the project that are located within the Coastal Zone. As is usually required, if any resources are discovered, work must stop to determine whether activities are necessary to preserve the resources and whether these activities require an amendment to this permit. As conditioned the proposed project is consistent with Section 30244 of the Coastal Act.

#### **K. UNPERMITTED DEVELOPMENT**

Development has occurred on site without benefit of the required coastal development permit, including demolition of leased operations, which included the recreational vehicle storage facility, portions of the pottery store and an exercise facility located within the coastal zone. Consequently, the work that was undertaken constitutes development that requires a coastal development permit.

Consideration of the permit application by the Commission has been based solely on the consistency of the proposed development with the policies Coastal Act. Approval of this permit does not constitute a waiver of any legal action with regard to the alleged unpermitted development, nor does it constitute admission as to the legality of any development undertaken on the subject site without a coastal development permit.

#### **L. CALIFORNIA ENVIRONMENTAL QUALITY ACT**

Section 13096 of the Commission's administrative regulations requires Commission approval of any coastal development permit application to be supported by a finding that the application, as conditioned by any conditions of approval, is 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 effects that the project may have on the environment.

In this case, this particular project is the result of the consideration of several alternatives. The applicant originally proposed to fill 0.23 acres of wetlands and to mitigate the fill on the site. The originally proposed project could have had significant adverse impacts, but the applicant has avoided those impacts by changing its project, relocating the ramps away from the wetland, and mitigating the remaining impacts through the implementation of the conditions proposed. After the Commission's initial hearing, the applicant proposed to avoid fill by bridging the wetlands, an alternative that would have left a tenth of an acre of wetlands in deep shade (Bridge Alternative). The applicant has now changed its project to avoid the fill and shading altogether, and to enhance the resources of the site (Modified East Alternative). The applicant also considered an alternative proposed by the public, which would relocate the traffic lanes to the inland side of the median. Because this alternative would have resulted in fill of the wetland area, this fourth alternative was rejected.

There are no additional feasible alternatives or mitigation measures available that could substantially lessen any remaining significant adverse impact the activity may have on the environment. Therefore, the proposed project is consistent with CEQA and the policies of the Coastal Act.

**APPENDIX A**  
**SUBSTANTIVE FILE DOCUMENTS:**

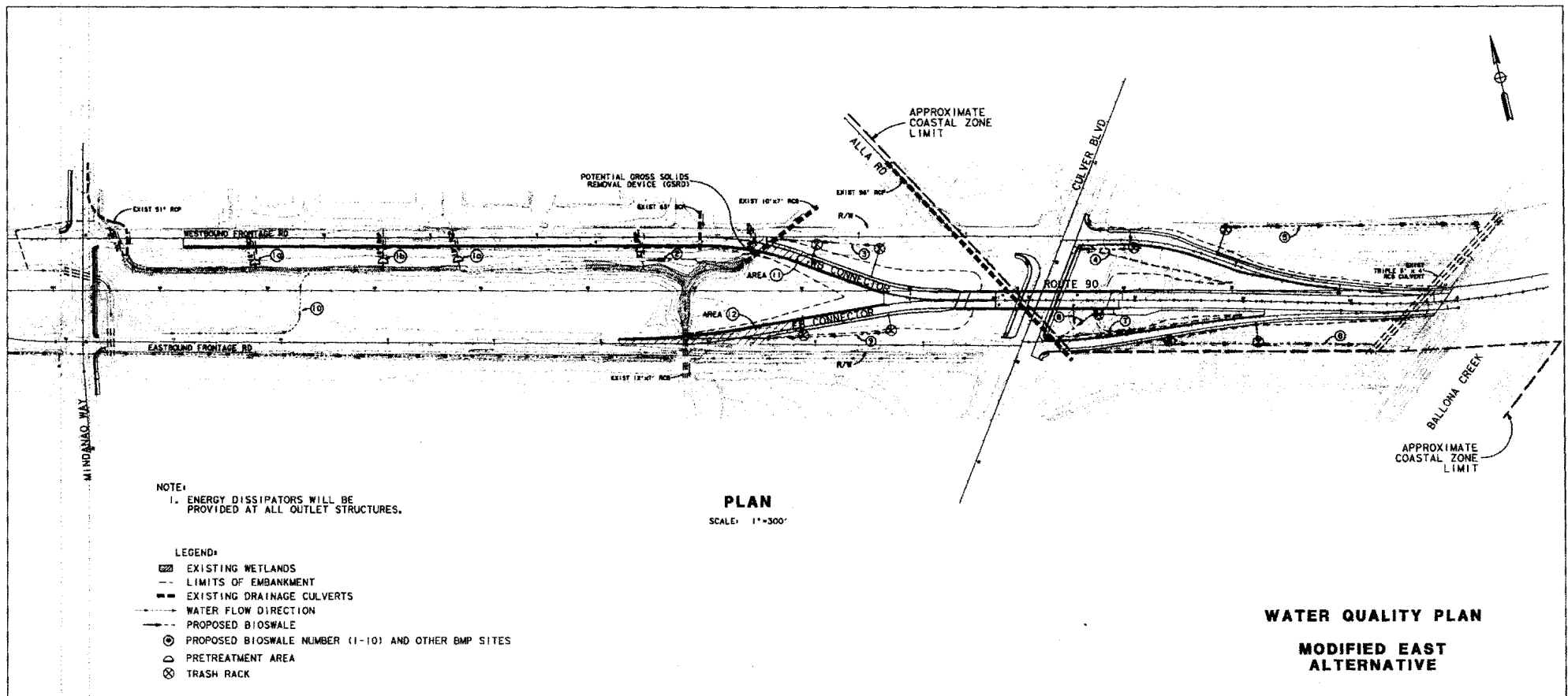
1. Environmental Impact Report, First Phase Project for Playa Vista, EIR No. 90-0200-SUB(c)(CUZ)(CUB) State Clearinghouse No. 90010510; Appendix D Mitigation and Monitoring Program; Mitigation Measures Tracts 49104 and 52092.
2. Haripal S. Vir, Senior Transportation Engineer, Department of Transportation, City of Los Angeles, Memorandum to Merryl Edelstein, Senior Planner "Initial Traffic Assessment and Mitigation Measures for the proposed Playa Vista Project at the Intersection of Lincoln Boulevard and Jefferson Boulevard, EIR no.90-0200 (C) (CUB) (CUZ) (GPA) (SUB) (VAC) (ZC), September 16, 1992
3. Haripal S. Vir, Senior Transportation Engineer, Department of Transportation, City of Los Angeles, Memorandum to Merryl Edelstein, Senior Planner "Playa Vista Project Phase I, Amendment to the Initial Traffic Assessment and Mitigation Letter dated September 16, 1992, EIR No.90-0200 (C) (CUB) (CUZ) (GPA) (SUB) (VAC) (ZC)," revised May 24, 1993.
4. City of Los Angeles Mitigation Monitoring and Reporting Program Exhibit "C "As Amended To Include Condition of Approval No. 96 as Required by Condition of Approval NO. 12 of Vesting Tentative Tract no. 49104 (Exhibit "B") and Condition of Approval No.'s 141, 141, 144, 145, 150, and 151 as Required by the Modification to VTTM 49104 Approved by the City Council on December 8, 1995 Exhibit "A".
5. City of Los Angeles, City Council, Action: Appeals against the Planning Commission's Approval of Tentative Tract 52092 and Modification of Tract 49104 for Property near Centinela Avenue and Jefferson Boulevard in the Playa Vista Area, December 8, 1995.
6. 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.
7. Los Angeles County, Marina del Rey/Ballona LUP, Certified 1984.
8. Los Angeles County, Marina del Rey LUP, Certified 1987.
9. City of Los Angeles, Playa Vista LUP, Certified 1987.
10. Bolsa Chica Land Trust v. Superior Ct. (1999) 71 Cal. App. 4<sup>th</sup> 493.
11. Psomas Associates, State Route 90/Cullver Flyover: Jurisdictional Wetlands, Streambeds and Waters of the United States, December 1995.
12. 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."
13. Caltrans: Alternatives analysis (1) and (2) regarding the Route 90 bridge.
14. Jerry B. Baxter, District Director, Caltrans District 7, letter to Con Howe, Director of Planning, City of Los Angeles, re Playa Vista Traffic Mitigation Measures, September 10, 1993.
15. Robert Goodell, Chief, Advance Planning Branch, Caltrans District 7; Memorandum to Tom Loftus, State Clearinghouse, re DEIR Playa Vista Phase I 90-0200 SUB (C) (CUZ) (CUB), March 22, 1993.

16. Coastal Development Permits and Appeals: A-5-VEN-98-222 (EMC Snyder); A-5-90-653 (Channel Gateway); 5-91-463 (Maguire Thomas); 5-91-463A2, 5-91-463R; 5-91-463R2: 5-00-139W; extended (October 1997), currently expired; 5-91-463, 5-91-463A2, 5-91-463R, 5-95-148, permit waiver 5-00-139, 5-91-463, 5-98-164, A-5-PDR 99-130/5-99-151; 6-97-161, A-5-PLV-01-281/5-01-223; A-5-PV-00-417/5-01-382; 5-98-164; 5-98-164A, A-266-77, A-5-RPV-93-005; 5-82-479.
17. City of Los Angeles Bureau of Engineering Staff Report, No. 95-03 –August 2, 1995
18. LADOT Inter-departmental correspondence --Amendment of Initial Traffic Assessment and Mitigation Letter dated September 16, 1992 --Revised May 24, 1993.
19. Law, Crandall Inc., "Report of Lead Assessment, Playa Vista STIP Improvements, Lincoln Corridor and Marina Freeway Corridor, Los Angeles, California," prepared for Maguire Thomas Partners, Los Angeles, California, January 19, 1996.
20. Law, Crandall Inc., "Report of Phase I Environmental Assessment, Playa Vista STIP; State Route 90, (Marina Freeway), from Lincoln Boulevard to Centinela Avenue, Playa Vista Project," prepared for Maguire Thomas Partners, Los Angeles, California, February 23, 1996.
21. City of Los Angeles City Engineer, Memorandum Public Works review of ETI report titled "Subsurface Geo-chemical Assessment of Methane Gas Occurrences" for the Playa Vista project; file 1996-092; May 10, 2000
22. 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."]
23. 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 Hoye dated 27 November, 2000 and signed by A. J. Skidmore and M. Zych (RG).
24. Mark Johnsson, Senior Geologist, California Coastal Commission, Memorandum: "Culver Boulevard Widening Project and Potential Soil Methane Hazards"
25. 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."
26. City of Los Angeles Department of Building and Safety, Memorandum of General distribution, #92, Methane Potential Hazard Zones, March 19, 1991.
27. 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
28. California Department of Fish and Game, Memorandum: Extent of Wetlands in Playa Vista, December 1991."
29. California Coastal Commission, Memorandum: "Volume II Preliminary Working draft EIS/EIR Existing Conditions –Playa Vista March 5, 1998"

30. City of Los Angeles General Plan Palms, Mar Vista Del Rey District Plan, -Playa Vista Area C Specific Plan;
31. City of Los Angeles City Council: Conditions of Approval, Vesting Tentative Tract Map 49104 (As Revised December 8, 1995)
32. City of Los Angeles City Council: Conditions of Approval, Vesting Tentative Tract Map 52092 (December 8, 1995)
33. City of Los Angeles Tentative Tract Number 44668, Map and conditions of approval, May 4, 1987.
34. Regional Water Quality Control Board, Los Angeles Region: Clean up and Abatement Order 98-125.
35. Diamond, Jared M. 1975. "The Island Dilemma: Lessons of Modern Biogeographic Studies for the Design of Natural Reserves," Biological Conservation, v7 (1975): 129-146.
36. Longcore, Travis, Urban Wildlands Group, "Ecological Consequence of Artificial Night Lighting," Bibliography, 3/14/2002.







COASTAL COMMISSION

5-01-432

EXHIBIT # \_\_\_\_\_

PAGE \_\_\_\_\_ OF \_\_\_\_\_



EXHIBIT NO. 1

APPLICATION NO.

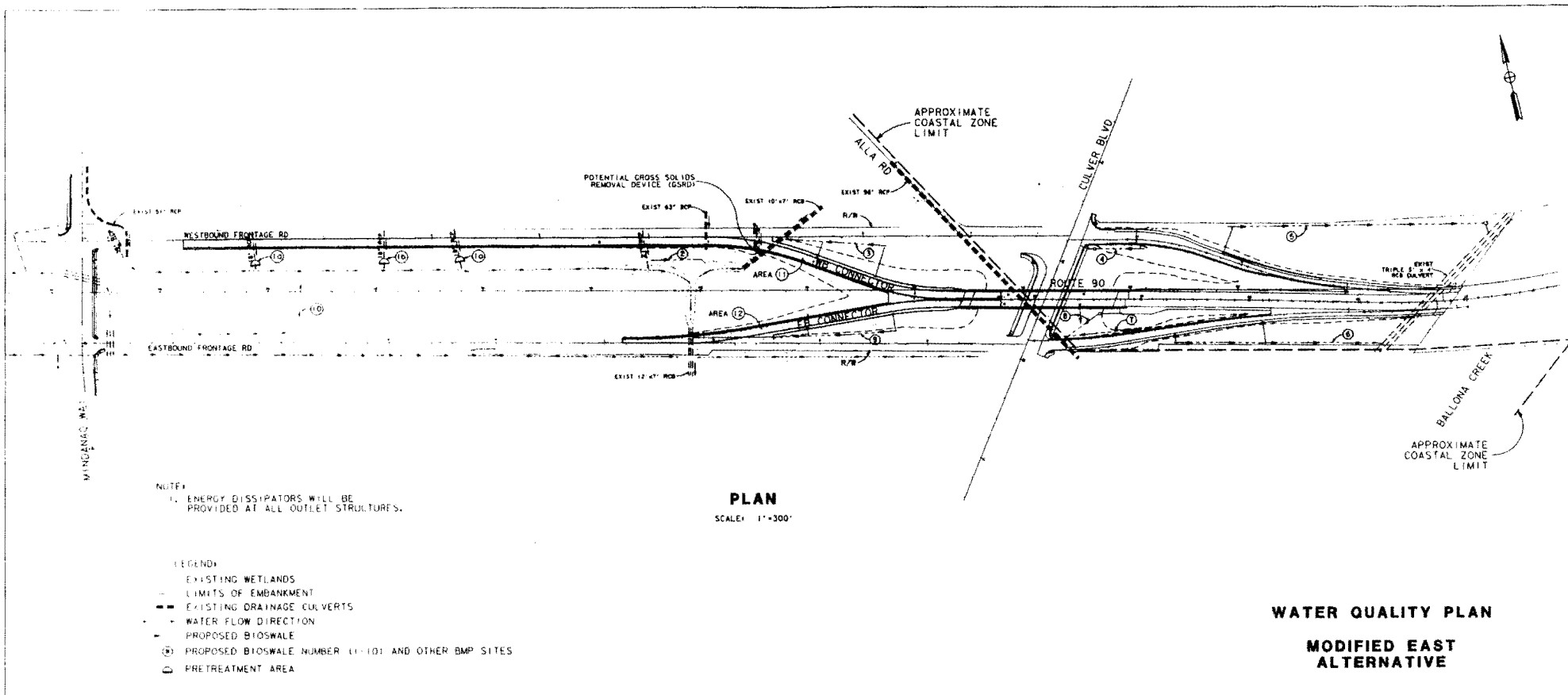
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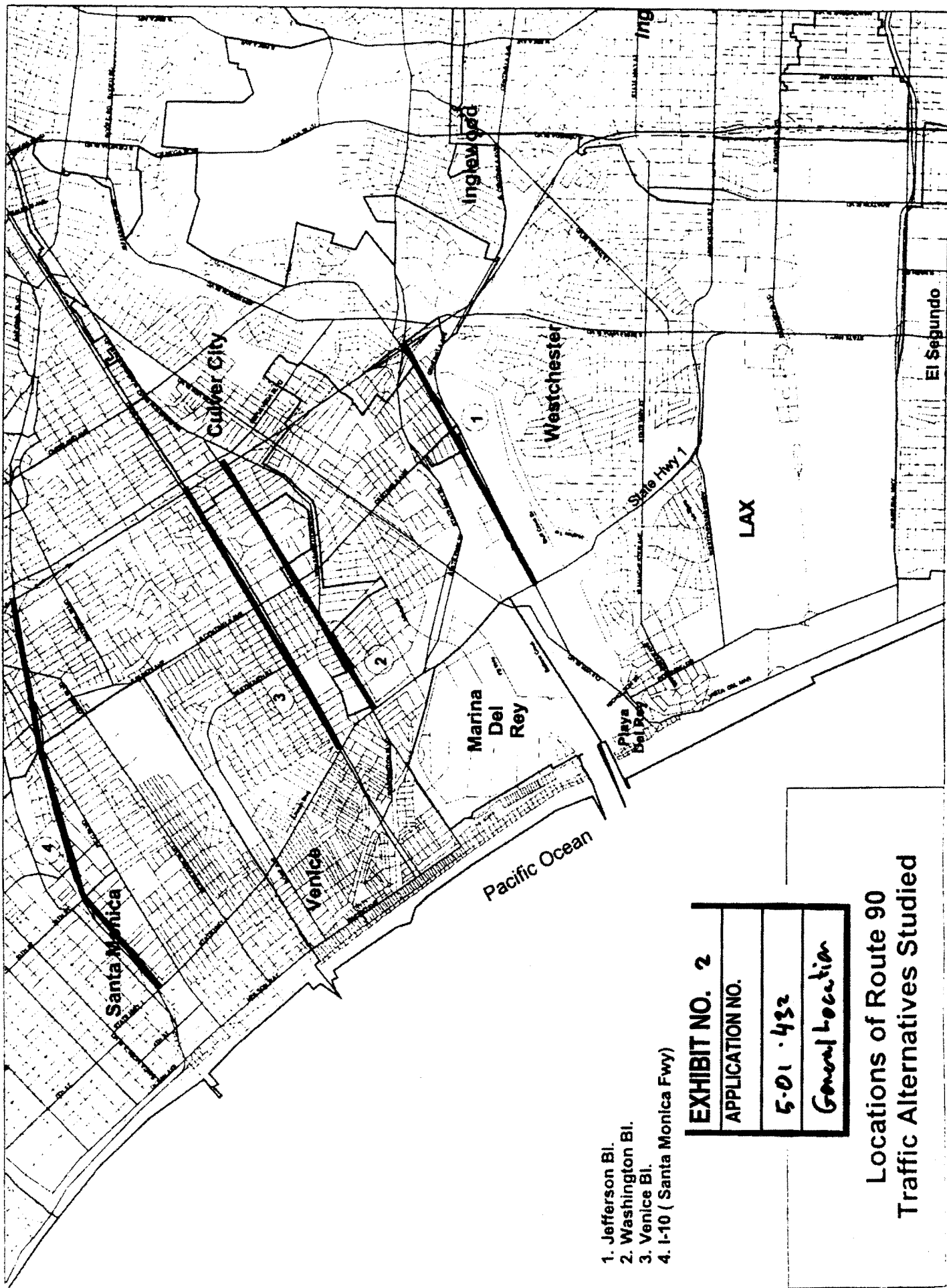
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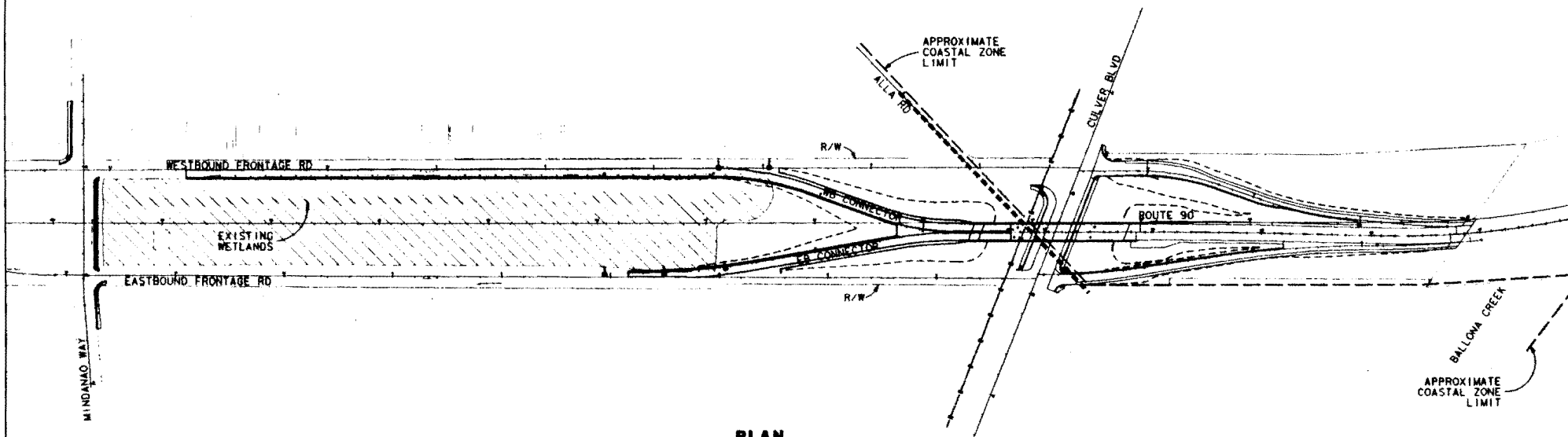


1. Jefferson Bl.
2. Washington Bl.
3. Venice Bl.
4. I-10 ( Santa Monica Fwy)

<b>EXHIBIT NO. 2</b>
APPLICATION NO.
5-01-432
General Location

Locations of Route 90  
Traffic Alternatives Studied

EXHIBIT NO. 2 p2
APPLICATION NO.
5-01-432
Location / C2 bond- ar.



PLAN

LEGEND:

- MODIFIED EAST ALTERNATIVE DESIGN
- [ ] EXISTING WETLANDS
- [ ] AREA RESTRICTED FROM CONTRACTOR STORAGE (EXCEPT WHEN WARRANTED BY CONSTRUCTION ACTIVITIES)
- - - LIMITS OF EMBANKMENT
- == EXISTING 96" STORM DRAIN
- - - EXISTING 230KV UNDERGROUND ELECTRICAL LINE

CONTRACTOR STAGING PLAN

MODIFIED EAST  
ALTERNATIVE

<b>EXHIBIT NO. 3</b>
<b>APPLICATION NO.</b>
5.01. 432
Alternative.

**ROUTE 90 IMPROVEMENTS**  
**MODIFIED EAST ALTERNATIVE**

**March 5, 2002**

**Description, Project Impacts and Analysis**

The Modified East Alternative (See Modified East Alternative Exhibit) retains the original East Alternative horizontal alignment but includes specific design modifications to eliminate design exceptions that previously made the original East Alternative alignment unacceptable to Caltrans for safety reasons. The primary difference is that the Modified East Alternative redesigns the Culver Blvd Undercrossing ("UC") Bridge profile to include a vertical curve, which increases the stopping sight distance along the Connector Ramps to meet required design standards. Like the original East Alternative, the Modified East Alternative would not require any filling or shading impacts to the existing wetlands.

The advantage of the Modified East Alternative is the elimination of the stopping sight distance exceptions that were needed for the original East Alternative and what makes the alternative acceptable for safety reasons. The one disadvantage to the Modified East Alternative is that the Culver Blvd UC Bridge would require at least a partial, if not a full, redesign. There will be an increase in costs for the redesign effort. In addition, the project schedule will have to be extended to allow for the necessary redesign, review and approval periods.

**Background of Alternatives Development**

The Modified East Alternative is a result of a series of alternatives developed, in lieu of the original design, to explore all feasible means of avoiding impacts to the wetlands. The original design was developed to meet acceptable design safety standards and to avoid impacts to major existing utility lines (230kV electrical line and 96" Alla Storm Drain). The original design (See Original Design Concept Exhibit) included bridging the freeway over Culver Blvd and then splitting the freeway via Connector Ramps to merge with the eastbound and westbound frontage roads on either side of the wide median. However, the original design impacted the existing wetlands with 0.23 acres of fill. The Coastal Commission requirements mandate that no wetlands can be filled within the coastal zone limits, unless it is demonstrated that there is no less environmentally damaging alternative. Consequently, the project design required an alternatives analysis to be performed.

Three alternatives were developed. The original East Alternative modified the design of the Connector Ramps by squeezing them between the originally designed Culver Blvd UC Bridge and the existing wetland. The West Alternative moved the Connector Ramps further to the west towards Mindanao Way. This alternative would have resulted larger wetland impacts and higher cost. Subsequently, the West Alternative was eliminated from further consideration. Finally, the third alternative kept the original design except that the Connector Ramps were designed to bridge over the wetlands instead of filling them.

The "Bridge over Wetland" Alternative (See Bridge-Over-Wetland Alternative Exhibit) was deemed more favorable than the original design because it eliminated any fill impacts to the existing wetlands. However, the close vertical proximity of the bridges to the wetlands created shading impacts.

The original East Alternative was developed specifically to avoid impacts to the existing wetlands. The disadvantage of this alternative was that it failed to meet some of Caltrans' mandatory safety design standards relative to stopping sight distance and it would have created potentially hazardous driving conditions.

#### **Development of the Modified East Alternative from the East Alternative**

The goal of the original East Alternative was to develop a design that would result in no permanent or temporary impacts to the existing wetlands. The East Alternative assumed two primary constraints: 1) Due to the complex design of the Culver Blvd UC Bridge in order to avoid impacts to an existing 230kV electrical line and 96" storm drain that were infeasible to relocate, the bridge was assumed to remain as a constraint at the east end of the Connector Ramps. 2) The second constraint, on the west end, was that the Connector Ramps would be designed to avoid any fill or shading impacts to the existing wetlands. With the East Alternative design squeezed between these two constraints, a series of exceptions to standard Caltrans design requirements would require approval. These exceptions included stopping sight distance for both crest and sag vertical curves, superelevation rate, as well as less significant exceptions for superelevation transition rates and runoff lengths, length of vertical curves, and the algebraic difference in pavement cross slopes. The critical design exceptions, that made this alternative unacceptable to Caltrans were those related to sight distance which posed a significant driver safety issue.

Based on conversations with Caltrans Design Oversight, it was determined that the required design exceptions for stopping sight distance as related to the vertical curves would most likely not be approved due to driver safety concerns. Therefore, the Modified East Alternative was developed to meet the critical stopping sight distance standards. In order for this new design to meet this goal, the bridge design that had been used as a constraint from the East Alternative design would need to be adjusted.

Since avoiding impacts to the wetlands is the primary focus of this alternative, that constraint (the wetlands) had to remain "fixed". Therefore, the only option left was to consider a redesign adjusting the Culver Blvd Bridge.

Originally, modifications to the Culver Blvd UC Bridge to meet stopping sight distance standards were not pursued because standard bridge design elements (namely a straight slope from the east end to the west end of the bridge) would have required the eastern relocation of the Bridge columns, which was not possible because of the location of the existing 96" storm drain and the electric line. However, the Modified East Alternative incorporates an enhanced bridge column design that allows the bridge profile to include a "vertical curve" that does not require the relocation of the Bridge columns in a manner incompatible with the 96" storm drain and the electric line. Allowing this vertical curve in the bridge increases the horizontal distance available for the Connector Ramps to make the vertical transition from the bridge to the frontage roads. This, in turn, allows for the provision of a sufficient stopping sight distance that meets the design standard for both Connector Ramps.

The revised Connector Ramp profiles and the related redesign of the Culver Blvd Bridge constitute the primary differences between the original East Alternative and the Modified East Alternative. The need for approval of some non-critical design exceptions still remains for the Modified East Alternative. However, based on conversations with Caltrans Design Oversight, those remaining design exceptions initially appear to be relatively minor and similar to exceptions accepted on other similar Caltrans projects, therefore this Modified East Alternative appears approvable.



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610  
(213) 897-0703

March 15, 2002

5-01 432  
Exhibit 4**RECEIVED**  
South Coast Region

MAR 18 2002

CALIFORNIA  
COASTAL COMMISSION

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

**RE: Route 90 (Marina Del Rey Fwy) Coastal Development Application 5-01-432 (EA 1693U1)**

Dear Ms. Emerson,

Enclosed you will find additional information for the following coastal development permit submitted by the California Department of Transportation (Caltrans), District 7 (Los Angeles).

Enclosed you will find the following materials:

- Exhibit - Contractor Staging Plan - copy of a plan indicating the locations where staging will not be allowed (2 copies 11 x 17 and 1 copy 8 1/2 x 11)
- Exhibit - Water Quality Plan - updated to include the location of trash racks (2 copies 11 x 17 and 1 copy 8 1/2 x 11)
- Report of Lead Assessment - dated January 19, 1996
- Report of Phase I Environmental Assessment - dated February 23, 1996
- Electrical Plans - shows the location of lighting (plan sheets E-1 to 12, E-20 to 24)
- Two pages from Traffic Manual regarding Traffic Signals and Lighting (pages 9-64 and 9-74)
- Water Quality Report
- Example of Successful Wetland Mitigation - Summary and Full Report
- Funding Information - please include this page in the staff report
- Additional stamped envelopes for adjacent property owners, residents, and interested parties

The existing median (between Culver Blvd, Mindanao Way, eastbound roadway and westbound roadway - not including the roads themselves) is ~18.5 acres. The area with the roads included is ~27.2 acres. However, the area of the existing median within Coastal Zone (same as above, except only includes area within coastal zone limits - not including the roads themselves) is ~18.3 acres. The area with the roads included is ~25.6 acres.

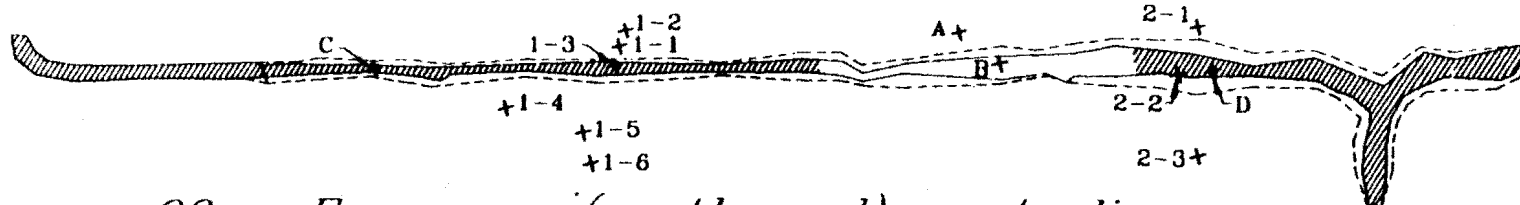
Your assistance in bringing this project before the Coastal Commission is greatly appreciated. If you have any questions or require additional information, please contact Stephanie Reeder, District 7, Coastal Commission Liaison, at (213) 897-5446.

Sincerely,

Ron Kosinski, Deputy District Director  
Division of Environmental Planning

Mindanao Way

90 Freeway (westbound) centerline



Legend

- - Corps jurisdictional waters of U.S. & CDF&G jurisdictional wetland (0.99 acs)
- - CDF&G jurisdictional streambed (1.73 acs)
- ▨ - Corps jurisdictional wetland (0.78 acs)
- + - Sample plot site

SCALE:  
1" = 250'

EXHIBIT NO. 5

APPLICATION NO.

5-01-432

Wetland

STATE ROUTE 90/CULVER BLVD. FLYOVER  
WETLANDS DELINEATION  
MAP 2: JURISDICTIONAL AREAS

**PSOMAS**

Psomas & Associates—Costa Mesa  
3187 Red Hill Avenue, Suite 250  
Costa Mesa, California 92626  
714/781-7373

Engineers  
Surveyors  
Planners

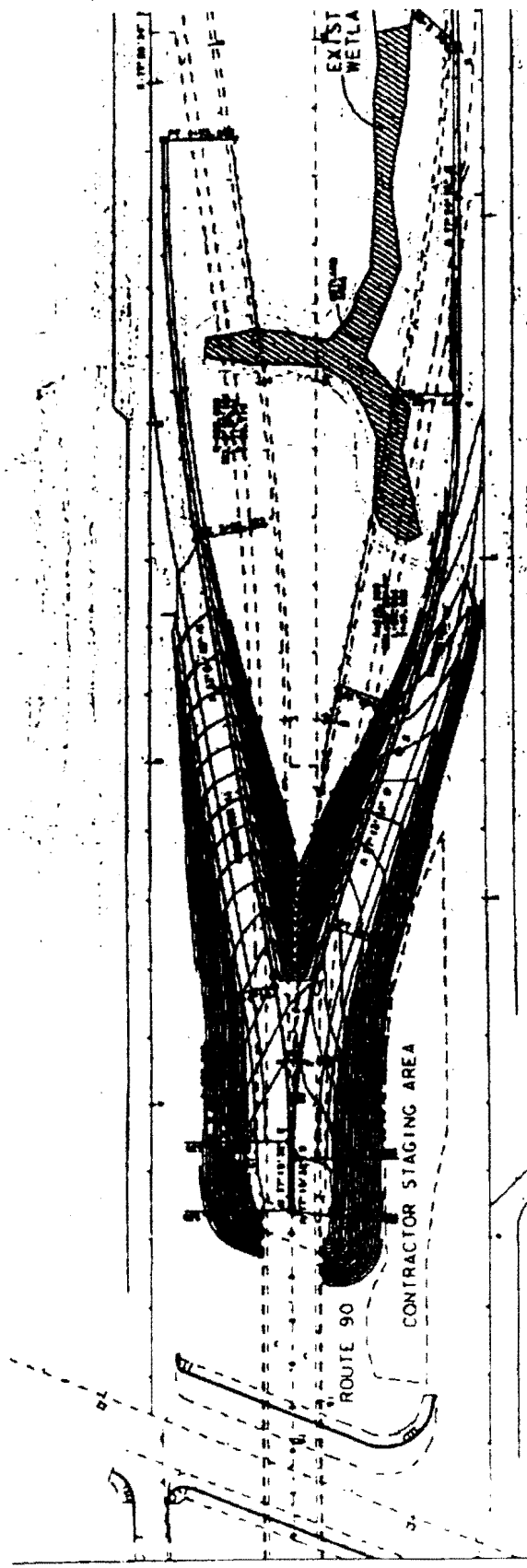
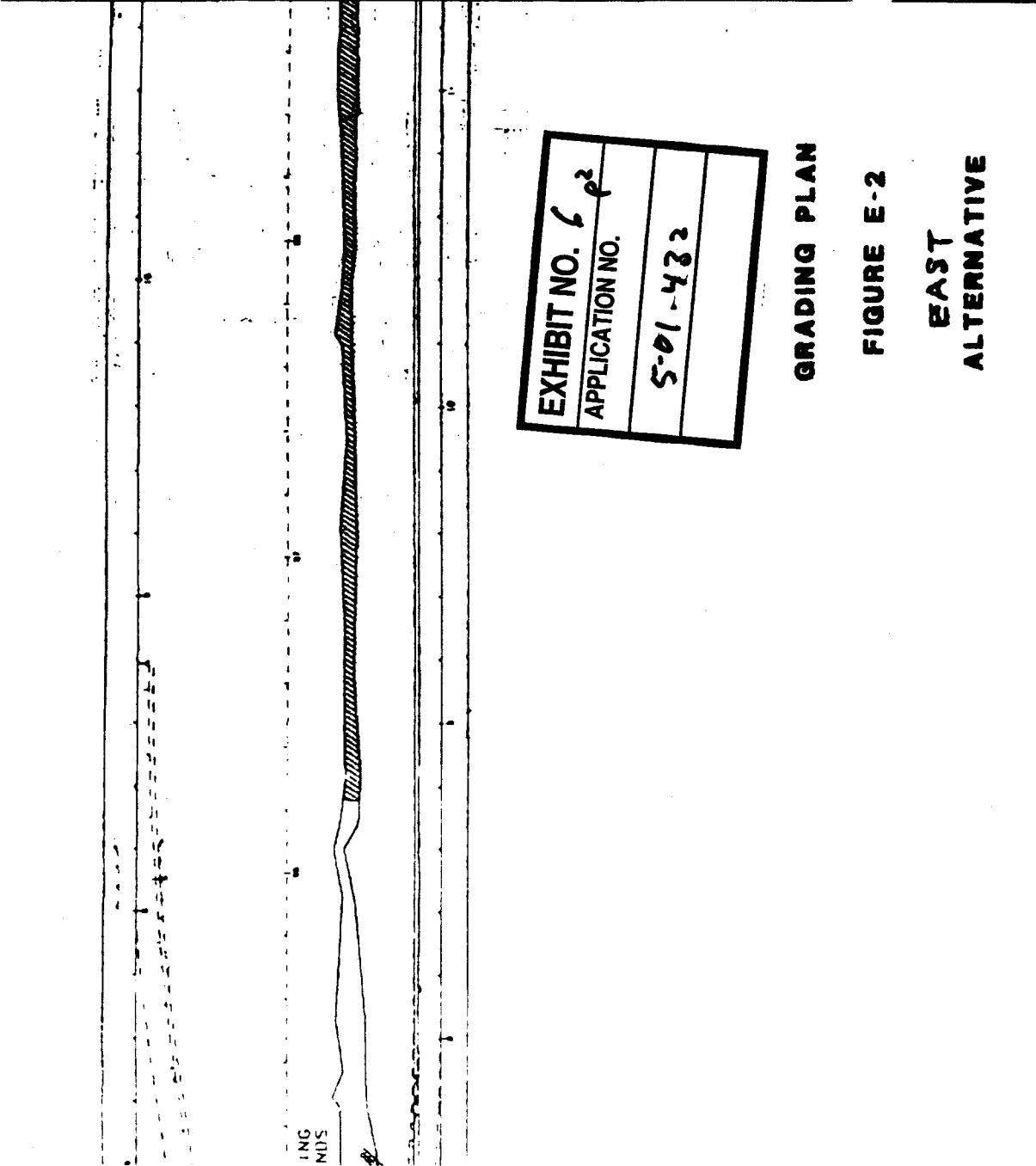


EXHIBIT NO. 6
APPLICATION NO.
5-01-432





MATCH LINE

EXISTING 51" RCP PER  
CITY OF LA PLAN D24180



EXHIBIT NO. 7

APPLICATION NO.

501-432

Wetland  
enlarged

EXISTING MARINA ST  
12' x 7' R.C.B. PER  
PLAN D19948

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 D229

EXISTING 7' CB

EXISTING  
14' CB  
EXISTING  
14' CB

BOULEVARD

EXISTING STORM  
DRAIN CULVERT

NA STORM DRAIN  
PER CITY OF L.A.

EXHIBIT NO. 7 92  
APPLICATION NO.

5-01-432

Wetlands

Wetlands  
enlarged 1:2

Match.

To: Pam Emerson  
CALIFORNIA DEPARTMENT OF FISH AND GAME  
4949 Viewridge Avenue  
San Diego, California 92123

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

JUL 18 2001

RECEIVED  
FISH AND GAME COMMISSION

**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 8<sup>th</sup> 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 7<sup>th</sup> 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 (*Calypste 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 flateedge (*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.

EXHIBIT NO. 8
APPLICATION NO.
5-01-432
1601 pt. p1



Exhibit 8  
5-01-432  
1601

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

1. 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.
  2. 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.
  3. 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.
  4. The Operator shall not impact more than 1639 ft<sup>2</sup> (.41 acre). Approximately 1275 ft<sup>2</sup> (.32 acre) are permanent impacts; approximately 364 ft<sup>2</sup> (.09 acre) are temporary impacts.
  5. 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.
6. 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.
  7. 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.
  8. 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.
  9. Access to the work site shall be via existing roads and access ramps.
  10. The perimeter of the work site shall be adequately flagged to prevent damage to adjacent riparian habitat.
  11. Structures and associated materials not designed to withstand high seasonal flows shall

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

be removed to areas above the high water mark before such flows occur.

12. Staging/storage areas for equipment and materials shall be located outside of the stream.
13. 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.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. 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.**
20. The Department reserves the right to enter the project site at any time to ensure compliance with terms/conditions of this Agreement.
21. 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.
22. 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 Operator's project and the fish and wildlife protective conditions of this agreement,**

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

**remain the sole responsibility of the Operator.** The Operator agrees to hold harmless the State of California and the Department of Fish and Game against any related claim made by any party or parties for personal injury or any other damages.

23. The Department reserves the right to suspend or cancel this Agreement for other reasons, including but not limited to the following

- a. The Department determines that the information provided by the Operator in support of the Notification/Agreement is incomplete or inaccurate;
- b. The Department obtains new information that was not known to it in preparing the terms and conditions of the Agreement;
- c. The project or project activities as described in the Notification/Agreement have changed;
- d. The conditions affecting fish and wildlife resources change or the Department determines that project activities will result in a substantial adverse effect on the environment.

24. Before any suspension or cancellation of the Agreement, the Department will notify the Operator in writing of the circumstances which the Department believes warrant suspension or cancellation. The Operator will have seven (7) working days from the date of receipt of this notification to respond in writing to the circumstances described in the Department's notification. During the seven (7) day response period, the Operator shall immediately cease any project activities which the Department specified in its notification. The Operator shall not continue the specified activities until that time when the Department notifies the Operator in writing that adequate methods and/or measures have been identified and agreed upon to mitigate or eliminate the significant adverse effect.

#### CONCURRENCE

California Department of Transportation

California Department of Fish and Game

Ron Kosinski 6-21-01  
(signature) (date)

C.F. Raysbrook 06/27/01  
(signature) (date)

RON KOSINSKI DEPUTY DIST. DIR.  
(Type or print name and title)

C.F. Raysbrook, Regional Manager

# **Native Revegetation and Enhancement Program**

## **LA-90 Improvement Project**

**DRAFT**

**March 7, 2002**

### **Purpose of Revegetation and Enhancement**

The current plan for the LA-90 Improvement Project (Project) would avoid existing federal and state delineated wetlands, located parallel to (but south and outside of) the westbound lanes and westbound connector. The purpose of the Revegetation and Enhancement Program is to improve the diversity of existing native habitat and water quality over existing conditions. These objectives are achieved for the existing wetland by removing exotic plants and replacing them with native wetland species. In addition, pampas grass in the upland median between the westbound and eastbound lanes will be removed and replaced with upland native vegetation.

### **Program Elements**

Following an overview described in the first section, this Program consists of the following elements:

1. Exotics Removal;
2. Habitat Enhancement for the Existing Wetland;
3. Median Native Landscaping;
4. Bioswale Native Landscaping;
5. Irrigation;
6. Implementation and Schedule;
7. Performance Objectives;
8. Monitoring and Maintenance;
9. Reporting.

**RECEIVED**  
South Coast Region

MAR 12 2002

CALIFORNIA  
COASTAL COMMISSION

<b>EXHIBIT NO. 9</b>
<b>APPLICATION NO.</b>
5-01-432
General revegetation Plan

## **Program Overview**

This section provides a brief summary of the Program's approach for each element.

### **Exotic Removal and Native Replacement**

Pampas grass is the dominant exotic species and will be the primary focus of exotic removal. Other highly invasive perennial exotics such as castor bean and iceplant will also be removed as encountered. All removal of exotic plants will be conducted in an environmentally sensitive manner. Due to dense interconnected growth of pampas grass and native saltbush, some impacts to native saltbush may occur in the course of removing the pampas grass but these impacts will be offset by planting of native vegetation. Spot application of a systemic herbicide such as Roundup, applied to freshly cut stems or root stumps of exotics, may be required for effective eradication, but this approach will be used only as a last resort if removal by hand or machine proves infeasible. No pesticides are anticipated to be needed or used.

For all areas, only native species known to occur or believed to occur historically in the Playa Vista region will be planted in place of the exotics.

### **Wetland Enhancement**

The existing wetland is supported by urban runoff via culverts, particularly one at the corner of Mindinao and the westbound 90, and probably by incidental runoff from a small nursery adjacent to that intersection. It is possible that less water will be available if the nursery at the upstream (west) terminus of the wetland vacates the property in future, but on the other hand more water will become available to native plants after the competing pampas grass (a large water consumer) is removed. For purposes of this Program, it is assumed that on balance sufficient water for 0.73 acre of enhancement will be available. This water is expected to continue to come primarily from nuisance runoff via the existing (off-site) storm drain system. The water will flow (as it does now) along the base of an artificial unlined storm channel and ultimately enter the Marina Drain. The geometry of the ditch that supports the existing wetland will not be altered.

Habitat values of vegetation along both banks of the wetland will be enhanced by removing exotics (primarily pampas grass and ice plant) and replacing these with native riparian species. Existing native vegetation along the banks (saltbush) will be retained as much as possible to provide habitat transition between riparian and upland vegetation types, but as stated above, dense interconnected growth of pampas grass and saltbush may necessitate some impacts to the saltbush in order to remove the pampas grass. Existing native wetland vegetation along the base of the channel will be augmented with additional native wetland species, where exotics are removed and space is exposed. The existing acreage of wetland area will not change.

Exhibit 9.3  
5-01-432

### Median

Like the wetland, the existing median between the westbound and eastbound lanes has been invaded by pampas grass. This pampas grass will be removed and replaced with upland native species. Native shrubs already present, such as saltbush, will be retained and integrated into a planting plan that emphasizes a natural-looking landscape.

### Bioswales

Bioswales are vegetated, shallow linear depressions that are designed to improve water quality as low flows pass over them. Bioswales along the improved roadways will be planted with low-growing, native perennial grass species over a substrate of native soil topped with clean gravel.

### Planting Schedule, Irrigation, Maintenance, Monitoring

Planting of natives will take place after exotics have been removed. Prior to planting, a temporary irrigation system will be installed. Irrigation will be used to accelerate establishment of the native plants in the event that natural rainfall is insufficient during the first two or three growing seasons. After plants are established at the end of the second or third growing season (depending on growth rates), irrigation will be phased out gradually. The objective is to have native, low-maintenance vegetation that can be self-sustaining on a combination of natural rainfall and summer landscape runoff. The five-year monitoring program is designed to ensure effective exotic removal, high survivorship, and high establishment success of native plantings.

### Performance Objectives and Reporting

The existing site is highly degraded with high proportion of exotic species that have potential to disperse seed material (and probably are dispersing such material) into native habitats of the region. Therefore, any removal of these exotics and enhancement via planting of native species can be viewed as a significant benefit of the project. In order to document this benefit, the performance objectives for the Program at five years include three principal parameters: native vegetation canopy cover, native canopy height, and cover by invasive exotics. Annual reports, describing progress of the project, survivorship of plantings, and problems (if any) will be submitted in each of Years 1-4, with a final report addressing the performance objectives submitted at the end of Year 5.

#### **1. Exotics Removal**

Exotics removal applies to the wetland enhancement area and the median native landscape area.

Removal of exotics will focus on the following species, in order of priority:

- Pampas grass
- Iceplant
- Umbrella Sedge
- Other Weeds: castor bean, cocklebur, yellow star thistle, garland chrysanthemum

The three top priority species have high potential to persist on the project site or reinvade from other areas unless strictly controlled. Pampas grass is especially dominant and able to outcompete native wetland and upland species by rapidly consuming large amounts of water within the root zone. Iceplant is less abundant than pampas grass but may become a severe problem once the pampas grass is removed. Iceplant is a common slope landscaping plant that can invade a site via floating "rafts" that break off from upstream landscaping, often during storm events. The umbrella sedge is currently a relatively minor threat but, like the iceplant, may become a problem when other competing exotic species are removed. Umbrella sedge is commonly used to decorate pond gardens, but often disperses out of these artificial features and naturalizes in native areas.

The other weeds, such as castor bean, do not presently occur on the site in large numbers but do occur abundantly in the local area and therefore remain a potential threat once areas are cleared of other exotic vegetation.

Pampas grass will be removed by first placing a large tarp over any flowering/fruiting stalks (inflorescences) and securing the tarp to prevent seeds from dispersing during removal. The inflorescences will then be cut at their base, carefully removed with the tarp, and placed in a haul truck. After the inflorescences are removed, the vegetative part of the plant will be dug out with a backhoe and/or cut at its base (depending on size of the plant) and, for larger plants that cannot be entirely removed by hand or machine, the cut stumps will be treated immediately with systemic herbicide. Herbicide will be applied either with brush or small hand sprayer, depending on the sizes of the plants. Herbicide application will be conducted at the direction of the project biologist, on a calm day and in a manner that prevents any herbicide from entering the wetland.

Iceplant will be removed manually or, if feasible, by machinery working from the road shoulder. Umbrella sedge will be removed by hand as encountered along the drainage ditch. Castor bean will be removed manually unless it is well-established, in which case the method used for pampas grass will be used. Exotic herbaceous weeds will be removed manually.

All exotic plant material will be hauled off site and disposed of appropriately.

## **7. Habitat Enhancement**

Habitat enhancement will be conducted for 0.73 acre of channel along the existing

## Site Preparation

Based on field observations of surface material and knowledge of historical disturbances, soils of the project site contain dredge materials from construction of the marina and therefore may have higher salinities or pH than many freshwater wetland and riparian native species tolerate. Prevalence of saltbush in the area may be suggestive of this condition. Prior to planting, soils of the channel banks will be tested to determine whether amendments are necessary to plant riparian species. Tests of the existing wetland soils along the base of the channel will probably not be necessary due to the fact that freshwater wetland species are already present and therefore soils can be presumed suitable.

## Planting Plan

### *Wetland (Base of Channel)*

This plant list reflects dual objectives of enhancing native biodiversity while maintaining storm flow capacity of the channels. The selected species are relatively low growing structurally weak, meaning that they will tend to lay flat when impacted by high flows.

- 1-gallon containers
- 24" on center
- Plant as "infill" only where exotics are removed -- retain existing native vegetation

<i>Cyperus eragrostis</i>	sedge
<i>Eleocharis macrostachya</i>	common spike-rush
<i>Scirpus californicus</i>	tule
<i>Juncus balticus</i>	rush

### *Riparian (channel banks)*

Riparian species (arroyo willows) already exist in small numbers along the northern bank of one of the channels. This riparian vegetation will be expanded, and biodiversity enhanced, via planting of cottonwoods and additional willow species that are smaller in height. Perennial grass (wild rye) introduces a low, herbaceous understory that not only improves diversity but, with a spreading growth via underground stems, provides bank stability and erosion control functions. Wild rye can be lightly mowed or cut periodically if needed to maintain visual access.

- Keep native saltbush along south upper banks as transition between riparian along channel and upland vegetation in median;
- Trees/willows 10 feet on center with wild rye and mulefat planted in a natural pattern between trees and willows along low- and mid-bank area; wild rye only along top of bank below road shoulder to allow views of habitat from roadway;



- Avoid planting cottonwoods along northern upper banks where incidental breakage of limbs from (eventually) mature trees during high winds may cause traffic hazard.

<i>Populus fremontii</i>	cottonwood (lower northern bank; all along southern bank as appropriate)	5-gallon container
<i>Salix goodingii</i>	Gooding's willow	1-gallon container
<i>Salix exigua</i>	narrow-leaved willow	1-gallon container
<i>Leymus triticoides</i>	wild rye	1-gallon container
<i>Baccharis salicifolia</i>	mulefat	1-gallon container

### 3.0 Median Native Landscape

This element applies to area between the wetland and the eastbound lanes of SR-90, focusing on locations where pampas grass is removed.

#### Site Preparation

Site preparation methods will be the same as for the Habitat Enhancement area except that soil tests will focus on the areas occupied by pampas grass, and include an evaluation of soil compaction/drainage. If high soil compaction is a potential problem, soil will be ripped before planting. Amendments will be added if soil tests indicate that they are necessary.

#### Planting Plan

##### *Upland (median)*

The appropriate plant palette for the median will depend on results from soil tests. Currently, saltbush is the dominant native shrub in the median. In general, saltbush tends to occupy a more alkaline soil type and microhabitat than other upland shrubs such as laurel sumac. While it would be desirable to augment existing low-diversity saltbush vegetation with additional native shrub and herbaceous species, it may be more practical to simply plant additional saltbush, particularly if soil tests reveal that addition of substantial amounts of soil amendments would be needed to plant other species.

However, in the event that soil tests indicate that soil salinity, pH, and/or drainage can be brought within tolerance levels of other native species in a manner that is still compatible with retaining the existing saltbush vegetation, species from the following list will be planted. Native grasses will be emphasized where motorist visibility is important. The grass and wildflower species are expected to re-seed and eventually provide good native groundcover.

- 1-gallon containers and or (for grasses) plugs
- 5 feet on center

Shrubs:

<i>Baccharis pilularis</i>	Coyote bush
<i>Rhus integrifolia</i>	lemonadeberry
<i>Malosma laurina</i>	laurel sumac

Perennial Grasses:

<i>Poa secunda</i>	bluegrass
<i>Nassella cernua</i>	nodding needlegrass

Wildflower mix:

<i>Eschscholtzia caespitosa</i>	dwarf California poppy
<i>Gnaphalium californicum</i>	everlasting
<i>Lasthenia californica</i>	goldfields
<i>Lupinus bicolor</i>	miniature lupine

#### 4. Bioswale Native Landscape

Bioswales will be established to improve quality of low-flow runoff entering the enhancement areas. The bioswales will be planted with native perennial grasses that are low-growing and low maintenance, but which are also compatible with the native herbaceous component of the median landscape plan.

<i>Poa secunda</i>	bluegrass
<i>Nassella cernua</i>	nodding needlegrass

#### 5. Irrigation

A temporary irrigation system will be installed in the riparian and upland vegetation areas prior to planting that is designed to accelerate establishment of new plants and provide a source of water if natural rainfall is insufficient. It is expected that once the vegetation is established, irrigation frequency will be reduced gradually to allow natural rainfall to sustain the upland vegetation, and rainfall/runoff to sustain the wetland/riparian vegetation.

#### 6. Implementation and Schedule

Exotics will be removed prior to installation of the temporary irrigation system and native landscaping. If heavy equipment such as a backhoe is necessary for removing pampas grass, an access route from the upland south side of the project (number one eastbound lane) will be established.

Native planting will be scheduled as much as possible to take advantage of winter rainfall.

## **7. Performance Objectives**

Overall performance of the project will be evaluated in Year 5, by which time the native vegetation is expected to have established and become independent of irrigation. The project is expected to achieve the following objectives:

- Eradication of pampas grass and other highly invasive exotics;
- At least 80% cover by native vegetation;
- Minimum average tree height of 15 feet.

## **8. Monitoring and Maintenance**

The native landscaping is designed to be low maintenance and self-sustaining over the long term. Consequently, it is anticipated that intensive monitoring and maintenance will be limited to the first five years after planting, which is considered more than sufficient to ensure that the habitats are well established, as shown by the following sequence of tasks. Monitoring and maintenance will be conducted in consultation with a qualified biologist or native revegetation specialist.

### Tasks

#### **6 Months (after planting)**

- Once monthly, or more frequently if needed, closely monitor invasives and remove as necessary;
- At least every two weeks, or more frequently if needed, monitor survivorship of native plants, replant and adjust irrigation as needed.

#### **6 Months – Year 3**

- Once quarterly, monitor invasives and remove as necessary;
- Once quarterly, monitor survivorship of native plants, replant and adjust irrigation as needed. If one or more plant species have consistently weak growth or otherwise appear to not favor the site conditions, replant with other native species that are performing well on the site;
- At the beginning of Year 3, begin a program of gradual reduction in irrigation frequency and amount, with a goal of eliminating irrigation by Year 5.

#### **Years 4-5**

- Continue same tasks as Years 1-3 but with added focus on reducing dependence of vegetation on irrigation, and complete elimination of irrigation, by Year 5.

## 9. Reporting

An annual report will be prepared and submitted by December 31 of Years 1-4 that documents progress of exotic removal, survivorship of native plantings, and remedial actions (e.g. replanting) that were necessary. A final report will be submitted by December 31 of Year 5 that documents all of the above plus evaluation of the site in comparison to the performance objectives.

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 S.O. SPRING ST.

LOS ANGELES, CA 90012-3606

DD (213) 897-6610

(213) 897-0703

EXHIBIT NO. 10

APPLICATION NO.

5-01-432

let's for a trial

GRAY DAVIS, Governor

ED  
Region

September 19, 2001

SEP 21 2001

CALIFORNIA  
COASTAL COMMISSION

Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, 10<sup>th</sup> 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 built 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 10 p2

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

BOARD OF PUBLIC WORKS  
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VALERIE LYNNE SHAW  
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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: 1" Sheet of Plans marked "Approved in Concept"

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

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

EXHIBIT NO. 11
APPLICATION NO.
5-01-432
Letter to C.C.C.

ADDRESS ALL COMMUNICATIONS TO THE CITY ENGINEER

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste

5.01-432

V. PROJECT TRANSPORTATION IMPACT

EXHIBIT NO. 12
APPLICATION NO.
5.01. 432

*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



Playa Vista Amendment PU EIR  
Phase I Exhibit 13

TABLE 8  
TRAFFIC IMPACT ANALYSES RESULTS  
LEVEL OF SERVICE COMPARISONS

13

traffic Entertain Media 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 & 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	
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 & Jefferson 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 & Jefferson 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	0.075 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	1.353	F	0.153 0.057
I-405 NB Ramps & Jefferson	1.151	F	1.282	F	0.295 0.311
I-405 SB Ramps & Jefferson	0.857	D	1.018	F	0.106 0.249

EXHIBIT NO. 14 p1
APPLICATION NO. 8-201-422
Playa Vista
EMT Mitigation

## VI. 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.

<b>EXHIBIT NO. 14</b>
<b>APPLICATION NO.</b>
SD-432 p2
Playa Vista

**TABLE 9**  
**MITIGATION IMPLEMENTATION PHASING**

Corrections and Additions -- Technical Appendices

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
<b>1A</b>	West end of Arca 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"> <li>• Connect northbound Lincoln to eastbound Culver - Widen Ballona Creek Bridge (a portion of east side)</li> <li>• Improve Culver between new Culver/Lincoln connection and the Marina Freeway</li> <li>• 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.</li> <li>• Lincoln/Jefferson (northeast and southeast quadrants only)</li> <li>• Provide funding for design of ATSAC and pre-emption systems for Lincoln Boulevard Transit Enhancement Program</li> <li>• At grade improvements to Culver/Marina Freeway westbound</li> <li>• At grade improvements to Culver Marina Freeway eastbound</li> </ul>
<b>1B</b>	West end of Arca 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"> <li>• Widening of Lincoln Boulevard to provide 4 northbound and 4 southbound lanes between Hughes Terrace and Jefferson Boulevard</li> <li>• Lincoln/Jefferson (Complete intersection improvements as required in September 16, 1992 letter)</li> <li>• Widening of Jefferson Boulevard between Lincoln Boulevard and Bay Street</li> <li>• Provision and operation of beach shuttle service</li> <li>• Culver/Jefferson</li> <li>• La Tijera/I-405 Freeway northbound (cash contribution)</li> <li>• Main/Rose</li> </ul>

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

Corrections and Additions -- Technical Appendices

*Exh. b. t 1/4 p 3*

*ph. 1 mitigation  
playa vista*

*5-01-432*

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
<b>1C</b>	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"> <li>• Widening of Lincoln Boulevard to provide 4 northbound and 3 southbound lanes between north of Jefferson Boulevard and Ballona Creek Bridge</li> <li>• Add a third northbound lane on Lincoln Boulevard between Culver Connector and Fiji Way</li> <li>• Complete construction of Bay Street between "new" Teale Street and "B" Street</li> <li>• Complete construction of "new" Teale Street between Lincoln Boulevard and Bay Street</li> <li>• Widening of Jefferson Boulevard between Bay Street and west of Beethoven</li> <li>• Complete funding of ATSAC and pre-emption systems for Lincoln Boulevard Transit Enhancement Program</li> <li>• Culver/Nicholson</li> <li>• Culver/Vista del Mar</li> <li>• Lincoln/Mindanao</li> </ul>
<b>1D</b>	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"> <li>• Widening and addition of fourth northbound lane on Lincoln between La Tijera and Hughes Terrace</li> <li>• Construction of "new" Teale Street between Bay Street and the terminus east of 7th Street within First Phase west end</li> <li>• Provision and operation of two transit vehicles for Lincoln corridor (plus a spare bus)</li> <li>• Centinela/Marina Freeway eastbound</li> <li>• Centinela/Marina Freeway westbound</li> <li>• Jefferson/I-40 Freeway--westbound right turn improvements at the existing northbound on-ramp</li> <li>• Jefferson/I-405 Freeway--eastbound right turn improvements at the existing southbound on-ramp</li> </ul>

5-01-432

TAB (Continued)  
MITIGATION IM\* MITIGATION PHASING

Exhibit 14 p. 4

Corrections and Additions -- Technical Appendices

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 <i>park</i>	<ul style="list-style-type: none"> <li>• Provide funding and design for ATSAC on Jefferson Boulevard between Beethoven and Centinela</li> <li>• Provision and operation of two additional transit vehicles for Lincoln corridor</li> <li>• Provide a Caltrans approved project study report (PSR) for the grade separated improvement at Culver and Marina Freeway</li> <li>• Construction of Bay Street bridge over Ballona Creek and Bay Street between B Street and Culver</li> <li>• Widening of Centinela Avenue between Jefferson Boulevard and northerly of Juniette Street</li> <li>• Centinela/Culver</li> <li>• Centinela/Short</li> <li>• Culver/Inglewood</li> <li>• Manchester/Pershing</li> <li>• Marina Freeway eastbound/Mindanao</li> <li>• Marina Freeway westbound/Mindanao</li> <li>• Centinela/Jefferson (complete intersection improvements)</li> </ul>

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

5.01.432 p6

Corrections and Additions -- Technical Appendices

Exhibit 14 p6  
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"> <li>Option B Improvements to Centinela Avenue between the Marina Freeway and Juniette Street</li> <li>Complete construction of "E" Street from 9th Street to Centinela before occupancy of any office space in 1F</li> <li>Construction of Centinela Avenue south between Jefferson Boulevard and E Street</li> <li>Construction of Teale Street between 11th Street and existing Centinela Avenue connection to Major Street</li> <li>Widening of existing Centinela Avenue between Jefferson and Mesmer Avenue</li> <li>Widen Jefferson between Centinela and I-405 Freeway</li> <li>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</li> <li>Centinela/La Cienega</li> <li>Centinela/La Tijera</li> <li>All Intersection Improvements along Sepulveda Boulevard between Howard Hughes Parkway and Lincoln Boulevard</li> <li>Major/Mesmer</li> </ul>

- 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.

## Memorandum

5-01.432

To : Mr. Tom Loftus  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

Date : March 22, 1993

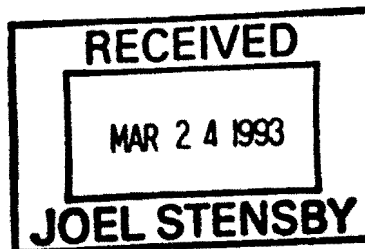
File No.:

IGR/CEQA  
City of Los Angeles  
DEIR  
PLAYA VISTA PHASE I  
90-0200  
SUB (C) (CUZ) (CUB)  
Vic. LA-1, 90, 405

From : Robert Goodell - District 7  
DEPARTMENT OF TRANSPORTATION

Subject : Project Review Comments

SCH No. 90010510



Caltrans has reviewed the above-referenced Playa Vista Phase I draft EIR and Vesting Tentative Tract Map No. 49104, which includes 3,246 dwelling units; 1,250,000 square feet of new office space; 35,000 square feet of neighborhood retail space; and 300 hotel rooms.

This memorandum is to modify and clarify the comments in our memorandum of December 29, 1992 regarding the Playa Vista Phase I-DEIR. Pages two and three of the original memorandum have been modified to reflect mitigation changes discussed in meetings between Maguire Thomas Partners, Caltrans, and the City of Los Angeles on February 17, 1993 and March 11, 1993.

The following is our modified DEIR response:

We have concerns about the capability of the roadway pavement and the adequacy of the existing traffic lanes to accommodate the additional traffic generated by this project on our transportation facilities.

Designs based on twenty year traffic projection data (including percentage of trucks) should be provided to mitigate the impact of this project on the existing State highways, including Route 1 (Lincoln Blvd.), Route 90 (Marina Freeway), Route 105 (Manchester Blvd.) and Route 405 (San Diego Freeway).

This project, along with numerous other projects in the vicinity of the Marina, have the cumulative effect of adding approximately 40,000 to 50,000 peak hour trips to the system. Expansion of activity at LAX is estimated to add an additional 4,000 to 6,000 peak hour trips to the area system. Volume/capacity ratios would be as high as 1.86 on the Route 405 Freeway, if all these projects are implemented. Proportional share mitigation measures for Playa Vista Phase I, as well as for all other traffic generating projects in this region, need to be implemented prior to or simultaneously with the construction of these projects.

Caltrans  
Comments  
Playa Vista  
Mitigation

EXHIBIT NO. 15
APPLICATION NO.
5-01.432
41

Mr. Tom Loftus  
March 22, 1993  
Page Two

5-D-432

Exhibit

15

P2

This draft EIR proposes to provide primary access to the project from Jefferson Boulevard from its interchange with the I-405 freeway. This access is dependent upon modification of the interchange section, primarily to the northbound on and off-ramps. This proposal contains many nonstandard design features and approval is doubtful.

Caltrans believes that a more feasible approach is to utilize an improved Marina Freeway (Rte. 90) and provide primary access to the development via improved connections at Centinela Ave. and Culver Blvd. An improved Culver Blvd. will cause a significant diversion of traffic from the Centinela/Jefferson route thereby reducing existing through traffic within the project area on Jefferson Blvd. To do this will require widening Culver Blvd. to at least four lanes between Lincoln Blvd. (Rte. 1) and Bay Street and six lanes plus left and right turn channelization between Bay Street and Marina Freeway (Route 90). Also construct connections from N/B Lincoln Blvd. to eastbound Culver Blvd. and construct a double left turn from N/B Culver Blvd. to the proposed Bay Street, which will carry four lanes of traffic south from Culver Blvd. to Teale Street.

THE TRAFFIC MITIGATIONS WE RECOMMEND FOR PHASE I ARE AS FOLLOWS:

ON LINCOLN BOULEVARD (RTE. 1):

Among the Phase I mitigations being proposed on Lincoln Boulevard is the removal of raised channelization islands between Loyola Boulevard and Teale Street and just south of Fiji Way and the Marina Expressway (Rte. 90). The purpose of the island removal is to create a fourth northbound through lane. This would create a potential for high severity right angle and approach turn type collisions on Lincoln Boulevard within the affected segments. Left turning vehicles egressing driveways on Lincoln Boulevard and attempting to access the same would conflict with high volume straight through traffic on Lincoln Boulevard. The operational benefits which are to accrue are rather questionable due to the increased accident potential and because only one direction is benefited. Also, substandard ten-foot through lanes would be employed. We do not feel that the trade-off of marginal operational benefits at the expense of safety is justified.

Instead, we propose that from La Tijera Boulevard to Hughes Terrace, a 60/40 signal timing split be provided in lieu of increasing the northbound lanes from 3 to 4 by removing the traffic islands. From Hughes Terrace to Fiji Way widen to 4 lanes in each direction. Provide more intersection capacity at Jefferson Boulevard and construct the southeast quadrant of the separated interchange at Culver Boulevard. Also, construct a four lane section of Bay Street from Culver Boulevard to Teal Street in the location shown on the "Playa Vista Master Plan".



5.01-73-  
Exh. 6.4 : 15p3

Mr. Tom Loftus  
March 22, 1993  
Page Three

**ON THE MARINA FREEWAY (Rte. 90):**

- a) Extend the full six lane freeway section of the Marina Freeway from east of Ballona Creek, over Culver Boulevard. Continue Route 90 as a six lane expressway, with channelization, west of Culver Blvd. moving the E/B roadway, north, adjacent to the W/B roadway creating a six lane expressway in the northerly portion of the right-of-way. This should result in a realigned six lane expressway at Lincoln Boulevard (Route 1).
- b) Construct a full Diamond Interchange at Culver Boulevard. The westbound off-ramp and the eastbound on-ramp providing three lane
- c) Maintain existing access for Alla Road to and from W/B Marina Freeway and Culver Boulevard.

**ON THE SAN DIEGO FREEWAY (I-405):**

- a) Construct a collector road for the westbound Route 90 connector to northbound Route 405 freeway and the eastbound Route 90 connector to the northbound Route 405 freeway. This will become the fifth lane of the northbound Route 405 freeway.
- b) Widen to two lanes and upgrade the geometrics on the southbound Route 405 (San Diego Freeway) connector to the westbound Marina Freeway.

As mentioned previously, mitigation measures are essential and must be implemented with or prior to the Phase I project if a reasonable level of traffic service for this region is to be maintained.

**OTHER MITIGATIONS WE RECOMMEND FOR PHASE I ARE AS FOLLOWS:**

Caltrans requires 30 feet set-back for large trees planted in a speed zone that is higher than 35 miles per hour. Planting street trees along Lincoln Boulevard should have sufficient set-back. Because Lincoln Boulevard is the border of the proposed wetland mitigation site, as transition, native wetland trees such as *Populus fremontii*, *Alnus rhombifolia*, *Platanus racemosa* or native oaks should be planted instead of palms or Moreton Bay Fig.

The trees planted along Lincoln Boulevard should be maintained by local agencies.

Some of the trees listed in the selection matrix are categorized wrong, such as *Pittosporum*, *Tristania conferta*, *Eucalyptus ficifolia* etc.

Mr. Tom Loftus  
March 22, 1993  
Page Four

Modifications of Route 90 have the potential for adverse impacts on Centinela Creek and an indirect negative impact on Ballona wetlands. The Caltrans Environmental Planning Branch should be kept apprised of those aspects of the Ballona restoration effort which may have an effect on the State Highway system in this area.

Under the proposed mitigation, Lincoln Boulevard would be adjacent to a freshwater wetlands. This would need to be taken into account in future planning efforts for any modifications to Lincoln Boulevard along the section south of the Jefferson Boulevard intersection. Coordination with Maguire Thomas Partners would be required if restoration work is conducted in Caltrans right-of-way.

There is a need for early contact with Caltrans on hazardous waste matters to enable the applicant to be familiar with Caltrans standards before construction.

The predicted noise levels, from traffic activity, for locations #12, 21, and 23 in the vicinity of Lincoln Boulevard and locations #18 and 19 in the vicinity of Centinela Avenue and the Marina Freeway were reviewed (see Vol. XI, Fig. 7, Noise Monitor Locations).

- a) Location #18, east of Centinela Avenue and Sepulveda intersect near Riggs Place has been predicted at a noise level of 69.4 dBA (Leq). Although no single family residences are affected in the immediate vicinity, the Pacifica Hotel may have 1st floor residents who may be impacted by increased future peak noise levels.
- b) Location #21, north of Jefferson Blvd. and east of Allard (in the D) has a internal noise level predicted at 68.8 dBA (Leq). The site receptor is far removed from Lincoln Boulevard to the west.
- c) There is no information in the Noise Impact Study for Area 'C' (residential) vis-a-vis future noise level for the Marina Freeway (Rte. 90).

Any work or construction to occur within State right-of-way, as well as any mitigation measures such as signalization, grading, widening, drainage or freeway mainline or ramp improvements which involve State right-of-way or costs which exceed \$300,000 will require a Project Studies Report and Encroachment Permit. Any measure which cost less than \$300,000 will require a Caltrans Encroachment Permit.

Final contract plans for work within the State Highway right-of-way must be reviewed by Caltrans Permits office early in the development process.

Any transport of heavy construction equipment which requires the use of oversize transport vehicles on State Highways will require a Caltrans Transportation Permit. We recommend that truck trips be limited to off-peak commute periods.

Mr. Tom Loftus  
March 22, 1993  
Page Five

The CMP Transportation Impact Analysis Program and Deficiency Plan should include all State (Freeways and Highways) and an identification of deficiencies below the established level-of-service standards.

Other considerations should be given to mitigation for congestion relief, such as ridesharing, park-and-ride lots, and staging areas.

Also, we recommend that a Traffic Management Plan be developed, such as: construction traffic, parking, detours, lane closure, and alternate routes.

In general, prior to development application approval, the applicant will be required to submit a Transportation Demand Management Plan and a Focused Traffic Study for review and approval by the Director of Planning, and the Traffic Engineer, as appropriate, to determine the necessary improvements for impacts to State transportation facilities generated by the project.

If you have any questions regarding this response, please call Wilford Melton at (213) 897-1338.



ROBERT GOODELL, CHIEF  
Advance Planning Branch

attachment: Proposed Mitigation Measures

cc: Richard Takase, City Planner  
L.A. City Planning Department  
Room 505, City Hall  
200 N. Spring Street  
Los Angeles, CA 90012

nh\10002MXX



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, 130 SO. SPRING ST.

LOS ANGELES, CA 90012-3404

TDD (213) 4363336

(213) 897-0362

September 10, 1993

Mr. Con Howe  
City of Los Angeles  
Planning Department  
City Hall - Room 561  
200 North Spring Street  
Los Angeles, CA 90012

Post-It™ brand fax transmittal memo 7871		# of pages >
From: Doug Gardner	To: Frank Burkhard	
Subject: McGuire Thomas	City Planning	
Date: 9/10/93	213 287 1986	
File # 310 827 1073		

Dear Mr. Howe:

This letter is to notify the City of Los Angeles Planning Department, Planning Commission, and the Planning and Land Use Management Committee (P.L.U.M.) of Caltrans' present position concerning the appeal of the Playa Vista Phase I Development and Tentative Tract Map No. 49104.

As of September 1, 1993, Caltrans staff has met with McGuire Thomas Partnership (M.T.P.) and the City of Los Angeles Department of Transportation to review new plans that reflected the mitigation agreed upon in our meeting with M.T.P. Senior Partner Nelson Rising and staff on August 19th.

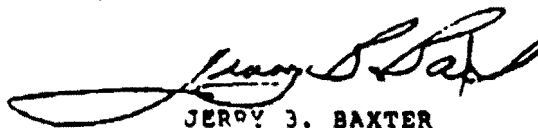
We have all agreed to the Route 90/Culver Boulevard interchange concept with minor modifications to Culver Boulevard and with the condition that the Route 90 bridge over Culver Boulevard will span the ultimate master plan width of Culver Boulevard (approximately 122'). This plan included restriping the Route 90 bridge over Balboa Creek to 6 lanes.

Also, the M.T.P. Plan to signal control the Culver Boulevard loop ramp to northbound Lincoln and provide three lanes both northbound and southbound on Lincoln Boulevard was unanimously agreed upon.

The present environmental document ties the completion of Culver Boulevard/Route 90 partial interchange to the completion of Playa Vista Phase I. We have agreed to support this timing for the revised (agreed upon) Route 90/Culver Boulevard interchange.

Based upon these discussions, it has been concluded that Caltrans' concerns have been adequately met. Contingent upon the City of Los Angeles agreement to the terms discussed in these meetings, it is Caltrans intent to rescind its appeal of the Playa Vista Phase I Project.

Sincerely,



JERRY B. BAXTER  
District Director

cc: Hal Bernson  
Councilman  
Nelson Rising  
MTP

<b>EXHIBIT NO. 16</b>
APPLICATION NO.
5-1-432
Playa Vista Utilization

46-

EXHIBIT NO. 17
APPLICATION NO.
5-01-432
P1

**RECEIVED**  
South Coast Region 12/19/01

DEC 21 2001

ROUTE 90/CULVER  
RESPONSES TO COASTAL COMMISSION STAFF REPORT  
TRAFFIC-RELATED ISSUES

CALIFORNIA  
COASTAL COMMISSION

**Route 90/Culver Staff Report Comment 1**

Present levels of service have acutely improved over 1990 levels of service reported by the Playa Vista Consultant, Kaku Associates, even without changes to the intersection.

**Response to Comment 1**

It is not true that there have not been changes to the intersection. Review of the 1990 LOS calculations versus more recent calculations indicates the following changes:

- Striping modification on EB Culver approach to EB 90 on-ramp.
- Implementation of City of Los Angeles' ATSAC signal control system (resulting in 7% capacity increase).
- Also, although not a physical or operational change in the field, the more recent calculations utilize the LOS CMA methodology as refined and utilized by LADOT.

LOS actually worsened in the PM peak hour from the 1990 conditions reported in the Playa Vista First Phase EIR to the 1998 conditions reported in Route 90/Culver Project Report, even with the intersection changes noted above (see Table 1). In the AM peak hour, the reported LOS improved. The AM peak hour improvement was due to a combination of the changes at the intersection noted above and a reduced traffic count.

More recent counts conducted in 2001 indicate that poor levels of service of E and F are continuing, during both the PM peak hour and during the Sunday afternoon peak hour of coastal recreational traffic (see Table 1). The end result is that the Route 90/Culver intersections were and are near and over capacity during peak periods in 1990, 1998, and 2001.

For clarification, the traffic analysis in the Playa Vista First Phase EIR (including the 1990 LOS and 1997 projections) were prepared by Barton-Aschman Associates, not Kaku Associates.

**Route 90/Culver Staff Report Comment 2**

The staff report notes that the Playa Vista First Phase EIR estimates that traffic would increase by 4% per year from 1990 to 1997, including ambient growth and related projects, and yet the levels of service have actually improved since 1990.

**Response to Comment 2**

See response to comment 1 re changes in reported LOS since 1990.

Regarding why the level of growth projected in the Playa Vista First Phase EIR did not materialize by the time the more recent (1998) calculations were done, the most likely reason is

the recession of the mid-1990s. The Playa Vista First Phase EIR was prepared during a time (late 1980s, early 1990s) when development growth had been rampant and was expected to remain so, and this expectation is likely reflected in the projected traffic growth rates utilized in the First Phase EIR.

However, development essentially came to a halt for many years during the recession. Experience in many areas of Los Angeles indicate that traffic volumes remained relatively constant during the 1990s, and in some cases even declined. Subsequent to that time, development activity and traffic levels have begun increasing.

### Route 90/Culver Staff Report Comment 3

No information has been provided regarding traffic re-routing or change in mode alternatives.

### Response to Comment 3

Modal alternatives were evaluated and determined to not provide sufficient modal shift to obviate the need for the proposed Project. Rather, both transit improvements and the proposed Project in combination (not one as an alternative to the other) were found to be needed to accommodate approved development. For this reason, the Lincoln Boulevard Corridor Transit Enhancement Project is a part of the Playa Vista mitigation program.

Additional system-level alternatives to the Project were evaluated during project development that involved improvements to existing parallel streets and/or freeways. No other opportunities were found to develop a new east-west route within the study area because of right of way, land use, and topographical constraints.

The alternative routes investigated for widening included Jefferson Boulevard, Washington Boulevard, and Venice Boulevard. Jefferson Boulevard will be widened from Route 1 to Centinela Avenue as part of the Playa Vista mitigation program. In addition, the Playa Vista mitigation program includes improvements at key intersections along the Jefferson Boulevard corridor. However, capacity constraints at the Jefferson Boulevard/I-405 interchange limits the effectiveness of these improvements when it comes to connecting Jefferson Boulevard to the regional freeway system. Major widenings along Washington Boulevard and along Venice Boulevard were determined to be infeasible due to residential and commercial land use impacts.

Interstate 10 (Santa Monica Freeway) has been studied for the addition of high-occupancy vehicle (HOV) lanes. Further widenings to add mixed-flow lanes appears infeasible due to right of way impacts and costs. Computer model simulations of a widened I-10 indicated that the widened facility would not divert enough trips away from the central portion of the study area to relieve congestion in the Route 90 corridor.

In summary, when compared to the proposed Project, each of the project traffic alternatives would have greater right of way impacts on residential and commercial uses while providing less congestion relief.

**TABLE 1**  
**EXISTING INTERSECTION LEVEL OF SERVICE COMPARISON**  
**CULVER/90 RAMP INTERSECTIONS**

Intersection	Peak Hour	1990 Conditions (from 1992 PV 1st Phase EIR) [a]		1998 Conditions (from 2000 Project Report) [b]		2001 Conditions (based on new counts) [b]	
		V/C	LOS	V/C	LOS	V/C	LOS
Route 90 EB Ramps & Culver Bl.	Weekday AM	1.323	F	0.90	D	0.70	C
	Weekday PM	0.943	E	0.95	E	0.95	E
	Saturday PM	n/a		n/a		0.80	D
	Sunday PM	n/a		n/a		0.77	C
Route 90 WB Ramps & Culver Bl.	Weekday AM	0.834	D	0.79	C	0.90	D
	Weekday PM	1.036	F	1.13	F	1.01	F
	Saturday PM	n/a		n/a		0.77	C
	Sunday PM	n/a		n/a		0.93	E

**Notes:**

- a. Before lane reconfiguration on EB Culver approach to EB on-ramp and implementation of ATSAC.
- b. 1998 and 2001 conditions incorporate lane reconfiguration at Culver/EB ramps and credit for ATSAC.
- c. For illustrative purposes.

5-01 4/32  
 Exhibit 17  
 p 2



LA 90 (EA 1693u1)  
TRAFFIC ALTERNATIVES

EXHIBIT NO. 18
APPLICATION NO.
5-01-432
81 Traffic

COASTAL COMMISSION

The objectives of the proposed Route 90/Culver Project are to reduce existing and future congestion levels and congestion-related accidents along Route 90 within the project area, increase emergency access in and out of Los Angeles International Airport, thereby improving access between the San Diego Freeway and the coastal zone. No viable project traffic alternatives, other than the proposed Project, have been identified that would satisfy the project objectives. As discussed below, traffic alternatives were studied; however, they were determined to have greater right of way and/or environmental impacts or to provide less benefit relative to the proposed Project.

Under the "No Project" alternative, the interchange at Culver Boulevard would not be built, resulting in a continuation of the at-grade signalized expressway intersections at this location. The objectives of the project (i.e., congestion relief, mitigation of approved land development, and safety improvement) would not be realized. Congestion levels are projected to increase substantially under this alternative.

Modal alternatives to the Project were evaluated and determined to not provide sufficient modal shift to obviate the need for the proposed Project. Rather, both transit improvements and the proposed Project in combination (not one as an alternative to the other) were found to be needed to accommodate approved development.

Additional system-level alternatives to the Project were evaluated during project development that involved improvements to existing parallel streets and/or freeways. No other opportunities were found to develop a new east-west route within the study area because of right of way, land use, and topographical constraints.

The alternative routes investigated for widening, the locations of which are illustrated on Figure 1, included Jefferson Boulevard, Washington Boulevard, and Venice Boulevard. Jefferson Boulevard will be widened from Route 1 to Centinela Avenue as part of the Playa Vista mitigation program. In addition, the Playa Vista mitigation program includes improvements at key intersections along the Jefferson Boulevard corridor. However, capacity constraints at the Jefferson Boulevard/I-405 interchange limits the effectiveness of these improvements when it comes to connecting Jefferson Boulevard to the regional freeway system. Major widenings along Washington Boulevard and along Venice Boulevard were determined to be infeasible due to residential and commercial land use impacts, and neither provides a direct connection to the San Diego Freeway.

Interstate 10 (Santa Monica Freeway) has been studied for the addition of high-occupancy vehicle (HOV) lanes. Further widenings to add mixed-flow lanes appears infeasible due to right of way impacts and costs. Computer model simulations of a widened I-10 indicated that the widened facility would not divert enough trips away from the central portion of the study area to relieve congestion in the Route 90 corridor.

In summary, when compared to the proposed Project, each of the project traffic alternatives would have greater right of way impacts on residential and commercial uses while providing less congestion relief.

EXHIBIT NO. 1682

APPLICATION NO.

5-01-132

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th Coast Region

JAN 12 1992

## ROUTE 90 TRANSIT PROVISIONS

The question has been asked as to why the SR 90 improvements do not reserve a corridor for transit through the project length.

CALIFORNIA  
COASTAL COMMISSION

## RESPONSE

The SR 90 corridor is surrounded by long-range transit proposals and therefore does not include a specific transit element. A summary of the transit plans in the area follows:

### Rail

The 30-Year Plan of the MTA does not include any additional rail considerations in the SR 90 corridor. Instead, east-west light rail service already exists in the I-105/LAX areas and a new east-west line is planned in the Exposition Corridor, approximately 3.5 miles north of SR 90.

No additional east-west service is planned for the area.

The MTA does own an abandoned rail right-of-way that follows Culver Boulevard northeast of the SR 90 improvements considered in this project. However, the right-of-way does not reach all the way to SR 90 in that there is an industrial park separating SR 90 from the right-of-way. Culver City and Los Angeles have developed a bicycle path and pedestrian path in the right-of-way and the two cities are now working on tying that path to the Ballona Creek Bike Path.

North-south rail service in the area is being reviewed as part of numerous transportation planning studies currently underway. The Lincoln Boulevard Corridor Task Force, Sepulveda Boulevard Corridor Task Force, the Westchester Community Plan Update Program and the Coastal Corridor Transportation Study are all evaluating potential north-south transit connections. Playa Vista has reserved a 25-foot wide right-of-way along the east side of Lincoln Boulevard to accommodate future rail. This alignment could be used to connect the Green Line terminus in the LAX Lot C to the Exposition Line. This alignment is not now funded or approved by MTA, rather it is just one of the options being studied in the planning efforts now underway.

### Bus

The main bus improvements focus on north-south traffic and not on increased service along SR 90. Santa Monica Big Blue Bus and the Culver City Bus both provide bus service in the area. Neither now uses SR 90 as part of their route structure.

Santa Monica has discussed adding articulated bus service to their Lincoln Boulevard route. Culver City is improving the existing transit terminal at Fox Hills Mall. New bus transit centers are proposed as part of the Playa Vista project. These would most likely

be located along the Lincoln and Centinela corridors at the east and west ends of the project, not along SR 90.

Playa Vista has also committed to an internal shuttle bus system to better connect its jobs and housing to the regional transit system.

#### **Non-Motorized Transportation**

The information submitted to the California Coastal Commission includes a map that summarizes the on- and off-street bicycle facilities in the area. Numerous bike paths and lanes are interconnected to offer the public good opportunities for both recreation and commuting. Since the Ballona Creek bike path provides an off street facility paralleling the SR 90 facility, no additional bike facilities are warranted in the SR 90 corridor.

EXHIBIT NO. 19

APPLICATION NO.

5-01 432

6 Paved a/toms

Rex Frankel  
Route 90  
Bridges

Pelican Bay  
to Highway Road  
to Highway

1107712

1

Application  
to Highway  
to Highway

Application

## Highway Safety Lighting Design Standards 9-10 MAR 18 2002

The design of highway safety lighting by the California Department of Transportation (Caltrans) is based upon the following publications:

1. Traffic Manual (Caltrans)
2. Standard Specifications (Caltrans)
3. Standard Plans (Caltrans)
4. Signal and Lighting Design Guide (Caltrans)

#### 9-10.2 Freeway Ramps and Connections

A minimum of two luminaires should be placed at each freeway exit ramp and one luminaire at each freeway entrance ramp. Typical locations are shown in Figures 9-25 and 9-26. Typical locations for luminaires at the intersections of freeway ramps and surface streets are shown in Figure 9-26.

One or more additional luminaires may be installed when justified by geometrics, traffic patterns, background ambient lighting and/or freeway ramp traffic volumes. Additional lighting may be installed if ramp traffic meets the following volumes during one hour of darkness:

	Exit Ramp	Entrance Ramp
Freeway ADT	Volume Ltg.	Volume Ltg.
>75,000.....	>300 vph + 1	>300 vph + 1
>150,000.....	>700 vph + 2	>700 vph + 2

#### 9-10.3 Conventional Highways

Where highway safety lighting is to be installed at intersections on conventional highways, (including the intersection of a freeway ramp with a local street), the minimum maintained horizontal illuminance should be as follows:

In urban areas and expressways, 1.6 horizontal lux on the area normally bounded by the crosswalks, and 6.5 horizontal lux at the intersection of centerlines of the entering streets.

In rural areas, 1.1 horizontal lux on the area normally bounded by the crosswalks, and 3.2 horizontal lux at the intersection of centerlines of the entering streets.

Electroliers at conventional highway intersections should be located as shown in Figures 9-27 and 9-28.

To determine the position and number of luminaires needed to provide a desired lighting level or to determine the lighting level achieved by a given pattern of luminaires, the isolux diagram for the luminaire may be used. The lighting level at any point may be approximated by adding the values shown by the isolux curve passing through the point from each contributing luminaire.

Isolux diagrams for the commonly used luminaires are shown in the Standard Plans. These diagrams represent the minimum acceptable values and therefore are appropriate for use with any particular manufacturer's luminaire. Transparencies of these diagrams in various scales are available to facilitate their use. Since these diagrams are based on initial values, a light depreciation factor must be applied to determine the maintained level of lighting.

#### 9-10.4 Sign Lighting

Some overhead directional signs are illuminated. The sign lighting equipment and installation details are shown in the Standard Plans.

#### 9-10.5 Tunnel Lighting

Tunnels should have sufficient illumination during the day so that vehicles inside the tunnel may be seen by approaching motorists. All interior walls and ceilings of tunnels to be lighted should be



COUNTY OF LOS ANGELES  
DEPARTMENT OF BEACHES AND HARBORS



STAN WISNIEWSKI  
DIRECTOR  
KERRY GOTTLIEB  
CHIEF DEPUTY

March 15, 2002

Ms. Pam Emerson  
California Coastal Commission  
South Coast District Office  
200 OceanGate, 10<sup>th</sup> Floor  
Long Beach, CA 90802-4302

Dear Pam:

**ROUTE 90 (MARINA DEL REY) CDPA No. 5-01-4-432 (EA1693UI)**

This letter will convey our ongoing support for Caltrans' Route 90 project to bridge the Route 90 over Culver Boulevard. Traffic along the Lincoln Boulevard corridor and access to Marina del Rey have become increasingly difficult due to increased traffic from development and ambient traffic growth in the general area of the Marina. To meet this challenge, the County joined with various cities and agencies to form the Lincoln Corridor Task Force (LCTF) with a goal to improve mobility in the Lincoln Boulevard corridor; projects such as this are compatible with the goals of the LCTF.

This project is not within the Marina del Rey Local Coastal Plan boundary; however, studies have shown that the benefits from such an improvement project would extend beyond the project area, making it consistent with the LCP by improving traffic flow on the approach roads to the Marina. We strongly support transportation projects that improve access to Marina del Rey for the benefit of our visitors, businesses, and residents. These planned modifications would also ease the movement of trailered boats to and from the Marina, thus improving coastal access for the boating public.

We also join with our County Public Works Department by reminding you that selected improvements to Route 90 would improve access to the Marina by reducing traffic congestion at the two major intersections where Route 90 crosses Culver Boulevard at grade. Additionally, bridging over Culver Boulevard would greatly reduce the number of accidents that occur there.

Please consider these factors in making a favorable recommendation to your Commission. If you have any questions, please call me at (310) 305-9533.

Very truly yours,  
STAN WISNIEWSKI, DIRECTOR

*Joseph Chesler*  
Joseph Chesler, AICP  
Chief, Planning

SW:JJC:lb

cc: Doug Failing, Caltrans  
Jay Kim, LADOT

Fax: (310) 821-8345  
(310) 305-8503 13837 FLN WAY, MARINA DEL REY, CALIFORNIA 90262  
INTERNET: <http://beaches.co.la.ca.us/>

EXHIBIT NO. 21
APPLICATION NO.
5-01-432
Count opinion

# local coastal program

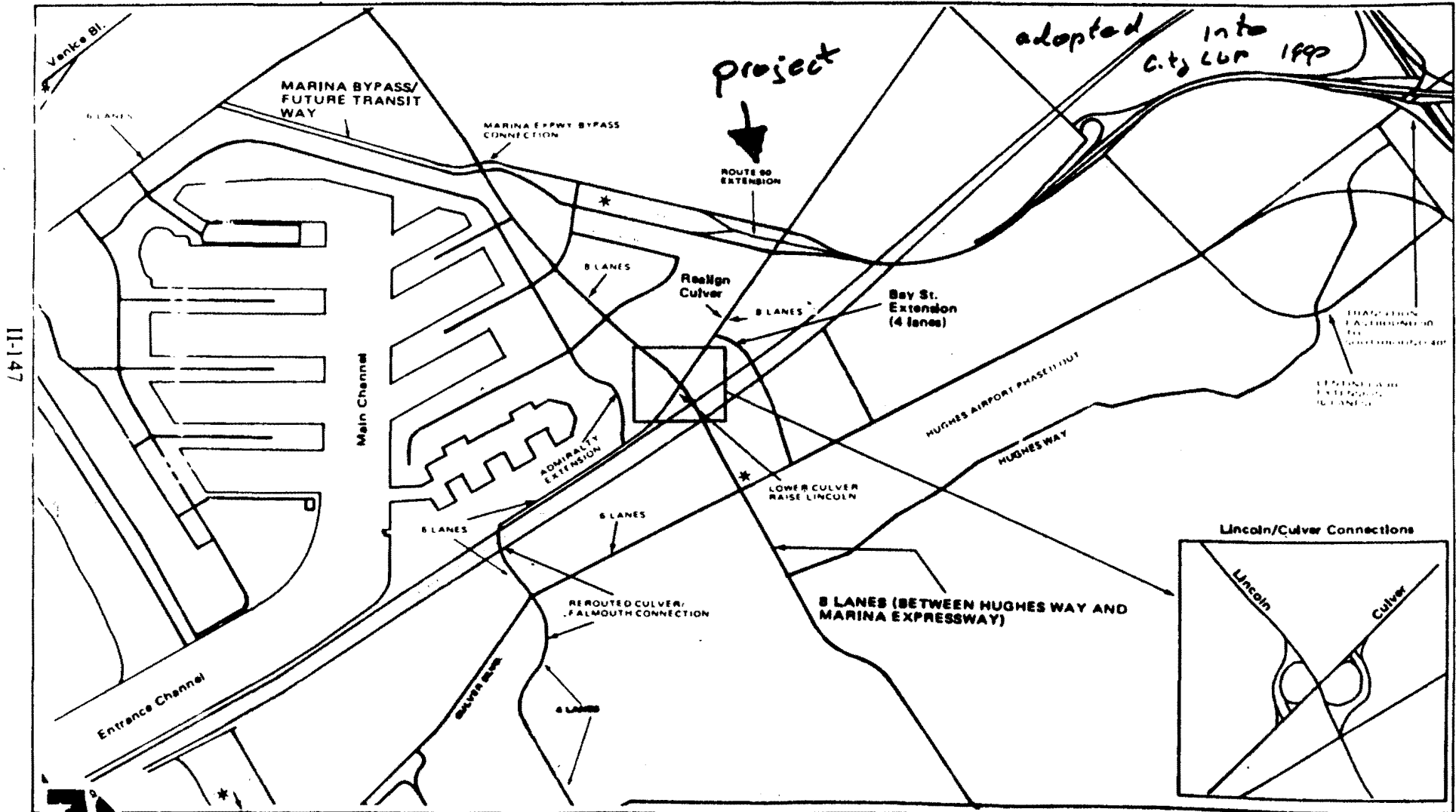
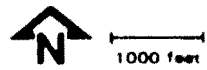
5-01-432 marina del rey/ballona

map 36

CIRCULATION IMPROVEMENT PLAN

Exhibit 22 <sup>\*Potential Park and Ride/  
Shuttle Connection Lots</sup>

Traffic Improvements  
certified WDR Ballona LUP



*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.

certified  
MOR/Ballona  
LCP

II-148

EXHIBIT NO. 23
APPLICATION NO.
5-01 432



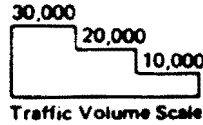
## map 35

### 1981 TRAFFIC VOLUMES\* - AREAS A, B & C

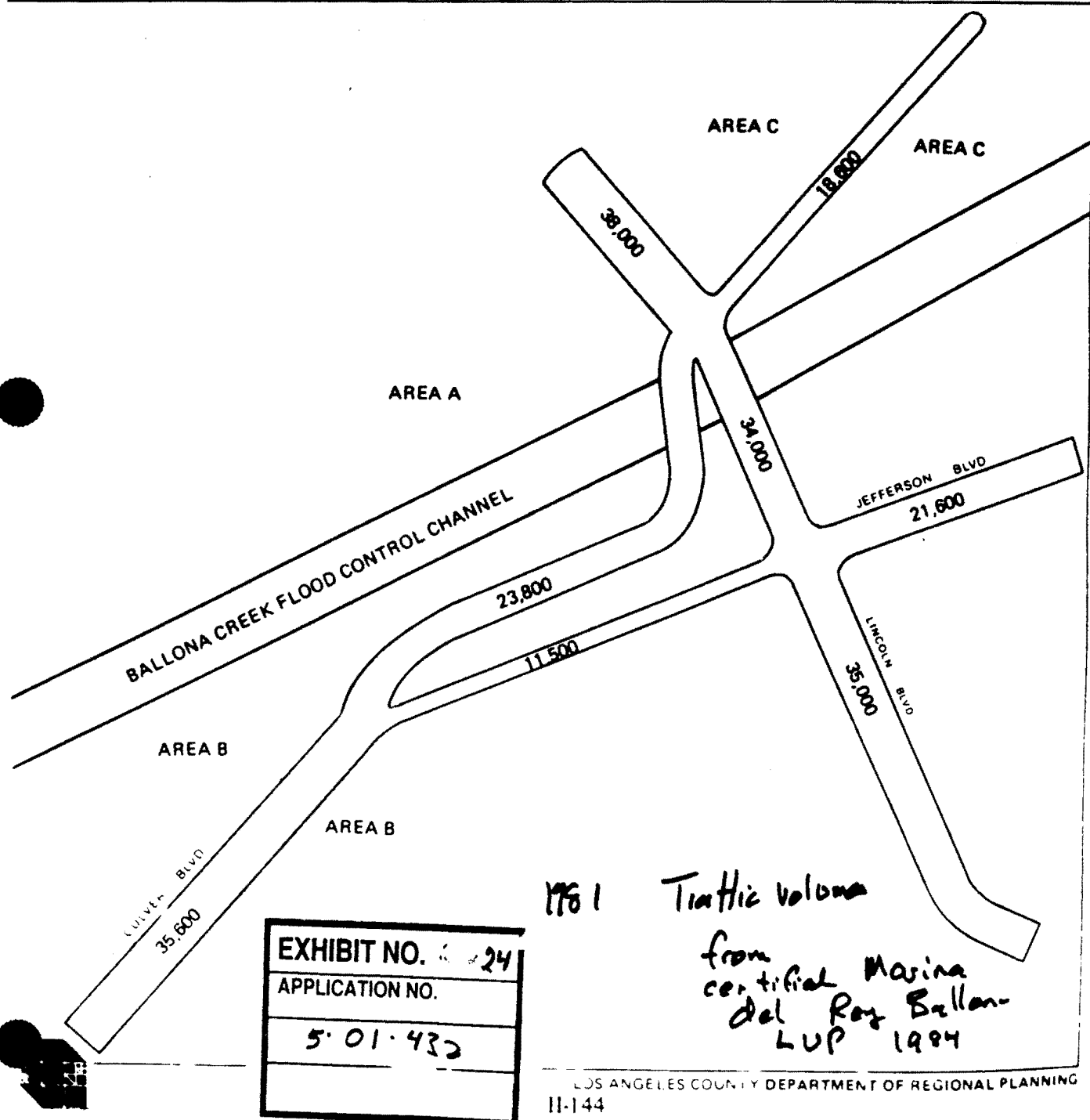
#### NOTE:

Volumes for Jefferson Blvd. & Culver Blvd. represent total volume on selected weekend days (Source: L.A. County Road Dept. - Traffic Volumes 1981)

Volumes for Lincoln Blvd. represent total annual volume divided by 365 days (Source: Caltrans - 1981 Traffic on California State Highways)



\*Estimated Volumes





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Santa Monica CA 90404  
310 453 0395  
fax 310 453 7927  
info@healthebay.org  
www.healthebay.org

February 04, 2002

California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, CA 94105-2219

**RECEIVED**  
South Coast Region  
FEB 6 2002  
CALIFORNIA  
COASTAL COMMISSION

**RE: Agenda item W 21n; Application Number:5-01-432**

Dear Coastal Commissioners:

Heal the Bay is a non-profit environmental group with over 10,000 members dedicated to making Santa Monica Bay and Southern California coastal waters safe and healthy again for people and marine life. We have reviewed the staff report for the Caltrans Route 90 project. Our concerns regarding this project pertain to the lack of a long-term monitoring and maintenance schedule for the proposed wetland restoration and the lack of numeric goals for the water quality monitoring components.

**1) A five-year monitoring and maintenance requirement for wetland restoration is inadequate.**

The staff recommends a five-year monitoring program of the wetland restoration, yet provides no scientific justification or examples to support why this duration was selected. Heal the Bay believes that five years of monitoring and maintenance is completely unacceptable to ensure the long-term restoration of a wetlands. Long-term wetland restorations typically fail due to poor hydrological design and/or a change in hydrology in the restored area often due to sediment deposition. In addition, long-term pollutant loadings into restored wetlands can effect long-term viability. As currently proposed, the Commission's Special Conditions will not ensure long-term success of the restored wetlands because there are no requirements for further monitoring and maintenance. How will the Commission ensure that after five-years the wetlands is a self-sustaining, functioning wetlands? What if Caltrans monitoring indicates that the restored wetland is not self-sustaining during the five-year period?

Because wetland functionality is largely dependent on maintaining design hydrology that is dependent on many parameters that can change over time (future development, changing weather patterns, etc.), Heal the Bay strongly recommends long-term monitoring and maintenance of the restored wetlands. Caltrans should be required to commit to monitoring and maintenance of the wetlands in perpetuity, or to transfer this long-term monitoring and maintenance program to a Commission approved entity such as Playa Vista Capital, Friends of Ballona Wetlands, Ballona Wetlands Foundation, or Wetlands Action Network.

<b>EXHIBIT NO. 25</b>
<b>APPLICATION NO.</b>
5-01-432
Heal the Bay



Caltrans shall be required to provide tri-annual (every three-years) monitoring reports on the performance of the wetland restoration in perpetuity.

## 2) Water quality parameters lack numeric goals.

We commend the Commission for requiring Best Management Practices (BMPs) to protect the restored wetlands and Marina del Rey (the receiving waterbody). However, as currently drafted, the Special Conditions requiring BMPs do not include any mechanisms to ensure appropriately designed BMPs are installed, that the BMPs implemented will be adequately maintained to meet a desired objective, or that implemented BMPs are effective in protecting the wetlands and the Marina. Marina del Rey is currently listed as an impaired water-body on the States 303-(d) list for heavy metals, pesticides, and toxicity. How will the Commission determine the effectiveness of the proposed BMPs if there are no numeric water quality objectives to protect the restored wetlands?

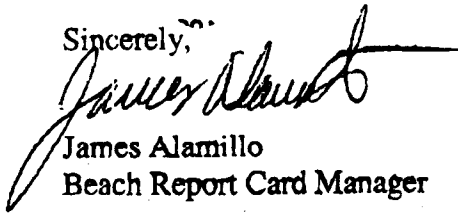
Heal the Bay recommends using the standards listed in the California Toxics Rule for the pollutants of concern (metals and pesticides). The project must not cause or contribute to exceedances of water quality standards. If the BMPs insure that water quality standards are met, then the project will have achieved this requirement. Water quality standards provide a way to measure the effectiveness of the BMPs and whether the maintenance of the BMPs is adequate. Finally, the Commission should require a water quality monitoring program that adequately captures both dry and wet weather conditions. Caltrans should be required to provide an annual report to the Commission detailing the results from the monitoring program, and where numeric water quality standard exceedances exist, explain what actions or BMP modifications will be implemented to prevent future exceedances of standards in the wetlands.

We recognize the Special Conditions include a numeric target for Total Suspended Solids (TSS). However, as currently drafted, there is no data provided on existing conditions compared to post-construction TSS loading estimates. It is impossible to determine if Section 3A, subsection 2c is less or more protective of the water quality and wetland viability than Section 3A, subsection 2b. Controlling TSS loading is imperative for protecting the biological resources because such loadings are usually associated with heavy metals and pesticides. In addition, wetland restorations often fail due to changes in hydrology that occur because of excessive TSS loadings. With no data provided, we recommend the Commission require Caltrans to meet the requirements of Section 3A, subsection 2b—to reduce post-development loadings of Total Suspended Solids (TSS) so that the average annual TSS loading are no greater than pre-development loadings, and delete from the Special Conditions Section 3A, subsection 2c. Based on Caltrans monitoring and maintenance program for the restored wetland, if excessive siltation is determined to be impeding the ability of the wetland to function, the Commission must require Caltrans to modify their BMPs to protect the resource.

Exh. b. 25  
p2  
5-01-437

Thank you for the opportunity to comment, and if you have any questions please feel free to call me at (310) 453-0395 ext.123.

Sincerely,

  
James Alamillo  
Beach Report Card Manager

  
Mitzy Taggart  
Staff Scientist

Exh. b. 2503  
501-432  
Heal the Bay

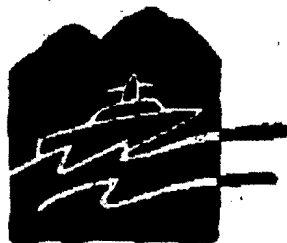


EXHIBIT NO. 26
APPLICATION NO.
5-01 432
Baykeeper

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CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

SANTA MONICA  
**BAYKEEPER**

Protecting Our Bay  
in cooperation with  
The Frank G. Wells  
Environmental Law Clinic &  
the Water Keeper Alliance

Via Facsimile  
(619) 767-2384

February 4, 2002

California Coastal Commission  
San Diego, CA

W21b/  
W21n

RE: Santa Monica BayKeeper's Comments on Route 90 Expansion, Item 21N  
and 21B.

Dear Coastal Commission:

On behalf of Santa Monica BayKeeper, I write to provide the following written comments regarding Caltrans' applications for permits for road projects relating to the expansion of the Route 90 Freeway and Lincoln Blvd. in Marina Del Rey, to be heard by the Coastal Commission on February 6 as items 21N and 21B.

The BayKeeper is a non-profit organization dedicated to the preservation and restoration of Santa Monica Bay, San Pedro Bay, and adjacent coastal waters, including the Ballona Creek, the Ballona Creek Estuary, and the Ballona Wetlands (collectively referred to as the "Ballona Watershed"). The BayKeeper's mission includes the monitoring and protection of the region's waters, including local watersheds, marine sanctuaries, rivers, coastal estuaries, wetlands and bays from illegal dumping, hazardous spills, toxic sources and other pollution, including polluted runoff. When water quality violations or habitat destruction threaten the region's waters, the BayKeeper pursues compliance efforts and remediation.

In general, we do not believe these projects can be approved as they are currently proposed. In particular, BayKeeper believes that the Commission must require compliance with Water Quality Standards for any discharge from the development. We also believe subsequent environmental review is warranted.

BayKeeper agrees with staff that "roads are a major source of pollutants that flow into water bodies." Many studies support this position. However, BayKeeper believes that the current proposal and staff report fall short of achieving the objectives of the Coastal Act and, in particular, violate the requirements of Public Resources Code Sections 30230 and 30231.<sup>1</sup> This is especially troubling given the current condition of the Ballona Creek and wetlands.<sup>2</sup>

<sup>1</sup> Public Resources Code Section 30230 requires that:

BayKeeper feels that in the absence of a definitive statement requiring compliance with currently defined water quality standards, local water resources cannot and will not be maintained and enhanced, nor will they be restored, as required by both 30230 and 30231.

As the Commission is aware, various state and federal standards have been set to ensure that surface water quality and discharges to those waters meet the level necessary to support and sustain various beneficial uses. For example, the United State Environmental Protection Agency promulgated in 2001 the California Toxics Rule, 40 CFR 131.38, to protect aquatic life. In addition, the State Water Resources Control Board has promulgated localized plans such as the Ocean Plan, the Inland Surface Water Plan, and Basin Plans. By their very nature these standards are designed to achieve the level of

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Marine Resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes.

Second, Public Resources Code Section 30231 requires that:

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 [and] controlling runoff

2 Presently, the Los Angeles Regional Water Quality Control Board ("LARWQCB") identifies the Ballona Creek Watershed as having the following beneficial uses: Ballona Creek: Existing beneficial uses: Non-contact recreation, Wildlife habitat. Potential: drinking water, contact recreation, and warm freshwater habitat. Ballona Creek Estuary: Existing: Navigation, contact recreation, non-contact recreation, commercial and sport fishing, Estuarine Habitat, Marine Habitat, Wildlife Habitat, Rare, Threatened & Endangered Species, Migration of Aquatic Organisms, Spawning, Reproduction and/or Early Development, Shellfish Harvesting. Ballona Wetlands: Existing: Contact Recreation, Non-contact Recreation, Estuarine Habitat, Wildlife Habitat, Rare, Threatened & Endangered Species, Migration of Aquatic Organisms, Spawning, Reproduction and/or Early Development, Wetland Habitat.

Moreover, Ballona Creek is recognized as a Significant Ecological Area ("SEA") by the LARWQCB. See LARWQCB Basin Plan (1994) pages 1-17. The SEAs designated by LARWQCB are analogous to environmentally sensitive areas under the California Coastal Act which are "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments." Public Resources Code ("PRC") Section 30107.5.

Unfortunately, notwithstanding these beneficial uses and the watershed's ecological importance, levels of the following toxic and other pollutants found in the Ballona Creek Watershed already exceed federal and state water quality standards: arsenic, cadmium, copper, DDT, lead, PCBs, ChcmA, chlordane, dieldrin, silver, tributyltin, zinc, enteric viruses, and trash. See LARWQCB 1998 303(d) List of Impaired Waterbodies, pages 67-68. Many of these pollutants are toxic to aquatic life and harmful to humans.

Exh. b. 1 26  
P 3  
5.01.452  
Bay Keeper

water quality necessary to sustain aquatic life and other beneficial uses of our coastal waters. These standards are commonly referenced in municipal stormwater permits by the State Water Resources Control Board and the Regional Water Quality Control Boards. However, agencies like the Coastal Commission rather than the local Regional Water Quality Control Boards are best situated to ensure these conditions are met as part of any development approval. Moreover, ensuring compliance with these requirements is well within the mandates of Sections 30230 and 30231.

In the absence of requiring compliance with these standards, BayKeeper fails to understand how the current proposal is "sustain[ing] the biological productivity of coastal waters" and "maintain[ing] healthy populations of all species..." as required by Section 30230. We believe it does not. Further, BayKeeper does not believe it is possible to provide water quality at a level "appropriate to maintain optimum populations of marine organisms" or "that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes" in the absence of compliance with water quality standards. BayKeeper also believes that there is no evidence in the record to support a conclusion to the contrary.

Again, by definition, these standards are what ensure water quality discharges are at a level necessary to protect these beneficial uses.

Meanwhile, Caltrans makes mention of current information on the efficacy of structural Best Management Practices, as well as the alleged inefficiency of some of these technologies in controlling runoff. However, the Coastal Commission should be aware that Caltrans is in the midst of completing a multi-year, multi-million dollar project studying BMPs and methods for reducing polluted runoff from roadways as a result of litigation brought in 1993 by the Natural Resources Defense Council and Santa Monica BayKeeper. For Caltrans to be making representations at this time about the efficacy of these devices in the absence of this completed study is not only a prejudgment of the issues subject to this litigation, but is misleading to the Coastal Commission. It is also important to note that these studies by Caltrans have been focused on the application of structural BMP technologies to highway retrofit projects, not new construction. In this vein, the Coastal Commission must recognize that it is easier to properly develop new road projects during the design phase than it is to retrofit existing structures.<sup>3</sup>

For these reasons, BayKeeper proposes the following condition for inclusion into these projects:

---

<sup>3</sup> BayKeeper would like to remind the Commission that during the establishment of the Standard Urban Stormwater Mitigation Plans. The SUSMPs are not designed to "enhance" water quality above predevelopment levels and they are not designed to "restore" water quality. Instead, they merely attempt to "maintain" water quality at a pre-development level, and even that becomes difficult in the absence of a requirement to prohibit any increased pollutant loading from pre-development conditions.

Exhibit 26  
p 3  
5-01-432

- There shall be no net increase in stormwater pollution loading to waters of the state from the final project relative to pre-project conditions.
- Caltrans shall install BMPs necessary to ensure compliance with applicable water quality standards, including the California Toxics Rule.<sup>4</sup>
- Prior to the issuance of this permit, Caltrans shall provide a written report to Commission staff identifying applicable water quality standards for this project.

Lastly, BayKeeper must object to the issuance of these permits under the guise they are somehow related to "incidental public services" as provided under Public Resources Code Section 30233. This is hard to believe given that the 21N staff report alone makes reference to the Playa Vista project no less than 61 times (excluding the bibliography and appendices).<sup>5</sup> As it seems obvious (and unfortunate) that this project is in large part, if not entirely, designed to facilitate the Playa Vista development, we hereby incorporate by reference, as if set forth fully herein, our comments of November 13, 2001 (on file with the Commission), relating to various Playa Vista road improvements and the need for subsequent environmental review under the California Environmental Quality Act for all these road projects. We believe the same type of comprehensive and coordinated subsequent environmental review is necessary for these aspects of the Playa project as well. Only then will the public, this Commission, and all other reviewing agencies have a true and adequate understanding of the current and future impacts of the development.

Thank you for your consideration of these comments.

Sincerely,

Steve Fleischli  
Executive Director

<sup>4</sup> Caltrans' municipal stormwater permit already provides that "[t]he discharge of storm water from a facility or activity that causes or contributes to the violation of water quality standards or water quality objectives (collectively WQSs) is prohibited. ORDER NO. 99 - 06 - DWQ NPDES NO. CAS000003. NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT STATEWIDE STORM WATER PERMIT AND WASTE DISCHARGE REQUIREMENTS (WDRs) FOR THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS). BayKeeper merely asks that this condition be reflected in the Coastal Commission permit requirements.

<sup>5</sup> Even more telling may be the fact that Coastal Commission staff seem to think this is part of the Playa Vista Project - as is evidenced by the fact that they have filed this staff report under their internal computer coding of H:\playa vista\caltransroad\5-01-432.culver3.caltrans.doc. See Staff Report at 49.

Exhibit 26  
p 4  
5-01432



# Post-Construction Stormwater Quality Management Plan

## Route 90 Improvements, Modified East Alternative



Prepared for:

California Department of Transportation  
120 South Spring Street  
Los Angeles CA 90012

Prepared by:



**GeoSyntec Consultants**  
333 SW Fifth Avenue, Suite 600  
Portland, OR 97204-1743  
(503) 222-9518

11 March 2002

EXHIBIT NO. 27 <sup>pl</sup>
APPLICATION NO.
5-01-432
epc - water quality plan

# POST-CONSTRUCTION WATER QUALITY MANAGEMENT PLAN

## Post-Construction Best Management Practices- (BMPs)

### 1.0 Introduction and Listing of BMPs

This is a brief overview of the water quality management plan for the Route 90 Improvements project, Modified East Alternative. The water quality plan for the Route 90 Improvements, as designed, will result in a system that:

- 1) utilizes a treatment train of BMPs including grated inlets, trash and gross solids removal devices, and bioswale systems,
- 2) treats runoff from both existing and new impervious areas, as well as the road right-of-way,
- 3) should result in improved water quality overall as compared to pre-project conditions due to the extensive amount of existing impervious areas that will be treated via bioswales, and
- 4) meets and exceeds the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) and also the Caltrans Stormwater Management Plan (SWMP) requirements.

The project includes the lengthening of Route 90 and addition of an east-bound and west-bound connectors. The attached Water Quality Plan (Exhibit 1) shows the areas where I-Route 90 will be improved along with planned water quality enhancements. The project area includes existing jurisdictional wetlands within the existing drainage system. These wetlands were likely established due to urban runoff from an extensive system that is routed through this area. They currently perform water quality treatment of these offsite runoff flows and will continue to do so in the future. The Stormwater Management Program for the Route 90 Project will treat the additional 2.3 acres of impervious surfaces resulting from the project, and will also treat 4.8 acres of existing Rt. 90 impervious surfaces that were not subject to treatment prior to entering the existing wetland system (west of Culver) or one of the piped drainages (east of Culver). Eight bioswales will be created to treat runoff from various portions of the right-of-way prior to discharge to the existing wetlands, the Alla storm drain, the Marina drain and a storm drain in the eastern portion that discharges to Playa Vista Area C. In addition, a ninth location acts as a natural bioswale (area 10) and will treat runoff from this area.

Attachment A of this plan provides a description of how the elements of this plan meet the intent of the February 2002 Coastal Commission proposed post-construction BMP conditions for the Route 90 project.

EXHIBIT NO. 27
APPLICATION NO.
5-01-432
Water quality

applicant's proposal

## 2.0 OPTIONS FOR STORMWATER TREATMENT AND CHOICE OF SYSTEM

A number of options have been identified to provide treatment of stormwater, including the use of catch basin filter inserts for all inlets, commercial treatment systems such as CDS Units or StormCeptors, and media filters, such as sand and/or compost. The bioswale system was chosen because of 1) its expected high effectiveness in achieving good stormwater effluent quality (EPA/ASCE National Data Base on BMP performance, [www.bmpdatabase.org](http://www.bmpdatabase.org); Low-Impact Design Strategies, An Integrated Design Approach, Prince George's County, Maryland 2000), 2) Caltrans has found that this type of BMP is effective and is acceptable to them, and 3) because of the fact that a land area was available for such facilities in the right-of-way. When practical, aboveground facilities are preferable to below ground, as they typically have improved performance via more and enhanced removal mechanisms (e.g., for example, photo-degradation of pollutants such as hydrocarbons, more contact with plants and soils, etc.). Additionally, above ground areas are more visible and accessible for maintenance operations. Furthermore, the use of native plants will provide habitat value, primarily for birds and small mammals.

The table below presents information on the 12 areas that have been identified as separate drainage areas within the Route. 90 project both within and outside the coastal zone.

**Table 1. Route 90 Stormwater Management Program**

Area	Stormwater Treatment Strategy
1 a, b, c (drains to wetland/swale area)	Trash management, stormwater pretreatment area
2	Trash management, bioswale
3	Trash management, bioswale
4	Trash management, bioswale
5	Trash management, bioswale
6	Trash management, bioswale
7	Trash management, bioswale
8	Trash management, bioswale
9	Trash management, bioswale
10	Existing bioswale
11	Trash management
12	Trash management

The pretreatment areas for 1a, 1b, and 1c will be designed to allow initial settling of sediments and treatment of oil and grease to ensure that the delineated wetlands will be protected from maintenance (sediment removal) needs. These pre-treatment areas will

Exhibit 27 p3  
5-01-432  
Appl. water 2. proposed

involve cutting back into the slope, exposing the existing storm drain further upstream of the wetland and then creating a flared headwall. These areas will then contain some initial gravels to serve as energy dissipation and then soils that will be planted with native grasses. The soils and grasses, along with the slowing and spreading of flows will serve the pre-treatment functions prior to discharge to the existing delineated wetlands.

After the project is completed, runoff will be conveyed either via primarily pipe systems with some limited overland flow to the bioswales. The bioswales will spread flow out, allow contact time with plants and soils, and provide sedimentation time for runoff. The primary pollutant removal mechanisms would include settling, filtration, and adsorption onto soils and plant materials.

It is expected that a good portion of the runoff would be retained and released via evapotranspiration, thereby reducing the amount of runoff that would have occurred if other non-moisture adsorbant systems (e.g., concrete) had been employed. These types of systems have been found to be quite effective for removal of total suspended solids, heavy metals such as copper, zinc, and lead, as well as floatables, oil and grease, and other pollutants. The bioswales will be designed to treat 0.3" per hour of rainfall in a manner that achieves good treatment. All bioswales will have trash racks or equivalent trash removal systems. Oil and grease removals will be achieved via the use of natural adsorption in the initial areas of swale treatment. Where possible, all entries to the swales will include an initial area where flows will be spread out to maximize contact with soils and plants to enhance oil and grease adsorption and then photodegradation.

The design standard of treating 0.3" per hour will exceed the Los Angeles County Standard Stormwater Mitigation Plan Requirements (SUSMP) of 0.2" per hour significantly. Caltrans guidance will be used in design of the bioswales, including limiting the depth of flow for the design flow rate to less than the grass heights (or less than 4") and by ensuring that flows have at least a 9-minute residence time in the swales. If needed, small weirs will be employed to ensure that this objective is achieved. In addition, the system includes significant pre-treatment via the trash racks located on the pipe systems as they discharge to the bioswales as well as the oil adsorbing materials that will be included in the bioswale design (e.g., oil adsorbing soils/mulches). The trash racks will consist of either grating structures within the pipes (with provisions for high flow releases) or the use of bags on the ends of outfalls. These bags have been tested by Caltrans in their studies of trash and debris controls. This kind of "treatment train" is not required by SUSMP and therefore will also result in an exceedance of the minimum SUSMP requirements.

Exhibit 2704  
5-01-432  
applicant's  
water quality  
program

### 3.0 INSPECTION, MONITORING, AND MAINTENANCE

Normal inspection and maintenance frequencies for the BMPs being incorporated in this project generally range between six to twelve months. Caltrans proposes to incorporate Gross Solid Removal Devices (e.g. trash racks), oil adsorption, bioswales, and pretreatment areas to improve water quality and to meet the requirements of the Trash Total Maximum Daily Load (TMDL) for the Regional Water Quality Control Board.

Caltrans proposes the facilities be inspected every 30 days during the rainy season for the first year of operation after construction is complete, and just prior to the rainy season and at the end of the dry season thereafter. Caltrans will provide the inspection and maintenance services indicated. Maintenance should be performed as follows:

**Trash racks:** These trash racks will be designed for annual clean up.

**Oil Adsorption:** If visual observations note that soils and plants are overly oily then maintenance will be performed to remove these. Maintenance could include some addition of oil adsorptive materials.

**Bioswales:** These typically require maintenance on an every 2 to 10 year basis for removal of sediments. When inspections reveal that more than about 10 percent of the capacity of the swales has been filled in, the material should be removed and properly disposed of. If one of the inlets has material build up of more than 6 inches of sediments, then it should be cleaned individually. The need for trash removal should be minimal due to the use of trash racks.

**Pretreatment Areas, 1a, 1b, and 1c:** These areas will likely need to be maintained on an annual basis. When inspected, if the areas are more than 20 percent filled in, then removal of sediments will occur.

After the first year, Caltrans proposes to adjust the frequency of inspections and maintenance efforts that are needed based upon observations. It is anticipated that the inspections and maintenance will be needed on a semi-annual basis.

### 4.0 SUMMARY

In summary, the proposed stormwater quality BMPs for this project has been designed to address the pollutants of concern for Marina del Rey, Ballona Creek and Estuary. With the opportunity to improve runoff water quality from existing roadway drainages, there will be an improvement in water quality over existing conditions. The size and effectiveness of the proposed bioswale system is greater than that required by the Los Angeles County SUSMP requirements (although not required of Caltrans it is a useful

Ex h.h.t 27 p5  
5-01-432  
water quality

measure of the standard in the community) and in addition is a much more robust treatment system than other systems allowed (e.g., the effectiveness of the bioswale systems would be much greater than currently accepted SUSMP BMPs such as catch basin filters). In addition, the inclusion of trash racks or other trash treatment systems to "pre-treat" runoff prior to entering the bioswales will further enhance the performance of these bioswales. The system will treat runoff from existing road and other paved surfaces that today receive little formal treatment prior to discharge to the existing wetlands in the western portion of the project or the other drainages. Therefore the water quality of stormwater discharged from the existing areas will be improved. The new areas of pavement will be treated to a high level by the planned BMPs, exceeding standards (SUSMP) that have been found to be protective of water quality.

5.01.43~  
Exhibit 27 p6  
applicant's  
water quality  
report

**DEPARTMENT OF TRANSPORTATION**  
DIVISION OF ENVIRONMENTAL PLANNING  
120 S. SPRING STREET  
LOS ANGELES, CA 90012  
PHONE (213) 897-3818  
FAX (213) 897-0685

<b>EXHIBIT NO.</b> 28
<b>APPLICATION NO.</b>
S-01-432
app. archaeology



*Flex your power!  
Be energy efficient!*

February 27, 2002

Ms. Stephanie Reeder  
Coastal Commission Liaison  
Caltrans, District 7  
120 S. Spring Street, MS 16A  
Los Angeles, CA 90012

**ED**  
South Coast Region

MAR 12 2002

CALIFORNIA  
COASTAL COMMISSION

RE: Archaeological Studies for the Culver Boulevard Undercrossing Project (EA 1693U1)

This letter is to address the concerns expressed by the Coastal Commission relating to Cultural Resource investigation/preservation for the above referenced project. This letter is to also assure the Coastal Commission that a qualified Caltrans Archaeologists has conducted extensive Archaeological Survey work for the Culver Boulevard Undercrossing. All Archaeological Survey work utilized "Standard Archaeological Survey Methodology", including record searches at the South Central Coastal Archaeological Information Center (SCCAIC), report and survey report review from the SCCAIC, field surveys of the project area, shovel test pits to determine the location and extent of any known sites, and other documentation searches and data collection techniques.

The result of the Archaeological Survey was that one sensitive Archaeological Site (CA-LAN-54) exists proximal to the project work area. Surveys conducted indicate that CA-LAN-54 is outside the Area of Potential Effect (APE) for the project, thus this project will not impact this site. No further Archaeological Survey work is required for this project.

However, due to the uncertain nature of Archaeological Resources there is a very low potential for undetectable Cultural Resources to be present in the project area (as there is with any project with a known site near the APE). To ensure that any "Late Discovery" Cultural Resources (as defined by 36CRF800.11(a)) are detected the following stipulation was included in the original Archaeological Survey Findings:

#1 – Both a Native American and Archaeological Monitor shall be present during the entire project excavation phase.

#2 – If Cultural Resources (cultural deposits or grave goods) are uncovered during construction, work shall stop in the immediate area. All proper procedures shall be followed to immediately report these finds as outlined in 36 CFR 800.11 (b)(2), including the formulation of a Treatment Plan in coordination with the State Historic Preservation Officer (SHPO) and any applicable programmatic agreement(s).

February 27, 2002  
Ms. Stephanie Reeder  
Culver Boulevard Undercrossing (page 2)

If human remains are encountered, the Archaeologist shall secure the name of an approved Most Likely Descendent (MLD) from the Native American Heritage Commission (NAHC). All identification, recovery, and/or repatriation (reburial) shall be conducted in coordination with the MLD, NAHC, and SHPO. Work in the area shall only commence with completion of the Archaeological Recovery Effort, and only with the approval of the State Archaeologist (after coordination with SHPO and the MLD) in compliance with State Laws.

With the inclusion of stipulations 1 and 2 above, the project is in full compliance with Federal, State, and Departmental (caltrans) laws, regulations, policies, and procedures. If you have any further questions, please feel free to contact me at (213) 897-3818.

Sincerely,



Gary Iverson, Senior Archaeologist  
Caltrans District 7

Exhibit 28 02  
Archaeology  
from applicant



**DEPARTMENT OF TRANSPORTATION**

**OFFICE OF THE DIRECTOR**

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-5266

FAX (916) 654-6608

TELETYPE (916) 654-4086



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**EXHIBIT NO. 29**

**APPLICATION NO.**

5-01-432

Application letter

March 4, 2002

Mr. Peter Douglas  
Executive Director  
California Coastal Commission  
45 Fremont Street  
San Francisco, CA 941

**RECEIVED**  
South Coast Region

MAR 12 2002

CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Douglas,

I am writing today to request that the application relating to Route 90 be considered in April 2002, and that the application relating to Route 1 be considered in June 2002. As explained below, this schedule will allow departmental applications to be considered in a timely manner so as to not jeopardize budgeted funding that has been allocated for these projects.

As you are aware, the California Department of Transportation (Department) has filed applications for improvements to the Marina Freeway, Route 90 (application 5-01-432), Lincoln Boulevard, LA 1 phase I (application 5-01-184), and Lincoln Boulevard, LA 1 phase II (application 5-01-450) projects. At its February 6, 2002 meeting, the Coastal Commission voted to continue consideration of applications 5-01-432 and 5-01-184 to a future date. The Department filed a 90-day waiver to allow the Commission to exceed the Permit Streamlining Act timeline requirements.

The Department is working on design changes that will result in dual-purpose, environmentally superior projects that would enhance natural resources and address and improve existing problems along these important corridors. These regionally significant projects will address traffic congestion, safety concerns, emergency access constraints, and local community impacts. They will also enhance wetlands, improve water quality, provide new non-motorized access opportunities, restore tidal action, and protect wildlife.

In order to retain budgeted funding for these projects, the Department must obtain Coastal Development Permits by June 30, 2002. As noted above, we request that Route 90 be considered in April 2002 because much of the information required to address concerns raised by the public and commissioners has been completed. Approval in April would give the Department approximately two months to obtain the required permits from the

Peter Douglas  
March 4, 2002  
Page 2


Coastal Commission. Although it would be preferable from a timing standpoint that the Route 1 applications also be considered in April 2002, we request that they be considered in June 2002 because additional information needs to be developed and submitted to fully provide answers to the Commission's questions.

We anticipate that the Department will be able to obtain an extension from the California Transportation Commission of the June 30, 2002 deadline, if a Coastal Commission approval is obtained. Only one such extension is available under California Transportation Commission requirements.

The Department is committed to working closely with your staff and the Commission to address all issues raised and to develop projects to benefit coastal resources and the general public while providing the traffic improvements the local communities and region need. The Department will also send your staff a package that explains the Department's funding process and schedule more fully and for inclusion in your commissioner's briefing packages.

Should you have any questions, please do not hesitate to contact Doug Failing, Chief Deputy District 7 Director, at (213) 897-0362.

Sincerely,

  
TONY V. HARRIS  
Chief Deputy Director

cc: Honorable Members of the  
California Coastal Commission

Exhibit 29

P 2

5-01-432

Funding Information for State Route 90 Project  
March 15, 2002

Funds programmed during the 1996 State Transportation Improvement Program (STIP) cycle on State Route 90 are available for allocation until the end of this fiscal year (June 30, 2002).

Following is a breakdown of the cost for the State Route 90 project

During the 1996 STIP cycle, allocation for the State Route 90 totaled \$12,336,000.

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.

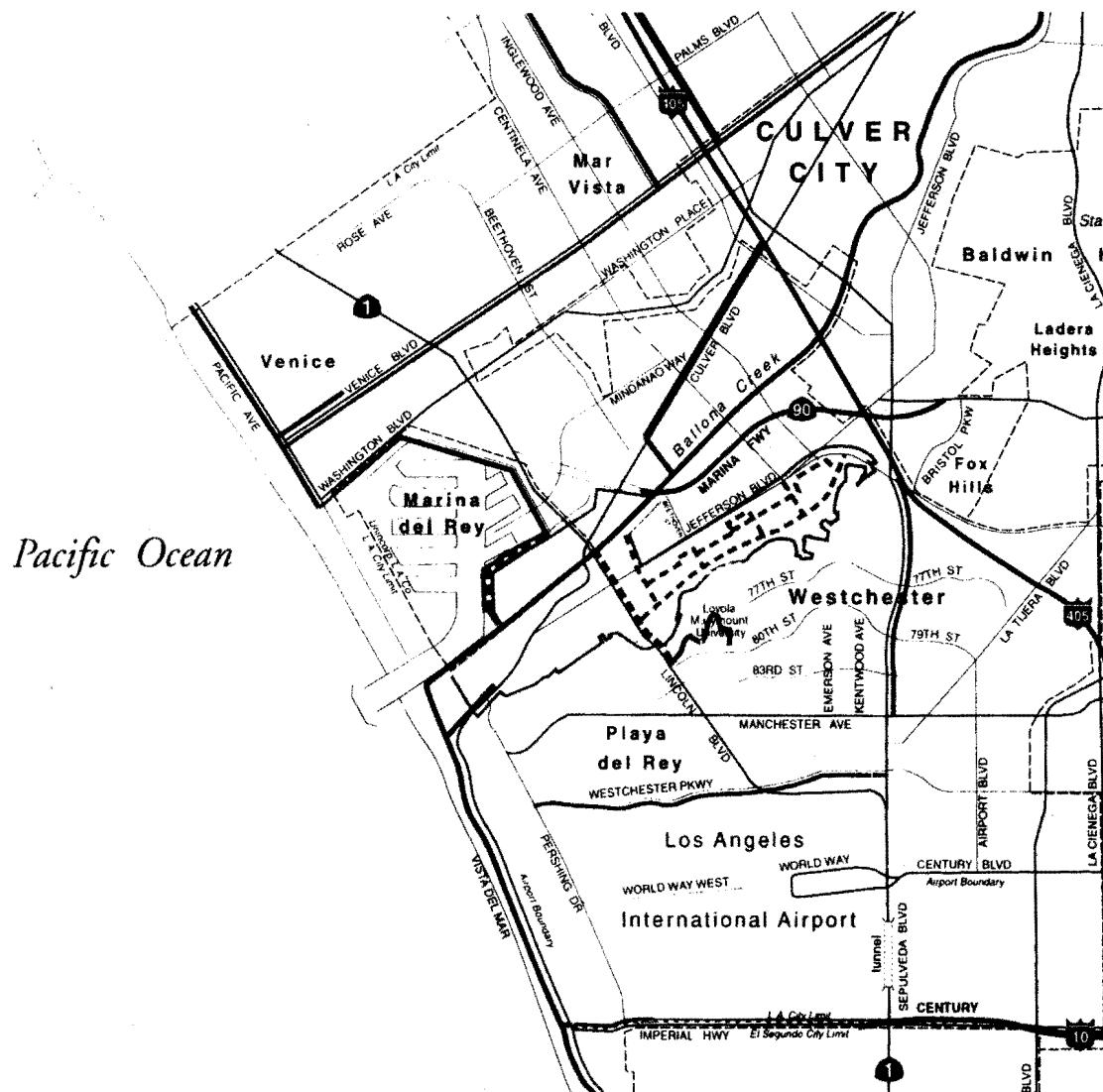
The cost breakdown is as follows:

- Capital Outlay \$7.63 million (Grandfather STIP Funds).
- Capital Support \$4.91 million, includes review and coordination throughout project development, and construction administration (Grandfather STIP Funds)

These funds are only available until the end of this fiscal year (June 30, 2002). As such, the Department needs to secure all permits (including the Coastal Development Permit) prior to this date.

If however, all permits for this project can not be secured prior to the end of the fiscal year, the Department has an opportunity to request a one-time extension which may be granted at the discretion of the California Transportation Commission if they feel there is a compelling reason for the extension.

Exhibit 29 p3  
5-01-432



EA  
JL

#### LEGEND

- Existing Class I Bikeway
- - - Proposed Class I Bikeway
- Existing Class II Bikeway
- - - Proposed Class II Bikeway
- Existing Class III Bikeway

**EXHIBIT NO. 80**

**APPLICATION NO.**

5-01-432

adopted biketrail

Regional Bicycle Network  
in Vicinity of Caltrans Improvements



JAMES A. NOYES, Director

**COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS**900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

March 18, 2002

IN REPLY PLEASE  
REFER TO FILE: T-0**RECEIVED**  
South Coast Region

MAR 19 2002

CALIFORNIA  
COASTAL COMMISSIONMs. Pam Emerson  
California Coastal Commission  
South Coast Area Office  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

Dear Ms. Emerson:

**ROUTE 90 (MARINA DEL REY) COASTAL DEVELOPMENT  
APPLICATION 5-01-4-452 (EA1693U1)**

Public Works supports Caltrans' Route 90 project to build a bridge on the Route 90 overcrossing of Culver Boulevard.

Traveling along the Lincoln Boulevard corridor and the access to the Marina has become increasingly difficult due to increased traffic from developments and ambient traffic growth in and around the general area. As you know, to meet this challenge, we and other cities and agencies formed the Lincoln Corridor Task Force (LCTF) to improve mobility in the Lincoln Boulevard corridor. Projects such as this are compatible with the goals of the LCTF.

We strongly support transportation projects that improve access to Marina del Rey for the benefit of visitors and residents of the Marina and the area. Caltrans' Route 90 would improve access to the Marina by reducing traffic congestion at the two intersections of Route 90 and Culver Boulevard. Accident statistics indicate there have been 60 accidents at the Route 90/Culver Boulevard intersections over a five-year period. This is because of the potential conflict of an expressway crossing a high-volume major highway at grade. A bridge crossing would greatly reduce the number of accidents there.

Please consider these factors to arrive at a favorable recommendation for this project to the California Coastal Commission.

5-00 422

Exhibit 31

BK.

Ms. Pam Emerson  
March 18, 2002  
Page 2

If you have any questions, please contact Mr. Barry Kurtz of our Traffic and Lighting Division at (626) 300-4724.

Very truly yours,

JAMES A. NOYES  
Director of Public Works



T. M. ALEXANDER  
Deputy Director

BK:sy

PTL\PUB\WPFILES\FILES\BKROUTE 00

cc: Caltrans (Doug Failing)  
Department of Beaches and Harbors (Stan Wisniewski)

5-004132  
F7 h4.731  
p2