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Commission Action:	

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STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-02-087

APPLICANT: Department of Transportation (Caltrans)

AGENT: Stephanie Reeder, Aziz Elattar, Ron Kosinski; Stefan Galvez

PROJECT LOCATION: Lincoln Boulevard: between Loyola Marymount University (LMU) Drive (formerly Hughes Terrace) and Fiji Way, Playa Vista, City of Los Angeles; Los Angeles County.

PROJECT DESCRIPTION: Widen Lincoln Boulevard to seven lanes north of LMU Drive and to eight lanes between LMU Drive and Jefferson Boulevard (between LMU Drive and Bluff Creek Drive transition from 7 to 8 lanes). North of Jefferson Boulevard, restripe Lincoln to six lanes between Jefferson Boulevard and Fiji Way; north of Ballona Creek add up to ten feet on eastern side of Lincoln within right-of-way. South of Jefferson Boulevard, add a separate bike/pedestrian path on west side of Lincoln between Bluff Creek Drive and Jefferson Boulevard, a sidewalk on east side of Lincoln between LMU Drive and Jefferson Boulevard, widen 5' shoulders on both sides of Lincoln Blvd. to accommodate bicycles; and improve bus stops on both sides of road. Project requires up to 66,529cubic yards total grading.

SUMMARY OF STAFF RECOMMENDATION.

Staff is recommending that the Commission **APPROVE** the widening with special conditions requiring (1) incorporation of revised median, buffer and off-road bicycle trail as shown on Exhibits 1 and 3; including readjustment of lane width to accommodate on-road bicycle lanes as proposed; (2) landscaping using plant materials common to the Ballona wetlands as generally shown on Exhibit 1; (3) water quality protection during and after construction; (4) control of project lighting; and (5) assumption of the risks posed by natural hazards. These conditions are necessary to achieve consistency with the public access; recreation, habitat; marine resources and development policies of the Coastal Act. After the Commission's initial hearing on the matter, Caltrans revised its plans to increase the buffer between the Playa Vista freshwater marsh and the road. Within this area, Caltrans now proposes an off-road recreational foot/bicycle trail, and additional landscaping to reduce visual impact and to provide habitat. The buffer would include a berm to reduce noise and traffic light impacts on the Freshwater marsh. Finally, Caltrans has changed the road configuration to provide a 24-foot (average) median strip, to reduce the travel lanes to 11 feet, and to widen the outside lane, resulting in an ability to

accommodate on-street bicycle lanes. The increased buffer on the west side of the road and wider median strips will improve views along the highway and potentially provide some bird habitat. These changes would reduce the road's impacts on coastal visual, recreational and habitat resources and conform to the development policies of the Coastal Act.

STAFF NOTES:

A. 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.

Los Angeles County has a certified Local Coastal Program for the Marina del Rey, which includes Lincoln Boulevard between Fiji way and Route 90. The portions of this road that are located within the certified area of the Marina del Rey LCP are under the jurisdiction of Los Angeles County. Caltrans has withdrawn the portion of this request that applies to improvements located within the permit jurisdiction of Los Angeles County.

APPROVALS RECEIVED:

1. Categorical Exemption CEQA, Caltrans

SUBSTANTIVE FILE DOCUMENTS:

See Appendix

I. STAFF RECOMMENDATION:

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

MOTION: ***I move that the Commission approve Coastal Development Permit No. 5-02-087 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. FINAL PLANS.

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall submit for the review and approval of the Executive Director final engineering drawings for the revised project generally shown in Exhibit 1. Plans shall include eleven-foot travel lanes, except for the curb lane which may be 12 feet wide to accommodate on-street (class I) bicycle lanes, the off road bike/pedestrian trail, and the additional landscaped areas identified in Exhibits 1 and 3.

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. LANDSCAPING PLAN.

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT** the applicant shall provide for the review and approval of the Executive Director, a preliminary landscaping plan, generally in conformity with the plan provided by the applicant (Shown in Exhibit 1 noted above.). The plan shall include both a temporary landscaping plan to stabilize slopes during grading and a permanent landscaping plan. No non-native or invasive species shall be employed or allowed to naturalize or persist on the site. Removal and replacement of non-native grasses and weeds already present on the site shall be addressed in a staged program. Within a reasonable time, the non-native grasses on the site shall be replaced with native species compatible with wetland and coastal prairie communities.

1. The landscaping employed on the site shall use, to the maximum extent practicable, plant species commonly found in Ballona Wetland and nearby upland and riparian habitats, and/or use cuttings and seed stock from native plants commonly found in the Ballona Wetland Region.
2. Detailed Plans. After the Executive Director's approval of the preliminary plans for permanent landscaping, the applicant shall provide for the review and approval of the Executive Director detailed plans for permanent landscaping that are consistent with the approved preliminary plans. The detailed plans and notes shall show the locations of plants, the sizes of container plants, density of seeds, if seeds are used, expected sources of seeds and container plants, and a schedule of installation. The plans shall include a statement describing the methods necessary to prepare the site and install and maintain the enhanced and planted areas, and the kinds and frequency of maintenance expected to be necessary in the long term.
3. Seeds and cuttings shall as much as possible be obtained from sources in the immediate area. If sources of cuttings or seeds outside the immediate area are used, the applicant shall describe the locations of the sources, the amount used, and the reasons for their use. The Executive Director shall approve use of such sources.
4. Monitoring. The applicant shall provide a schedule for regular maintenance and monitoring of the site, which shall be no less than four times a year for the first year after initial planting and no less than once a year thereafter for five years. 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.
5. 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. 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 Pest Plant 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.
7. Manual for Maintenance. In addition to the elements noted above, the applicant shall prepare, as part of its detailed plans, a manual for maintenance methods and a plan for training maintenance employees (and contractors) in the needs of the plants on the plant palette and on the identification of native and invasive plants. Pursuant to this the plan shall include:
   (a) A list of chemicals the applicant proposes to employ and methods for their application. Said chemicals shall not be toxic to fish or wildlife or persistent in the environment. Herbicides – if used – shall be applied by hand application or by other methods that will prevent leakage, percolation or aerial drift into adjacent restoration areas. Pursuant to this requirement the maintenance plan shall include:
   (b) 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 as necessary:
      - 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.
   (c) Where pesticides and/or herbicides are deemed necessary in conjunction with the IPM program, the list of pesticides or herbicides 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 Marina del Rey, 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.

(iii) Herbicides that are not persistent and that are non-toxic to animals (including invertebrates and insects) may be used if approved in advance by the executive director as meeting these criteria.

B. Compliance. The permittee and any contractors shall undertake development and maintenance of the site (including monitoring, maintenance, and training) in accordance with the final approved plan and with this condition. Any proposed changes to the approved final plans or maintenance methods 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 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 will take place. The plan shall indicate that such construction staging area(s) shall not be located in "Area B Playa Vista", or on other wetlands areas. Wetlands for purposes of this approval are those designated by the United States Army Corps of Engineers, and those State wetlands identified by the Department of Fish and Game.

(1) The plan shall include/require:

(a) Visible hazard fences shall be placed to designate areas where grading shall occur and to designate the approved haul routes. Prior to construction, the applicant shall place sandbags and/or plastic on the outside of the fences to avoid siltation into the wetland and vegetated areas.

(b) A site plan that depicts:

(i) The boundaries of the areas in which staging, stockpiling and hauling shall not take place due to the existence of wetlands or established native shrubs, or the sites status as an area that may be acquired for restoration and habitat purposes.

(ii) Location of construction fencing and temporary job trailers;
(iii) A temporary runoff control plan consistent with Condition 4, 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.

4. 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 measurable sediment escapes into the wetlands, streams or runs off this development site. Before disturbance, all loose asphalt and other debris shall be removed from the site and disposed of in a facility designated for such waste located outside the Coastal Zone. 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 staging and disturbance plan required in Special Condition 2.
(2) Construction shall occur in stages that limit the length of time that the soils are uncovered at any one time.
(3) 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.
(4) 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.

(5) BMPs shall not include any erosion or sediment control BMPs that might introduce the threat of invasive or non-native species to the wetlands. Instead, if plantings are used, the applicant and/or its contractors shall specify native plants common to the Ballona Wetlands area consistent with special condition 2.

(6) 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 by the U.S. Army Corps of Engineers and/or the California Department of Fish and Game, or into those former wetland areas identified as *(Ag)N* in the Department of Fish and Game's 1983 delineation (Exhibit 27, p5).

(7) No sediment shall be discharged into the restored freshwater marsh, Ballona Creek or the Ballona Wetlands.

(8) 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.

(9) 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.

(10) 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.

(11) 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.

(12) 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 A11 above. If it is not water-soluble, it may be properly capped and used under the improved roadway, if consistent with DTSC approvals.

(13) 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.

5. 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 freshwater marsh, Ballona Creek, the Ballona Wetlands, or any other waterway, including municipal storm sewer systems.

(1) Maintain, to the maximum extent practicable, post-development peak runoff rates at levels that are similar to pre-development levels through the use of the proposed stormwater pretreatment system, which includes bioswales, catch basins, trash racks and solids separators; AND post-development mass pollutant loading and concentration of pollutants shall be significantly reduced from pre-development levels, as proposed. Pursuant to this requirement, the plan shall include:

(2) 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. Asphalt processing for re-use shall not occur on the site.

(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) To prevent contaminants from coming into contact with stormwater runoff, the applicant shall not apply concrete, asphalt, and seal coat during rainstorms.

(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.

(3) Post Construction BMPs: As proposed in the "Post Construction Stormwater Quality Management Plan: Lincoln Boulevard expansion: LMU Drive to Jefferson Boulevard" prepared on 14 May, 2002, the applicant shall:

(a) Utilize a BMP treatment train of a solids separator or bioswales and catch basins prior to treatment in the freshwater marsh.

(b) Treat runoff from primarily existing and additional new impervious areas.

(c) Meet or exceed the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, Caltrans standards and Coastal Commission water quality standards.

(d) Install an appropriate suite of source control and structural treatment control BMP's to achieve the above-stated goals. Structural treatment control BMP's shall be designed to treat, infiltrate, or filter the amount of stormwater runoff generated by any storm event up to, and including the 85th percentile, 24-hour storm event for volume-based BMP's, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor, for flow-based BMP's.

(e) 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, The freshwater marsh, Ballona Creek, and Ballona Creek Estuary) from this project.

(f) Install trash screens at all inlets and energy dissipaters, with trash collection at the outlets of all discharge points.

(g) Monitor and maintain all structural and non-structural BMPs prior to the onset of the rainy season and monthly during the rainy season (October 15 through April 1) for the first year after construction is complete. One year after construction is complete, the applicant shall submit, for review and written approval by the Executive Director, a revised monitoring and maintenance schedule proposing, as appropriate, changes to the BMP monitoring and maintenance plan.

(h) 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

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 within the Coastal Zone.

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. ASSUMPTION OF RISK, WAIVER OF LIABILITY AND INDEMNITY AGREEMENT.

A. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from liquefaction, flooding and/or the release of

methane gas; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

B. **PRIOR TO ANY CONVEYANCE OF THE PROPERTY THAT IS THE SUBJECT OF THIS COASTAL DEVELOPMENT PERMIT**, the applicant shall execute and record a deed restriction, in a form and content acceptable to the Executive Director incorporating all of the above terms of subsection (a) of this condition. The restriction shall include a legal description of the applicant's entire parcel. The deed restriction shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens that the Executive Director determines may affect the enforceability of the restriction. This deed restriction shall not be removed or changed without a Commission amendment to this coastal development permit.

C. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit a written agreement, in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. PROJECT DESCRIPTION AND LOCATION

The proposed project is the second part of a three-part program, two of which are Caltrans projects, to widen Lincoln Boulevard to eight travel lanes consistently between Bluff Creek and Fiji Way to accommodate both existing and expected growth. This particular project "Lincoln Boulevard South " would widen Lincoln Boulevard by adding up to four lanes south of Jefferson Boulevard. It includes minor widening of the shoulder north of Jefferson Boulevard, and restriping Lincoln Boulevard to as many as seven lanes (including turn lanes). Combined with a previous project near the intersection with Jefferson Boulevard it widens Lincoln as much as is possible without removing the three existing bridges that limit widening Lincoln in the Ballona Gap[1]. Caltrans describes this

[1] These bridges include one four-lane bridge that carries Lincoln Boulevard across Ballona Creek, a bridge that carries Culver Boulevard across Lincoln Boulevard and defunct railroad bridge that crosses Lincoln Boulevard and is parallel to the Culver Bridge.

project as containing the following elements:

1. Widening Lincoln to eight lanes between LMU Drive and Jefferson Boulevard (except between LMU Drive and Bluff Creek Drive where it transitions from 7 to 8 lanes);
   1) Restriping Lincoln to six lanes north of Jefferson Boulevard (This restriping would occur in several locations north of Jefferson Boulevard and south of Fiji Way.),
   2) Restriping Lincoln Boulevard from eight to four lanes between Jefferson Boulevard and Ballona Creek in order to taper the road to the Ballona Creek Bridge. (The land east of Lincoln is currently outside the Coastal Zone; and was graded as part of Playa Vista Phase I; Caltrans has corrected an earlier description that suggested additional widening would take place.);
   3) Adding up to ten feet on the eastern side of Lincoln Boulevard north of Ballona Creek between Ballona Creek and Fiji Way within the right of way.
   4) Adding a separate bike/pedestrian path on west side of Lincoln between Bluff Creek Drive and Jefferson Boulevard (bike path would continue on east side of Lincoln to LMU Drive),
   5) Installing a sidewalk on east side of Lincoln between LMU Drive and Jefferson Boulevard,
   6) Widening 5' shoulders on both sides of Lincoln Boulevard to accommodate bicycles, and
   7) Improving bus stops at Jefferson and Lincoln on both sides of road.

The project would include up to 66,529 cubic yards total grading, mostly fill to improve the safety of the curve that traverses the Ballona bluffs. The applicant proposes to move the curve slightly west and to flatten its grade to improve sight distances.

Caltrans now describes the proposed physical improvements in the following way:

> "The present improved width varies from 113 feet including the sidewalk at a location just north of LMU Drive to 75 feet just south of Teale Street. Near Jefferson, where some widening has already occurred, (5-00-139W) the improved width is [now] 130 feet. This area includes no sidewalk. The existing unimproved flat area next to the freshwater marsh varies from 65 feet to 105 feet in width. The proposed improvement width varies. The widening was originally proposed at 152 feet (more or less), with additional width at the turn pockets. The alternative typical section includes a 39- foot multi-use corridor that includes:
>
> - The freshwater marsh interpretive trail (part of freshwater marsh property and not part of right-of-way)
> - A three-foot high landscaped berm
> - A multi-use (bike/pedestrian) trail
> - A three foot wide landscaped strip/bioswale.
>
> Roughly 128 feet is devoted to the following:

- Travel lanes
- Curb & gutter
- Shoulders
- On-street bike lane
- Median
- A 10- foot wide inland-side sidewalk and landscaped strip/bioswale area.

The lanes will be approximately 11 feet wide except for the outside lanes. Those [outside] lanes will be 12 feet plus a 5-foot wide shoulder to accommodate bikes." (Caltrans, 2002)

Most of the work in this project, 5-02-087, will be located south of Jefferson Boulevard, so for convenience, Caltrans identifies this as the "South project". Most of the work in the pending related project, 5-01-450, for convenience identified as the "North project", is located north of Jefferson Boulevard. This and the pending Caltrans project (5-01-450) combined with an earlier project at the Lincoln/Jefferson intersection carried out by Playa Capital (5-00-139W) would widen Lincoln Boulevard between LMU Drive (formerly Hughes Terrace) to Fiji Way to eight lanes. From LMU Drive to Culver Boulevard, the widening is a mitigation measure found in the EIR (and later applied as a condition of tract 49104. See Exhibit 16) for the First Phase Playa Vista project, although Caltrans, the City of Los Angeles Department of Transportation, and the Los Angeles County Department of Public Works have long considered widening Lincoln Boulevard to be necessary to address existing traffic levels.

This and the two related projects will create an eight-lane highway within an approximately 152-foot wide right-of-way from LMU Drive to Fiji Way. As now modified, between LMU Drive and Jefferson, the present project will have a 39 foot multi-use corridor on the west side[2], a 128 foot highway, that would include a 24 foot wide median (narrower at left turn pockets) and a ten foot wide sidewalk and landscaped strip on its east side. As part of its tract conditions, the City has required Playa Capital to dedicate a 28-foot wide light rail corridor just east of the roadway, which the developer has landscaped. The 28 foot wide right of way is outside the right of way considered for this project.

Caltrans describes this project as taking place between Sepulveda Boulevard and Fiji Way, and its companion project, 5-01-450, as taking place between Jefferson Boulevard and Fiji Way. While these descriptions have been confusing, this project, as internally described at Caltrans, includes some repairs and improvements that could be described as "a collection of repairs, widening and changes taking place the between the intersections of Sepulveda Boulevard and Fiji way." Caltrans project descriptions are budget units that include several work projects along a stretch of highway. In the case of Lincoln Boulevard, this practice has resulted in two overlapping projects between Jefferson Boulevard and Fiji Way: this project (5-02-087) and the second project, described as taking place between Jefferson Boulevard and Fiji Way (5-01-450, still

[2] Including areas within the adjoining freshwater marsh property

pending). According to Caltrans, the two projects are designed to function independently, and include two different work programs within the same general area. North of Fiji Way, other projects have added to the width of Lincoln Boulevard to accommodate their traffic. (A-5-VEN-98-222 (EMC Snyder); A-5-90-653 (Channel Gateway).

After the February 2002 hearing on this project, the applicant made changes to address public access, public recreation, impacts on a restored wetland/detention basin and the need for public transportation. The applicant has reduced vehicle lane widths, added on- and off-street bicycle trails and bus stops, and widened landscaped buffers.

Lincoln Boulevard is part of Pacific Coast Highway (California Route One), linking Malibu and Route 10 with the Airport and then, as Sepulveda Boulevard, with the South Bay cities. Lincoln Boulevard has traditionally been a four-lane major highway, except adjacent to the Marina del Rey, where it is now widened to eight lanes near the end of the Route 90/Marina Expressway. Lincoln is the westernmost major north-south route in the Venice/Santa Monica/West Los Angeles area. Lincoln is the only continuous north-south route west of the 405 Freeway through all of the aforementioned communities. Formerly, Pacific Ave and Speedway extended from Santa Monica to Playa del Rey, but the construction of the Marina del Rey permanently interrupted this route. East of Lincoln, the Santa Monica Airport and the Santa Monica hills interrupt the north south routes: Centinela/Bundy extends as far north as Sunset, but (1) does not extend south of Jefferson Boulevard west of the 405 Freeway, and, as a result, does not connect with South Bay traffic destinations and (2) is not a direct route. Finally, a significant number of dwelling units would be displaced if the City widened Centinela or Inglewood Boulevards significantly. (For all routes studied, see Exhibit 34.) Playa Vista is already required to make some improvements to Centinela (Exhibit 17). Sepulveda and Sawtelle act as freeway frontage roads. Sepulveda is continuous from Wilmington. Because the Baldwin Hills and Beverly Hills also interrupt north south routes, there are again limitations of north/south routes east of the 405 Freeway. Because of the absence of other continuous routes, Lincoln Boulevard and the 405 Freeway are both very heavily used (Exhibit 1.)

B. PROJECT BACKGROUND/RELATIONSHIP WITH THE CERTIFIED LAND USE PLAN

This project is part of a plan long advocated by Los Angeles City and County transportation planners. It is a major feature of the certified Marina del Rey Ballona Land Use Plan, which the Commission certified in 1984. Caltrans is the applicant for this road widening and is responsible for the construction and project monitoring; Playa Capital is responsible for the design. This particular project is a required mitigation measure for the first phase of the Playa Vista development, but is also a response on the part of Caltrans and other transportation agencies to the degree of crowding that drivers on Lincoln now face, even before completion of Playa Vista's First Phase.

The Commission initially reviewed road widening plans and future traffic volumes for the Marina del Rey/Ballona area when it certified the Marina del Rey/Ballona Land Use Plan in

1984. The 1984 plan anticipated intense development in the subregion and required major road improvements to accommodate it. Since then, the Commission has increased the number of the peak hour trips that may be generated by new development in Marina del Rey from about 2400 peak hour trips to about 2700 peak hour trips. Traffic generation expected from Playa Vista has remained about the same, although Playa Capital has now proposed a different mix of uses than the Commission reviewed when it certified the Marina del Rey/Ballona Land Use Plan in 1984.

Development approved in the Marina del Rey/Ballona Land Use Plan for both the Marina del Rey and for what is now Playa Vista included:

Development approved in the 1984 certified Marina del Rey/Ballona Land Use Plan

USE	Hotel rooms	Rest-aurant seats	Boat slips	Commer-cial sq. ft.	Marine Commer-cial sq. ft.	Resi-dential units	Office sq. ft.
Marina del Rey	1,800	462	20 acres	14,000	"varies"	1,500	200,000
Playa vista Area A	1,800		26 acres	200,000		1,226	
Playa vista Area B				70,000		2,333	
Playa vista Area C				150,000		2,032	900,000
TOTAL	**3,600**	**462**	**46 acres**	**434,000**		**7,091**	**1,100,000**

Before adopting a plan authorizing this level of development, Los Angeles County required the applicant with the biggest project, Summa Corporation, to prepare an evaluation of the traffic impacts of the development and a list of road widening projects that would accommodate it. In 1992, Los Angeles County accepted a study prepared by Barton Aschman Assoc. for Summa Corporation to address its proposed development. The study took into account development in "areas peripheral to the LCP zone ... Inasmuch as this development will have a significant impact on LCP area traffic." The study took into account not only proposals in the Marina del Rey, and Summa's proposals for Playa Vista, but also addressed development in the "Subarea." This development included (1) a major project at the 405, Centinela and Sepulveda Boulevards, (2) 4 million square feet of Airport related commercial and industrial development, (3) 3.6 million square feet of commercial and industrial development in Culver City, and (4) "on the vacant property east of Lincoln and south of Ballona Creek, 3,200 dwelling units, 600 hotel rooms, 3 million square feet of office space and 400,000 square feet of commercial uses" (Playa Vista Area D).

The traffic improvements approved in the Marina del Rey/Ballona and Use Plan to accommodate that development included[3] (Exhibits 23, 24, 25):

1) Widening Lincoln Boulevard to eight lanes;
2) Constructing a four-way loop ramp at Culver and Lincoln Boulevards, lower Culver Boulevard, and bridge Lincoln Boulevard over it;
3) Widening Culver Boulevard to six lanes between Lincoln Boulevard and Vista del Mar; and to eight lanes between Lincoln Boulevard and the Marina Freeway, realigning Culver Boulevard in Area B;
4) Realigning the Culver Boulevard interchange with Jefferson Boulevard.
5) Extending Admiralty Way to the realigned Culver Boulevard;
6) Widening Jefferson Boulevard to six lanes;
7) Extending the Marina Freeway just west of Culver Boulevard with a grade-separated interchange at their intersection;
8) Extending Bay Street north of the Ballona Channel;
9) Building the "Marina Bypass" (a four-lane high-speed road along the Pacific Railroad right of way between Lincoln and Washington Boulevards);
10) Extending Falmouth as a four-lane road to Culver and Jefferson Boulevards.

Many of the proposals in the certified Land Use Plan had been considered by transportation planning agencies for many years. The Barton Aschman report and the submitted LUP cite Caltrans and Los Angeles City and County transportation planners in explaining the choices. [4]

When the City of Los Angeles annexed Areas B and C of the land subject to that plan, the City incorporated most of the traffic improvements into the virtually identical Playa Vista Land Use Plan, which the Commission certified in 1986.[5] With respect to Lincoln Boulevard and associated transportation improvements, the certified Playa Vista LUP states:

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[3]Order changed from LUP presentation to reflect permit applications before the Commission. (See Exhibit 25)

[4] Two of the improvements were since removed from the plan. Falmouth Avenue was removed as a result of the Friends' of Ballona lawsuit because it established a new road in the wetland. The City of Los Angeles withdrew its approval of the Marina Bypass, an unpopular improvement, and approved housing on the proposed right-of-way.

[5] While the City incorporated these street-widening measures into its post annexation LUP, the County did not adopt them for the areas that it retained after annexation. Instead, it adopted a schedule that linked these improvements to stages of development of Area A, which it had retained, to improvements by other Playa Vista project areas and did not include them in its LUP that addressed land uses within the Marina del Rey proper. The County deferred policies addressing widening major streets outside the Marina such as rerouting Culver Boulevard and widening Lincoln as part of the future LCP for Area A, which was then still owned by the owners of Playa Vista. When the County submitted a separate implementation program applying only to the Marina del Rey proper, it included only improvements to streets within the Marina. The Commission, in its suggested modifications, required the County to assess its Marina developers for a fair share of the cost of increasing the capacity of the streets that provide access to the Marina del Rey, such as Lincoln Boulevard.

Page 43, Policy 14. At the Culver and Lincoln Boulevards interchange, Culver Boulevard should be lowered to an at-grade level with Lincoln Boulevard bridged over it; and the following ramps shall be provided:

(a) A loop ramp in the southeast quadrant accommodating eastbound Culver Boulevard to north bound Lincoln Boulevard flow.

(b) A straight ramp in the southeast quadrant accommodating north bound Lincoln to eastbound Culver Boulevard flow.

(c) A loop ramp in the northeast quadrant accommodating westbound Culver to south bound Lincoln Boulevard flow (for reference only, located in Area A).

(d) A straight ramp in the northwest quadrant accommodating southbound Lincoln to westbound Culver Boulevard flow. (Outside City jurisdiction located in Los Angeles County.)

Page 43 policy 15: Widen Lincoln Boulevard to provide an eight-lane facility between Hughes Way [6] and Route 90.

Page 43 policy 16: Jefferson Boulevard will be developed as a basic six-lane facility with an additional eastbound lane between Lincoln Boulevard and Centinela Avenue. (Part of this is outside the coastal zone.)

Page 44, policy 17: Reserve right-of-way for a transit way linkage in the Lincoln Boulevard corridor.

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

Page 44, policy 19: Extend Bay Street, north of the Ballona Channel as a basic four-lane facility, construct a bridge across the Channel.

In approving the LUP in 1984, the Commission required mass transit in addition to the road widening. After the City of Los Angeles annexed Playa Vista, both jurisdictions submitted Land Use Plans incorporating policies of the certified Land Use Plan that they felt still applied to their jurisdiction. The Commission modified the transportation policy in its 1986 actions on the City and County versions of the same LUP to require only the dedication of a right-of-way and provision of internal jitneys by the developer. In addition, in its 1986 actions, the Commission required that the City and the County plan their transportation improvements together, a policy that the Commission included and strengthened in 1995 when it approved an LCP amendment that allowed higher intensity development in the Marina del Rey.

When the City of Los Angeles reviewed the EIR for the First Phase Playa Vista in the early 1990's, the City based its traffic analysis on the Barton Ascman report and on an

[6] Hughes Terrace is meant and is now identified as Loyola Marymount University (LMU) Drive.

addendum that it had requested. The City required the first phase of many of these adopted LUP "road improvements" as mitigation measures, because they would increase road capacity. All development authorized in the First Phase EIR, with the exception of the freshwater marsh, is located outside the coastal zone, east of Lincoln Boulevard. It included the following development.

	Dwelling units	Retail Sq. ft.	Community serving Sq. ft	Office Industrial Media center sq. ft	Open space other habitat	Wetlands
Phase I	3,246	35,000	120,000	2,077,050 office 1,129,900 studio	26 Acres	26 acres

The traffic analysis of the First Phase Playa Vista EIR describes what were then current traffic volumes in this part of Lincoln Boulevard. Traffic was already heavy in 1990:

Intersection:		1990		1997 without project		1997 with project	
		Volume/ capacity	LOS	Volume/ Capacity	LOS	Volume/ Capacity	LOS
Lincoln/ Manchester	A.M.	0.979	E	1.225	F	1.261	F
	P.M.	1.121	F	1.356	F	1.422	F
Lincoln Jefferson	A.M.	0.971	E	1.274	F	1.454	F
	P.M.	0.967	E	1.334	F	1.547	F
Lincoln/ Maxella	A.M.	0.625	B	0.873	D	0.931	E
	P.M.	0.818	D	1.202	F	1.270	F
Lincoln/ Route 90	A.M.	0.763	C	0.975	E	1.044	F
	P.M.	0.804	D	1.151	F	1.207	F
Lincoln/ Washington	A.M.	0.977	E	1.364	F	1.415	F
	P.M.	1.105	F	1.534	F	1.512	F
Source: Playa Vista Draft First Phase EIR, Pages V.L.1-42 and V.L.-44: Table V.L-I-6							

The EIR anticipated that by 1997, even without the project, traffic levels would exceed level F at several intersections along Lincoln Boulevard. Level F is 100% occupancy. A volume capacity ratio of 1.105 "exceeds " level F, (the most congested level of service, essentially stop and go). With the now approved project, the EIR anticipated that the level of service would be significantly worse (third column). When the City of Los Angeles approved the permit (tract 49104), the City implemented the first phase EIR mitigation measures, requiring the widening that is subject to the present application to partially mitigate the traffic generated by the tract. In addition to ATSAC (speeding up traffic by manipulating traffic light intervals), the City required the applicant to provide the following improvements to Lincoln Boulevard in the Coastal Zone[7]:

[7] All the improvements required for the project as shown in Exhibits 18 -22.

Spelled out in more detail, the conditions that applied to this part of Lincoln Boulevard state:

"40. Lincoln and Mindanao (restriping and removal of islands, see Exhibits 18-22)
42. Lincoln and Teale St.
(a) . Dedicate property and widen Lincoln Boulevard along the project frontage (both east and west sides from a point approximately 800 feet southerly of the proposed realigned Teale Street centerline to a point approximately 40 feet southerly of the Jefferson Boulevard centerline to Super Major highway standards with a 114 foot road way within a 134-foot right-of-way. However, the applicant has offered to provide a 126-foot roadway within a 152-foot right of way. Relocate and modify traffic signal equipment as required. Lincoln Boulevard is under the jurisdiction of Caltrans and any improvements must be coordinated with and approved by Caltrans.
(b) Dedicate, construct and realign Teale Street east of Lincoln Boulevard to provide an 84-foot roadway within a 108 foot right of way in order to provide two left turn-only lanes, one right turn-only lane and one bike lane in the westbound direction and three through lanes and one bike lane in the eastbound direction.
(c) Restripe Lincoln Boulevard to provide three through lanes and one shared through/right turn lane in the northbound direction and one left-turn only lane and four through lanes in the southbound direction."

After certification of the EIR, Playa Capital approached Caltrans regarding three improvements to Caltrans facilities required in the EIR mitigation measures: widening Lincoln Boulevard, from LMU Drive to the Culver Loop, increasing the capacity of Jefferson and the Jefferson/405 interchange, and adding high speed surface level ramps at Culver and Route 90 (Marina Freeway). Caltrans responded to the City that they agreed that there needed to be a way to reroute traffic off Lincoln to the east to the 405 Freeway and ultimately the 10 Freeway. However, the geometry of the Jefferson 405 ramps prohibited the improvements that had been suggested (the ramp is too narrow to provide a safe turn with an additional lane.) Caltrans, instead, advocated establishing a parallel north/south route, Bay Street (now known as Playa Vista Drive) that could deliver north south traffic to Culver Boulevard; enhancing the Lincoln/Culver Boulevard loop; and improving the Culver Route 90 interchange as the first step to a full interchange of Route 90 and Culver Boulevard; and, finally; increasing capacity of a north/south street outside the Coastal Zone (Centinela).

Caltrans agreed to the Lincoln widening, noting however that the intersection of Lincoln Boulevard and Washington would still be at level F and above and that there were so many demands on Lincoln from the Airport and other uses that Lincoln would still be severely crowded. Caltrans advised also that the number of bus trips along this route

must be increased to reduce demands on Lincoln Boulevard from Playa Vista and recommended that Playa Vista purchase four buses. (Exhibit 23)

In response to this communication, the City revised its mitigation measures for Phase One Playa Vista in May 1993. The City required more traffic to be diverted to Lincoln/Route 90 instead of to Jefferson/405. That change required the completion of more of the LUP improvements to Lincoln and Route 90 as part of Playa Vista Phase I, adding the Culver/Lincoln Loop Ramp and adding Bay Street to Culver Boulevard as an alternative north-south routes to Lincoln to the Phase One mitigation measures. The City also adopted strict transportation demand management measures. The required road projects were to be staged along with six identified stages of construction (Exhibits15 and 17). Lincoln Boulevard improved to eight lanes is one of the first mitigation measures discussed in the EIR that the adopted tract conditions and Mitigation Measures for Vesting Tentative Tract 49104 require to be completed. (See Exhibits 15-23)

When the City modified the project to allow the Entertainment Media and Technology District (EMT) in part of Tract 49104 (as Tentative Tract 52092), the City adopted a negative declaration to analyze the impacts of the change and propose any necessary changes to the identified mitigation measures. In approving the new tract, City changed the staging of these street widening projects and traffic light improvements but left them essentially the same. The purpose of these traffic mitigation measures is to mitigate the impacts of the first phase of Playa Vista. Other measures were anticipated if the City approves the second phase. All elements of this present project 5-02-087 are first phase mitigation measures but this project alone will not provide all the widening that the Phase I EIR identifies and the City has required in its tract approvals. It does not include other measures that the Commission has considered in other applications.

As finally amended, the Phase One traffic mitigation measures affecting Lincoln and as imposed as conditions of Tract 49104 (or as amended when the City approved recycling of the Hughes factory as a studio --Tract 52092) include:

Improvements to Lincoln Boulevard	City phase	Coastal develop-ment permit	Status of CDP
Connect north bound Lincoln to eastbound Culver	1A	5-01-382	Approved w/conds
Widen a portion of east side of Ballona Creek bridge, (subsequently removed by City)	1A	5-01-450	Pending
Lincoln/Jefferson northeast and southeast quadrant only	1A	5-00-139W	Approved
Funding for design of Lincoln ATSAC improvements.	1A	Exempt	
Lincoln/Jefferson complete intersection improvements	1B	5-02-087	7/02
Widen Lincoln to provide 4 northbound and 3 south	1B	5-02-087	7/02

bound lanes between Hughes Terrace and Jefferson Boulevard			
Widen Lincoln to provide 4 north bound and 3 south bound lanes between "north of Jefferson Boulevard" and Ballona Creek Bridge	1C	5-02-087& 5-00-139W	7/02 Approved
Add a third northbound lane on Lincoln Boulevard between Culver connector and Fiji Way	1C	5-01-450	Pending
Lincoln Mindanao (add lane)	1C	LA County	
Provision and operation of 2 transit vehicles on Lincoln	1D	Exempt	
Widening Lincoln outside coastal zone in Westchester	1D	No CDP required	
Provide two additional buses for Lincoln Boulevard	1E	Exempt	

This is one of several coastal zone road construction projects required by the First Phase Playa Vista EIR. The Commission has reviewed several, approved three, and will be reviewing others in the future. There are two Caltrans projects among these mitigation requirements:

1. This present project: Widening Lincoln to 8 lanes south of Jefferson Boulevard project with minor widening as far north as Fiji Way. CDP 5-02-087.
2. (Design and contribute to the construction of a grade-separated interchange at the Marina Freeway and Culver Boulevard. 5-01-432 (Approved by the Commission in June, 2002 with conditions.)

Under a separate application, Caltrans is proposing to enhance the increased traffic capacity expected from the Playa Vista first phase mitigation measures. Caltrans proposes to expand the Ballona Creek Bridge, to replace the Culver Boulevard overcrossing) and to demolish a disused railroad overcrossing over Lincoln Boulevard. The project will allow Lincoln to be expanded to an eight-lane highway from Teale Street (Playa Vista Area D) to Fiji Way:

1. Replace the four-lane Lincoln Boulevard Bridge over Ballona Creek with an eight-lane bridge; widen Lincoln Boulevard north of Jefferson Boulevard from four to eight lanes up to Fiji Way. Caltrans # 166051/61/71OUI; CDP 5-01-450

Playa Vista has also carried out minor intersection and traffic improvements elsewhere, and will, in the near future, realign/increase the capacities of the intersections of Vista del Mar and Culver Boulevard and Nicholson and Culver Boulevard in Playa del Rey. The complete list of traffic improvements that the City has required Playa Vista to carry out to mitigate its first phase is provided in Exhibits 15 and 17.

Thus, there is an adopted Land use Plan that incorporated a traffic plan for this part of the Los Angeles county coastline along with a plan for the intense development that required

the roads. This road is necessary to accommodate development located outside the coastal zone that the City of Los Angeles and other jurisdictions have already approved. The City and Caltrans determined that it is necessary to accommodate that development. The road widening is part of a larger transportation plan to accommodate high levels of development inside and outside the Coastal Zone. The standard of review is not traffic efficiency. Even if the road relieves congestion outside the Coastal Zone or on other roads within the Coastal Zone, it is not exempt from a requirement that it minimize impacts to habitat, views, public access and recreation. The standard of review for the Commission is the consistency of the project with the Coastal Act, not the need for the project to complete a transportation plan.

C. DEVELOPMENT

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

Section 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 non-automobile 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 high-density projects in the immediate area of the proposed project. These include projects adjacent to Lincoln Boulevard in Marina del Rey and the Palms District of the City of Los Angeles, as well as directly east of Lincoln Boulevard, (also see above and the Substantive File documents). In addition there were projects approved outside the coastal zone that also had impacts on traffic (Such as Culver City's approval of Costco at Lincoln and Washington.) All these projects that the Commission approved, along with projects outside the Coastal Zone, have individually and cumulatively, contributed to the increasing levels of traffic on Lincoln Boulevard, Washington Boulevard, Mindanao, Culver Boulevard and the Marina Freeway.

(Most notably the Commission found no substantial issue raised by 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 Coastal Act provides that development must not overload coastal access routes. The studies by Barton Aschman considered two ways to reach this goal: an alternative, lower level of development with less road widening and an alternative higher level of development with more road widening. In 1983, Los Angeles County submitted an LUP, which the Commission certified in 1984, that showed intense development accompanied with an integrated system of road widening. The integrated system of road widening was designed to accommodate development that was proposed both inside and outside of the Coastal Zone. According to the report, the road widening would accommodate the proposed development and the traffic from related projects.

In approving the Marina del Rey Ballona LUP in 1984, the Commission considered the ability of the area to accommodate the high densities proposed. In the section of its approval relating to the analysis of wetland and habitat issues, the Commission considered the location of development on this site in relation to the sensitive areas of the site and in relation to necessary buffers. Its analysis of the ability of the area to accommodate the development consisted of an analysis of the ability of the traffic infrastructure either to accommodate development or to be widened in order to accommodate the increased development. In analyzing these issues, the Commission considered numerous reports on the capacity of neighboring streets, determining that multiple actions would be necessary to adequately accommodate the traffic generated by the development. The Commission required the LUP road widening improvements as part of the LUP findings that these projects were necessary for consistency with the development policies of the Coastal Act. While it has been suggested that Playa Vista should be analyzed as step-out development, due to resource impacts, the Commission did not take that approach when it approved the Land Use Plan. Step-out development is development (the term is usually applied to a subdivision) that is not contiguous to developed areas and that requires extension of arterials into previously undeveloped areas, "opening up" areas between the new development and the previously developed community to pressures for additional subdivision. Instead, in certifying the Marina del Rey Land Use Plan, the Commission analyzed whether the roads could accommodate development and the location of development with respect to what the Commission was then told were wetlands or sensitive resource areas.

In 1987, the Commission reiterated its approval of the Marina del Rey/Ballona LUP when it approved Land Use Plans applying to the same areas after the City of Los Angeles annexed Playa Vista. These applied 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 2,712

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 in more remote areas along the coast. All of these approvals presumed that if the new development were approved, in order to serve the new development it would be necessary to expand the infrastructure serving the Marina del Rey Playa Vista area, including Lincoln, Culver, Jefferson, Washington and Venice Boulevards. (Exhibit 27.)[8] Irrespective of the impact expected from these projects, numerous other projects over the years have increased traffic levels on Lincoln Boulevard, which is now at level of service (LOS) F (stop and go) during evening and morning peak hours at certain key intersections

Part of the thinking in approving higher density development in some areas is the theory that higher density development could support transit alternatives as required in Section 30252. In addition to allowing high-density development and providing lists of road improvements, the Marina del Rey Ballona LUP (1984) and its successors required the development of mass transit alternatives. LUP policies required that some form of transit be part of the transportation improvement package. The 1987 Marina del Rey LUP and the related Playa Vista LUP require (1) development of jitney systems integrated between the City areas, County areas, Playa del Rey and Venice, (2) development of park-and-ride lots for commuter express buses that would travel to Downtown Los Angeles, and (3) reservation of right-of-way along Lincoln Boulevard for a transit way. However, the transportation improvements that the Commission has actually reviewed to date consist of only road widening projects. According to the applicant, Playa Vista has recorded an offer to dedicate a transit right of way to the east of Lincoln Boulevard. There is no immediate program to develop use of the right of way, but it is available if it is needed in the future.

The mitigation measures for the First Phase EIR/EIS for Playa Vista do require internal transit, transportation management, and include methods to encourage residents to seek jobs in the project and to encourage commuting employees to use transit. As part of tract 49104, the applicant dedicated a 28-foot wide transit way in Area D, Playa Vista, east of the coastal zone. Other transportation improvement methods that Playa Vista and the other large projects have been required to undertake include funding methods to increase the number of cars on existing streets by synchronizing signals in order to increase volumes and speeds. The City has also required jitneys within Playa Vista and Transportation Demand Management. Transit under consideration by both Playa Vista and the Department of Beaches and Harbors consists of jitneys and other short haul buses, but few long haul improvements that might accommodate the ten to fifteen mile work trip that the average Los Angeles resident makes. Culver Boulevard is the site of a

[8] The plans involved some development on filled wetlands, and consolidation of development on some parts of the property balancing restoration elsewhere on the property.. The plan approvals were granted before the courts issued the 1999 Bolsa Chica decision, Bolsa Chica Land Trust v. Superior Court (1999) 71 Cal. App.4th 493. However, the general level of development envisioned was very high, limited, according to the staff report by the capacity of the roads in the area to be expanded to accommodate it.

former railroad right-of-way that extends west and south though the wetlands and then south through the South Bay. There is no analysis in the Playa Vista EIR of methods for using this older right-of-way for a dedicated transit way or for other alternative transportation. Most likely Culver Boulevard will be used for high-speed buses along the existing improved highway. Even though high-speed bus ways and light rails have been constructed and operate successfully elsewhere in the City, it is still assumed that the likely riders would not constitute a high enough fraction of the commuters trying to reach Playa Vista to make mass transit an effective alternative to wider roads.

At the February, 2002, Commission hearing, several Commissioners raised questions concerning alternative transportation, and concerns that physical roadway improvements also include widening of bus and bicycle lanes. In response to this, the applicant has changed its project to accommodate other transportation modes. It has added bus stops along both sides of Lincoln Boulevard, an off street recreational bicycle/jogging trail and on-street commuter bicycle lanes. (Exhibits 1, 4-7)

Secondly, while a north-south route can carry additional traffic, if Lincoln is widened and managed as an ultra high-speed highway, the newly widened highway might reduce access from east to west. A road of this width and speed is a barrier for pedestrians and bicyclists unless measures are taken to improve access across the road. Many coastal access routes cross Lincoln Boulevard. Bicycle clubs presently use Jefferson Boulevard as a route to the South Bay Bicycle Trail[9]. Mindanao is used as the principal entrance to the Marina del Rey. Venice and Washington Boulevards, that are located north of the project area, are other important coastal access routes. In the approximately 1.5 mile stretch of this project that is located in the coastal zone, there are four places to cross Lincoln Boulevard at traffic signals and one place to cross under it along the creek bank (the Ballona Creek bike path). There are signalized intersections located at Fiji Way, Mindanao Way, Jefferson Boulevard, and LMU Drive. The applicant proposes lights at Teale Street (Bluff Creek Drive). It is not possible to cross at Culver Boulevard. The Ballona Creek Bike Path passes under the bridge at Ballona Creek and connects to the South Bay Bicycle Path. To the extent that widening of the road is coupled with synchronized high-speed signals, Lincoln Boulevard would become more forbidding to pedestrians. However, these technical innovations can also be used to improve public access.

The Commission understands that wider lanes are safer at higher speeds, but nearby cities limit speeds for safety reasons and make a more efficient, pedestrian oriented use of space. Just north of this project, in the Marina del Rey and Venice, the road provides only two travel lanes each way, plus turn pockets, and the lanes are between nine and ten feet wide. After the proposed widening is complete, Lincoln Boulevard through Westchester,

[9] The South Bay Bicycle Trail, operated by Los Angeles County, extends from the beach at Playa del Rey along the beaches to Torrance Beach, where it ends at the bluffs. A similar bicycle trail extends from Venice to the Pacific Palisades. There is a connection along Washington Boulevard and then through the Marina del Rey, but there is no way across the Marina del Rey Entrance Channel. The only alternative is to go around the Marina and use the bridge at Lincoln Boulevard. The bridge over Ballona Creek near the mouth of the entrance channel does not cross the entrance channel.

the community directly to the south, will provide 10-foot lanes. As now proposed, this section of Lincoln Boulevard would provide the pedestrian and bicycle amenities appropriate to high-density development. Traffic lights can, for example to be set to work differently at different times of the day or year. The widths of roadway features have been adjusted to provide more space for pedestrians. For while there are few pedestrians at present, with the development of the First Phase Playa Vista, more pedestrians will appear. In response to these concerns, Caltrans now proposes to limit on-road travel lanes to 11 feet, to limit speeds to 45 mile per hour and to provide signalized intersections at Bluff Drive and at Jefferson Boulevard and other amenities, as described elsewhere in this report.

As now planned the project is consistent with the provisions of the Coastal Act that require development to be located in close proximity to existing developed areas able to accommodate it, and also maintains public access to the coast by facilitating the provision of transit service and providing for non-automobile circulation, consistent with Sections 30250 and 30252.

D. PUBLIC SHORELINE ACCESS AND RECREATION

Section 30210 requires that maximum access to the coast be provided. Section 30212 requires that access to the coast shall be provided in new development (a major road is new development) except where otherwise specified. Section 30223 requires the reservation of upland areas that are necessary to support coastal recreation, and Section 30240(b) requires in part that:

> "Development in areas adjacent to environmentally sensitive habitat areas and parks ... shall be compatible with the continuance of those habitat and recreation areas." (Emphasis added)

The project will allow increased speed and volume on a north/south traffic route that delivers beach goers to the Venice and Playa del Rey beaches and to Marina del Rey and distributes visitors farther south into the South Bay.[10] Although the project is designed to reduce congestion on Lincoln Boulevard during peak commuter hours, it can and will serve to improve vehicular access to the coast on weekends as well. However, due to the width of the road and the speed of the traffic that will be on Lincoln, it is also a barrier for pedestrians and bicyclists. There are methods to reduce the barrier function of the road for pedestrians and cyclists, which Caltrans has now incorporated into the project. These include (1) sidewalks (2) landscaping (3) wider sidewalks near bus stops and bus rest areas, (4) timing of signals so that they allow additional time to cross the road (5) adjusting signals outside of commuter time to favor turning and pedestrians (6) on street bike routes and an off street bicycle/jogging trail. Opponents suggest enlarging the culverts under

[10] The South Bay comprises the Cities El Segundo, Manhattan Beach, Hermosa Beach and Redondo Beach and cities located directly inland of them such as Lawndale and Lomita. These cities are inland of Santa Monica Bay, which extends from Point Dume to the Palos Verdes Peninsula.

Lincoln Boulevard to accommodate pedestrians. While seeing the jogging/bike trail as a good first step, opponents suggest extending the trail up the slope south of bluff creek drive and considering options to provide public parking.

The land west of and adjacent to this roadway is being restored as a freshwater marsh/retention basin. The land immediately north of Jefferson Boulevard and west of Lincoln Boulevard may be acquired and restored as wetland habitat. There is a conflict between Lincoln Boulevard's role as a major highway and providing access to parks and views of the restored wetland. As noted above, the applicant has now changed this project to address public access and recreation issues. The applicant further points out that the road design speed is 45 miles per hour, enforced through signals at Jefferson and Bluff Creek Drive. The jogging /bike trial crosses Lincoln at Bluff Creek Drive because the slope south of that point is too steep to accommodate bicycles.

Section 30240(b) requires that development adjacent to parks and habitat areas be sited and designed to prevent impacts that would degrade these areas and be compatible with the continuance of those habitat and recreation areas. A barrier that prevents access to such an area is not compatible with its continuance as a recreation area. A roadway directly adjacent to a habitat or park must function differently from a roadway that is essentially a barrier, as are many urban freeways, by allowing pedestrian access across and along the road, and by limiting lights, noise and other disturbances (see Exhibit 5).

As originally designed, the basis of the conflict with park use and public access, however, was the scale of the widened road and the speed of the traffic that it will accommodate. The project, as redesigned, employs 11-foot wide lanes, which would provide room for these other uses and for additional landscaping. The project now provides a combined bicycle/jogging trail on the west side of Lincoln linked to signalized intersections. The trail begins on the east side of Lincoln at Loyola Marymount University, crosses Lincoln at Bluff Creek Drive, and then continues to Jefferson. The trail is about ten feet wide and is nearly adjacent to Lincoln Boulevard. On the southern end of the trail, it is located down slope of Lincoln and overlooks the freshwater marsh. As Lincoln and the trail level out, the multi-use trail is located below the top of a three-foot berm and is set back two feet from the base of the berm. (See Exhibits 1, 4-7.) The trail is 10 feet east of the top of the berm, which slopes up at a 2:1 slope. This trail (along with the bicycle/jogging trail proposed in the related project 5-01-450) would provide a recreational link to the Ballona Creek Bike Path. This trail is separate from the on-road bike path that that would be available to bicyclists who commute, but would serve people who ordinarily use the bike path, such as families with children, roller skaters, joggers and the like enabling them eventually to travel off Lincoln to the Ballona Creek Bike path, or in the short term, Jefferson Boulevard. As proposed, this development includes a recreational component that links with other recreational facilities in the area and is consistent with the recreation and access policies of the Coastal Act.

E. WETLANDS AND OTHER SENSITIVE HABITAT AREAS.

Section 30233 of the Coastal Act limits fill in wetlands except for certain purposes. Sections 30231 and 30240 protect the productivity of habitat areas. The applicant proposes to construct this road widening in an area that includes 0.15 acres of filled former wetlands. The Commission permitted the fill under permit 5-91-463 (Maguire Thomas Playa Vista) to create a facility designed to collect the runoff from the impervious surfaces of the newly developed Playa Vista development before fresh urban runoff from the newly developed areas could reduce the salinity of the wetlands. The project is designed to function both as a water quality filtration facility and as a freshwater marsh, providing willow and other bird habitat.

The proposed project would widen Lincoln Boulevard (and associated trails and landscaping) over a 65-105 foot wide area located between the freshwater marsh and the present pavement. The area extends west of the present pavement, to the toe of the berm of the freshwater marsh approved in 5-91-463. The eastern edge of the Lincoln Boulevard right of way marks the edge of the coastal zone. A site visit confirmed that there is presently fill on the right of way between the existing line of pavement and the toe of the berm supporting the freshwater marsh. As noted elsewhere, the grading and fill was part of the Commission's approval of CDP 5-91-463. Some of the area disturbed for that permit was wetland. (See Exhibits 14 and 15.) Dr. John Dixon, the Commission staff Biologist visited the site on September 18, 2001. His opinion is the following:

> **"Lincoln widening**: There was no evidence of wetlands within the area proposed for street widening. On the east side of Lincoln there is no or very little widening and related disturbance planned. In any event, the area adjacent to the street appears to be fill that is formed into a berm along much of the corridor, and all the vegetation appears to be ruderal and upland. We viewed this area [east of Lincoln] through a chain link fence. On the west side of Lincoln, the entire corridor has been graded as part of the construction of the new detention basins. I have not researched the historical extent of wetlands in this area. (Dr. John Dixon, Coastal Commission Senior Biologist.)"

This road expansion will place additional fill on and adjacent to the area that the Corps and the Commission approved to be filled as part of the freshwater marsh project. The fill for this project will extend almost to the toe of the wetland berm. In its application for this road, Caltrans indicated that Caltrans proposes no wetland fill as part of the present project. While the project raises other potential issues concerning compatibility with adjacent habitat areas, it does not include additional wetland fill and is not inconsistent with Section 30233 of the Coastal Act.

F. ENVIRONMENTALLY SENSITIVE HABITAT AREAS AND AREAS ADJACENT TO PARKS.

The Coastal Act contains strong provisions for the protection of the biological productivity of environmentally sensitive habitat areas.

Section 30231 Biological productivity; water quality

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

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.

This project is adjacent to the freshwater marsh, an area that is being constructed as a combined flood retention basin and habitat area. The intention is that the freshwater marsh will support willow wetland habitat. Playa Vista presented the marsh to the Commission as potential mitigation bank for wetland fill proposed elsewhere in the project. The same concerns about compatibility with habitat exist that would exist if the marsh were natural. Issues of compatibility with habitat involve noise, lightning and water quality.

The Commission has received extensive materials regarding the effects of lighting and traffic noise on marsh and habitat areas (Exhibit 5). Increasing lighting levels and moving the edge of the pavement 70 feet toward the freshwater marsh will, based on papers that the Commission has reviewed, most likely have impacts on the feeding, nesting and breeding behavior of animals that depend on the diurnal cycle of light and darkness.

In response to these concerns, in order to shield the freshwater marsh from headlights and traffic noise the applicant has moved the western edge of the roadway to roughly 39 feet east of the top of the berm that is located along the marsh. The applicant proposes lights that will be downward directed and shielded, and that will not shine onto the freshwater marsh. To illustrate the potential impacts of its proposed lighting, the applicant has provided a map demonstrating that these lights will not spill into the marsh.

Another potential effect of the original design was that there was no pedestrian path or sidewalk. This could result in pedestrians being forced to use the maintenance road that surrounds the marsh for a walkway. While the maintenance road is intended to function as both a maintenance road and an interpretive trail, use by high numbers of pedestrians conflicts with the quality of the marsh as bird habitat. In response to this issue, the applicant has provided a bike/pedestrian trail set back five feet from Lincoln Boulevard so that recreational visitors and bicyclists can have a direct route farther from the marsh. As a result, the interpretive road on the top of the berm will not be used as a sidewalk. Although there will be public access to the maintenance road, the trail along the road side will connect to the other bike paths in the area.

A second issue is noise from Lincoln. Noise studies quoted in environmental documents usually show that highways are very noisy. For example, single-family houses are about half to two thirds as noisy as a high-speed highway. In response to this issue, the applicant has proposed to construct a low wall or a berm between the roadway and the edge of the marsh. The berm will be elevated about 3 feet above the level of the bicycle/jogging path and located between and the bicycle/jogging path which is slightly above the level of the road, and the marsh. The berm should reduce the sound of the road, since sound (and light) travel in straight lines. This will not completely shield the marsh from the noise of the road because Lincoln Boulevard and the bike/jogging path are higher than the marsh on the south end of the marsh, where the road cuts through the 70-foot high Westchester bluffs. Nevertheless, along most of the length of the marsh, the three-foot berm, or a small sound wall will protect the marsh from noise and light from Lincoln. (See Exhibits 1, 4, 5, 6 and 7.)

Finally, the applicant is proposing to plant both the widened medians and the roadside with native plants from the coastal prairie and coastal sage scrub that is found in the area. If there is productive habitat of the same plant community adjacent to restored habitat, planted strips can complement the restored habitat, providing additional refuges and feeding areas. The applicant is proposing to use plant species that are commonly found in the area. Plants from local seed banks or cuttings can make the planted strips function as part of the local restored habitat.

In response to the applicant's proposal the Commission finds that it can approve a wider road in this disturbed location, however because the proposed road is adjacent to a proposed restoration area, the Commission must require in Special Condition 1 that the applicant actually carry out the revisions that it has proposed, in Special Condition 2 that it use native plants common in the area, as much as practicable from local seed banks, and in Special Condition 3 that it submit its final lighting plan for the review and approval of the Executive Director, who is required to review the plan to sure that the lights installed at intersections do not spill over into the freshwater marsh, which is intended to become habitat. An area next to a restoration area can provide food for local insects, shelter for birds, and interbreed with plants in the local habitat. For this reason, in special condition 2, the applicant is required to use native plants that are common in the Ballona area in its landscaping plans, from local vegetative or seed sources. The Commission also requires

that the applicant refrain from installing non-native plants that might invade adjacent habitat and restoration areas, crowding out natives with plants that do not support native species in its landscaping. The applicant, in Exhibit 1, has proposed a landscaping plan. All but one plant on the applicant's suggested list conforms to these standards. Only one plant, Ceanothus, is a cultivar that is not from the region. Ceanothus is a chaparral plant, not a coastal sage scrub, coastal bluff scrub or wetland plant. The most common cultivar of Ceanothus comes from the central California coast. This would require removing *Ceanothus*, which is not found in the area from the landscaping plan. In carrying out Special Condition 2, Staff will request the applicant to seek a substitute for this plant from a list of locally found species. As proposed, and as conditioned, the project is consistent with the biological productivity goals of Sections 30231 and the habitat protect policies of Section 30240of the Coastal Act.

G. VISUAL IMPACTS.

Coastal Act Sections 30240 and 30251 state, in part:

Section 30240

(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.

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 issues here are the visual quality of Lincoln Boulevard as a structure; whether the road as design will provide views for future open space and habitat areas, and whether the road as now proposed is compatible with the continuance adjacent areas as public park and habitat areas. The area directly to the west of the road, the freshwater marsh is a

catchment basin but also intended to be restored as freshwater marsh habitat. It has been offered for dedication to the State, or failing acceptance by the State, to the City of Los Angeles. This project it will add from 15 to 53 feet of pavement adjacent to the freshwater marsh. West of Lincoln and north of Jefferson, Area B Playa Vista is subject to an option agreement between the landowner and the Trust for Public Land, which may buy the portion of Area B that is located north of Jefferson Boulevard for restoration as a salt marsh. This project includes no physical improvements adjacent to Area B but it includes restriping of the highway adjacent to Area B. The purpose of the restriping is to taper the wider road from Jefferson to the existing bridge over Ballona Creek.

As originally conceived, this part of Lincoln did not provide views and was not itself a visual attraction. As originally proposed, the completed road would be a highly visible 140 foot-wide structure within a 152-foot right of way between Jefferson Boulevard and LMU Drive. The visual quality of Lincoln was not a concern either in the approved LUP or in the Playa vista Master Plan. The Playa Vista Master Plan, approved in an early form in the 1984 LUP, allowed 60 –120 foot high structures west of Lincoln. Views of the wetland would have been available from a frontage road west of these structures. The bottom two to three stories of the structures directly west of and adjacent to Lincoln would have consisted of parking structures which would have blocked views from Lincoln Boulevard. Views over the Freshwater marsh are now and would have been limited by the height of the berm installed to retain the water. Only because this portion of Lincoln will be placed on fill will any views over the freshwater marsh be available from Lincoln after the completion of this project. North of Jefferson Boulevard, if current proposals to purchase Areas A and B are successful, Lincoln Boulevard will be located on the eastern edge of a restored wetland habitat area.

In response to concerns about views from and of Lincoln Boulevard, the applicant is proposing a planted median strip and a widened area on the western side of the road between Jefferson Boulevard and LMU drive. Caltrans intends to plant the medians with native shrubs and the roadside with native trees and plants from the riparian and coastal sage scrub communities. Caltrans is proposing a node of taller trees on the berms, to frame the road. There would be a berm between the road and the bike path. The applicant has taken reasonable measures to reduce the visual impacts of a wide unrelieved road on the visual experience of driving on the road and viewing the road from the freshwater marsh. To accommodate wider planted areas, Caltrans is proposing to narrow the travel ways to 11 feet (See Exhibits 1 4, 5, 6 and 7)) which would allow planting along the median and along the edges of the road. This planting is not proposed north of Jefferson as part of the present project, but is part of a future project CDP 5-01-450.

In response to the need to connect recreational facilities with each other, the applicant has proposed to install a bike/jogging path connecting LMU Drive with the west side of Lincoln Boulevard, as far as Jefferson Boulevard. In order to improve compatibility with nearby habitat, the applicant has proposed to control water quality and to use native plants in landscaping. Special Condition 1 requires the applicant to build the road and amenities as proposed. Special Condition 2, as noted above, requires the use of native plants.

Special Conditions 3, 4 and 5 address impacts of the road and of construction on water quality, which is potentially the most serious issue with regard to the continuance of a saltmarsh adjacent to a major highway. Special Condition 6 addresses street lights, which Caltrans indicates are designed to limit spilling light outside the roadway and which will be limited to intersections and approaches t o intersections. As conditioned and as proposed, the project will minimize impacts on habitat, recreational uses and views; it is compatible with the long-term use and continuance of those areas as habitat and public open space. As proposed, the road is as subordinate to its setting and is consistent with Coastal Act Sections 30240 and 30251 with respect to impacts on views and on adjacent park and habitat areas.

H. WATER QUALITY MARINE RESOURCES

Sections 30230 and 30231 of the Coastal Act require the protection of marine resources. Roads are major sources of pollutants that flow into water bodies. The project will add 3.31 acres of impervious surface to an existing 14-acre road. The project is proposed in an area that included a historic wetland. The project however will drain into the Ballona freshwater marsh, a water treatment and restoration facility that is located on a former wetland. In order to protect water bodies and water quality from polluted run-off, Caltrans encourages trash removal programs. Caltrans states that there will be 1.45 acres of landscaped area, as part of this project and has provided a plant list.

Sections 30230, and 30231 of the Coastal Act state:

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.

Section 30231.

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

The Caltrans program for best management practices on highways 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
>
> "Project designs generally incorporate several of the above mentioned source control BMPs that provide a water quality benefit. Some of these treatments may not be obvious (such as slope paving), however, they provide a water quality benefit by prevention of erosion and sediment flowing into the waterbodies, thus reducing the pollutant discharge.
>
> After taking a closer look, research conducted by Caltrans thus far has indicated that Drain Inlet Inserts (e.g. Fossil Filters) is an ineffective application for this type of highway project. In addition, Fossil Filters may present a safety hazard for the motoring public due to the potential for drain inlet failure, which would lead to flooding on the adjacent roadway. Several studies have been conducted by Caltrans in regards to their performance for use on some highway facilities." (Caltrans 2001)

On May 17, 2002, Caltrans submitted the "Post Construction Stormwater Quality Management Plan: Lincoln Boulevard Expansion: LMU Drive to Jefferson Boulevard" (WQMP) to Coastal Commission staff. The proposed WQMP meets water quality objectives outlined by staff and is designed to result in a system that:

1) "utilizes a BMP treatment train of a solids separator or bioswales and catch basins prior to treatment in the freshwater marsh
2) treats runoff from primarily existing and additional new impervious areas
   - provides an improvement in water quality overall as compared to existing conditions, and
   - meets or exceeds the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, Caltrans standards and Coastal Commission water quality goals."

The WQMP proposes a treatment train approach to water quality protection through the use of a solids separator or bioswales, trash racks and catch basins. The BMPs have been designed to treat stormwater flow rates resulting from rainfall intensities of up to 0.2 inches per hour[11]. This sizing is appropriate, according to the applicant's consultant because the system drains into a treatment facility, the freshwater marsh, which adds to the effective capacity of the system. In addition, the freshwater marsh was designed to treat runoff from over a 1-inch storm from the entire built-out tributary area. These design standards applied to the BMPs and freshwater marsh together meet the 85th percentile standard for this area. The WQMP as proposed is sufficient to meet the post-construction conditions in this permit.

In considering the consistency of projects with the Coastal Act, the Commission has consistently required that the design of treatment control devices proposed be sized for a two year 24 hour storm event, and that the treatment occur in 85% of the storms. Because this project depends on the freshwater marsh and because it is located in a low lying area, the Commission has required that the applicant provide detailed hydrological calculations, outlining how the roadway and the water flowing off the roadway will work in conjunction with the freshwater marsh. The applicant has provided designs for supplemental drainage devices that afford pretreatment and a hydrological study that indicates that the drainage devices are sized adequately to carry off the water expected on the road. The applicant has now provided a narrative analysis describing how the roadway drains will work together with the marsh and the relationship of the timing of the expected completion dates of this and a related Lincoln Boulevard project north of Jefferson Boulevard (5-01-450). Caltrans, and the sponsor of the freshwater marsh, Playa Capital, assert that the freshwater marsh is sized to accommodate the road widening projects. The Commission agrees that the freshwater marsh facility, which is sized to accommodate 100 acre-feet, is sized adequately to handle major storms. Nevertheless, the Commission has imposed conditions to assure adequate pretreatment of waters entering the freshwater marsh.

The project drains into the freshwater marsh, and from the marsh, via a culvert, into Ballona Creek, an impaired water body. While this improves water quality of the discharge

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[11] Page: 37
0.24" would actually meet 85th%, according to our most recent Caltrans Data. .2 inches is different from the Rt. 90 project, which used .3" because of the function the various outlets and their role in the system, which in this case discharges into the freshwater marsh, which is a treatment facility.

into Ballona saltmarsh, the Department of Fish and Game in its February 1991 letter to the Commission expressed reservations about whether a treatment facility can also function as a healthy freshwater wetland and (5-91-463). In response to that issue; it is important, as much as possible, to limit the amount of pollutants entering the marsh by employing BMP's within the road drains and installing appropriate roadside landscaping.

The upland sources discharging onto Lincoln and into the freshwater marsh consist of a watershed including the Centinela Creek drainage, areas of Playa Vista and the Westchester Bluffs. Ballona Creek is listed as an impaired waterbody on the 303(d) list for numerous pollutants. 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 it is at least no worse, after the increased automobile traffic that will result from widening the road. 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, 2) a solids separator, bioswales, catch basins and trash racks to treat road runoff before it enters the freshwater marsh for further treatment, and 3) that these measures to be effective in an 85th percentile storm.

Although the Commission has imposed standards to assure that the development does not add to pollutants of downstream waters, it does not require that the on site development "clean up" the stormwater that comes onto the property from upstream. The City and County of Los Angeles are subject to RWQCB orders to cleanup their stormwater discharge, if necessary by addressing runoff from individual sites within their jurisdictions. As the City and County comply 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 conflict with any of the policies in Chapter 3 of the Coastal Act. The Commission is requiring, as noted above, that the treatment for runoff from this site be sized to treat water discharged during an 85th percentile storm. The applicant asserts, as noted in the WQMP, that the BMP's that it plans to incorporate into its project will improve the quality of the water discharged from the site. As conditioned the project is consistent with Coastal Act Sections 30230 and 30231 in terms of its potential impacts on water quality.

In addition, the Commission is requiring limits to the volume and velocity of runoff from the developed site. 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.

A potential water quality impact of a construction project in an old oil field is the handling of older contaminated sediments. During the excavation of the adjacent project, freshwater marsh, some contaminated sediments (drilling muds and industrial discharges) were discovered. The coastal development permit did not anticipate or address this problem. However, the Regional Water Quality Control Board required the applicant for the freshwater marsh to truck the sediments to various landfills outside the coastal zone. While there was some controversy with the DTSC, that had earlier delegated its oversight role to the Board, the material (drilling mud) was removed. The Commission requires the in condition 4.A (11) that the applicant follow DTSC and RWQCB rules in handling of any contaminated material discovered.

A second potential water quality impact of a construction project that anticipates moving 66,529 cubic yards of earth is the avoidance of siltation during construction. Caltrans proposes to do the work in stages and use standard sand bagging and other siltation control methods such as covering stockpiles and to use watering to reduce fugitive dust. The Commission has addressed the sediment issue by incorporating the construction BMP's proposed by the applicant enhanced by conditions similar to conditions that the Commission has imposed on similar projects.

Caltrans has indicated that it intends to bury lead-contaminated sediments under the roadway. The sediments will be placed no less than 1.5 meters (58 inches) above the ground water table. While, in general, burying lead-contaminated sediments is regarded as a benign solution to the problem (lead is generally not water-soluble and binds with clay and silt, which is found in marshy soils), it is not benign when the lead can interact with groundwater. The Commission in its special conditions has required that 1) Caltrans follow state standards from the Department of Toxic Substance Control (DTSC) and 2) the only sediments buried on site are those from the project itself; that Caltrans not use surplus contaminated earth from other sites for this purpose. In this way, Caltrans will reduce the amount of lead in the marshland system rather than increase it.

Similarly, Caltrans reuses and crushes asphalt. Again such a practice is approvable only if the stockpile does not itself pose a hazard or leach into sensitive areas and if the practice is confined to material removed from the site and the site is not used for processing or disposal of materials brought in from other projects. However, in this location the noise and dust of concrete/asphalt processing plant even for materials from the highway itself may be disturbing to the birds on the marsh and in the freshwater marsh. For this reason the Commission requires that Caltrans establish such a plant outside the Coastal Zone.

The Commission finds that the water quality issues can be adequately addressed through special conditions that, if applied to this development, will minimize pollution from run off. The conditions require pre-treatment of storm water and control of siltation during construction. The Commission finds that the water quality impacts of this project will be minimized to the maximum extent practicable if the measures required in Special Conditions 3, 4 and 5 above are undertaken, and, therefore, that the project as conditioned is consistent with Sections 30230 and 30231 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 (Exhibit). A report conducted by the Legislative Analyst of the City of Los Angeles City identified significant soil gas accumulations north of Lincoln Boulevard and south of Jefferson Boulevard. According to staff's best reading of the map prepared at the behest of the City Legislative Analyst, enclosed structures require mitigation in this area. However, this project is not an enclosed structure.

On a related project, the Route 90 Bridge, Caltrans sought an opinion from Gustavo Ortega, a Caltrans staff geologist, concerning the possible hazard of soil gas to its 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, 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. Adjacent to the newly constructed

freshwater marsh, which is on a former wetland, soils are soft and compressible. The area is also located in a liquefaction zone and in a tsunami run up zone. The applicant's geologists have considered these conditions and designed to accommodate these potential hazards. Next to the freshwater marsh, Caltrans geologists require that the road be constructed using geo web at its foundation. The project is located in an area that is protected from flooding by the Ballona Creek Channel.

This project is not located in an area of landslides, but is located in an area of soft soils and high ground water tables where the ground could liquefy if there is a large earthquake. An early report on the gas under the site identified a possible earthquake fault parallel to Lincoln Boulevard. Subsequent studies by other geologists have failed to confirm the existence of the fault. The fault, if it exists, is located east of Lincoln. Structures in liquefaction zones are required by state construction standards to assure safety of the occupants with special foundations. Caltrans geologists indicate that roads in liquefaction zones are assumed repairable; the Caltrans geologist asks no special protection for this project except to specify the use of geo web adjacent to the fresh water marsh, a source of moisture that might affect the soils under the road.

The evaluation of the hazards in this project is the responsibility of the applicant. The Commission finds that the project would not endanger life and property, consistent with Coastal Act hazard policies. However, since the design and the report are the responsibility of the applicant and the conclusion that the development is safe is based on the applicant's research and the evaluation of its consultants, the Commission imposes Special Condition 7 requiring that the applicant assume the risk of this development. As conditioned, the Commission finds that the project is consistent with the hazard policies of the Coastal Act.

J. PREJUDICE TO THE DEVELOPMENT OF THE LOCAL COASTAL PROGRAM.

As noted above, widening Lincoln Boulevard is one of the road-widening projects incorporated into the certified Land Use Plan for Playa Vista. In 1984, the Commission approved the Marina del Rey Ballona LUP. A number of road widening projects viewed as necessary to accommodate the development approved in the plan were adopted as part of the Circulation Element of the plan (Exhibit 3). 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 almost identical transportation system measures, including the present project.

Coastal Act Section 30600 states in part

> (a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing

with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3.

In 1984, the Commission certified a Land use Plan for this area that have been submitted by Los Angeles County, the Marina del Rey Ballona Land Use Plan. The Friends of Ballona Wetlands immediately sued the Commission and the County (Friends of Ballona Wetlands, et al. v. the California Coastal Commission, et al. Case No. C525-826.) When the City of Los Angeles annexed the area, the City submitted an almost identical plan as it pertained to areas within its jurisdiction. On November 26, 1986, the Commission certified, with suggested modifications, the Land Use Plan portion of the City of Los Angeles, Playa Vista segment, Local Coastal Program. The Friends of Ballona Wetlands added the City to their lawsuit.

The certified LUP contains policies to guide the types, locations and intensity of future development in the Playa Vista area. The LUP designated most of Playa Vista for intense urban development, reserving 163 acres as wetland and additional area for other habitat purposes. As noted above, the Land Use Plan portion includes the widening proposed in this project. When the Commission certified the LUP for this area in 1986, Lincoln Boulevard was proposed to be widened from a four-lane highway to an an eight-lane highway.

After settlement of the lawsuit, the applicant's predecessor submitted a Master Plan for Playa Vista to both the City and the County. In 1992, the City circulated both a Draft Master Plan EIR and a detailed Draft Phase I Playa Vista EIR, the latter of which the City certified in 1993. In Area B, the proposed Playa Vista Master Plan project would carry out the restoration program agreed to in the settlement. The Master Plan Project proposes restoration of over 198 acres of "estuarine"[12] habitat, the creation of a 26.1-acre freshwater marsh facility, the restoration of about 12 acres of dunes and construction of 1800 dwelling units and 20,000 sq. ft. of retail uses. The Master Plan did not include a final design for a restored wetland, but deferred the design until alternative wetland restoration plans could be analyzed in a Phase II EIS/EIR and in the amendment to the Land Use Plan.

The present owner of the Playa Vista development has now entered into an option agreement with the Trust for Public Land. The option agreement allows the Trust, if an agreement to can be final, to purchase the parts of Areas A and B that have been identified for development. All other parts of Area B have either been identified for restoration in the settlement or, in the case of the freshwater marsh, have been developed as a marsh/retention facility and offered to the State. In the mean time, Playa Vista's right to purchase Area C has lapsed, leaving for a limited time, the right of first refusal. If these changes in ownership occur, the intensity of the development in Playa Vista may be considerably less than envisioned in the certified Land Use Plan (LUP), which may result in changes in the Land Use Plan for the area.

[12]"Estuarine" includes saltmarsh, mudflat, tidal channels and salt flats

The Commission must consider whether approving the project now may prejudice the ability of local government, the City of Los Angeles, to adopt an LCP that is consistent with the Coastal Act and which will be most protective of resources. A certified Land Use Plan is not binding on the Commission. Until the Local Coastal Program is fully certified, the standard of review for development is consistency with Chapter 3 of the Coastal Act. As detailed in the sections above, the proposed project as conditioned is consistent with the applicable chapter 3 policies of the Coastal Act. As proposed, the project will not adversely impact coastal resources or access. The proposed development is consistent with the policies of the certified LUP and with coastal development permits that have been issued by the Commission and the City. The Commission, therefore, finds that the proposed project will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare a Local Coastal Program implementation program.

K. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen any significant adverse effect, which the activity may have on the environment. In this case, the Caltrans argues that it has considered a number of alternatives in order to lessen the environmental effect of the development.

Alternate routes: In its Project Report Caltrans considered alternative routes and found no route would accommodate the traffic that this route accommodates. Alternative routes to the west, such as Falmouth Avenue, Admiralty Way or Pacific Avenue have greater impacts on wetlands, and, in the case of Pacific Avenue, much greater construction costs because Pacific would have to bridge across the Marina the entrance channel. More easterly routes such as Inglewood or Centinela Boulevard cannot be widened without profound dislocation in residential areas. Moreover, these routes do not serve the traffic generators that the project will serve. (See Exhibit 34 for Caltrans' map of the routes that it studied and rejected in the project review process.)

Alternate modes. Caltrans considered mass transit. It indicates that mass transit accommodates such a small number of trips in Los Angeles (less than 5%) that adding mass transit opportunities on this route will not reduce the need for accommodations for cars. Caltrans also indicates that there are existing bus routes on Lincoln Boulevard. Nevertheless, Lincoln Boulevard is identified by the MTA for a high-speed bus, and Caltrans, since the February hearing, has in consultation with the Santa Monica bus company, added a bus stop to accommodate a double length high-speed bus. To

accommodate bicycle commuters, the applicant now proposes on-road bike lanes. Nevertheless, Caltrans argues that these enhancements will not obviate the need for more capacity for automobiles.

Design alternatives. The applicant has considered, and in some cases adopted, design alternatives to improve recreational use and to reduce visual impacts. In order to reduce visual impacts and to accommodate on-road bike lanes, it has reduced the width of the lanes to eleven feet. Caltrans has widened the roadside areas to accommodate more landscaping and an off-road bike/jogging trail. It plans to landscape the median and the roadsides with plants that are compatible with the freshwater marsh restoration efforts. The off road bike/jogging trail will connect LMU (Loyola Marymount University) in time, with the Ballona Creek bike path.

- Other design alternatives raised by opponents concerning this segment include:
- Could this road move to the east, "switching the right of way with a dedicated strip dedicated to a possible future light rail"?
- Could this road provide on-street parking?
- Could the undercrossing at Centinela Creek that is already approved be redesigned to accommodate foot traffic?
- Could this road be further narrowed or slowed down to facilitate crossing.

With respect to relocation of the road, Caltrans indicates that the location of the road is constrained by development on the east and west. The location of the widening of this segment of the road is limited by design for safety— at the south end of the project, the project will move the road to the west to reduce the steepness of the slope and to improve sight distance and reduce the angle of a dangerous slope. The location of the cut through the Westchester bluffs was determined when the road way was cut in the early years of the last century. The bridge over Ballona Creek was constructed in 1934. In the intervening time, construction has occurred adjacent to the road, increasing the difficulty of relocating it. The intersection at Jefferson and Culver Boulevard has been improved as approved in CDP 5-00-139. According to Caltrans:

> Caltrans looked into this possibility, and there are geometric (design) issues with this suggestion, and newly recorded tracts by Playa Vista on the east side of Lincoln Boulevard. We reduced the road width from the west side of Lincoln Boulevard. (Caltrans 2002)

Caltrans opposes on street parking due to safety and capacity issues. According to Caltrans on street parking is a possibility if they provided a narrower landscaped area along side of the road and if they provided no on road bike path. Caltrans states:

> Could Lincoln provide on-street parking? Not possible after we have reduced the lane widths to reduce roadway width, [there is a] safety issue for passengers opening doors into traffic on inclined section of Lincoln (from LMU Drive to Bluff Creek Drive). (Caltrans 2002)

With respect to crossing the road, Caltrans indicates that the design speed of the road is 45 miles per hour and that there are lights planned in several locations to control speed, allowing pedestrians and bicyclists to cross, at Jefferson Boulevard and at Bluff Creek Road where the bicycle/jogging trail crosses Lincoln Boulevard.

With respect to the Centinela Creek undercrossing, Playa Vista, the developer of the freshwater marsh that is responsible for construction of the Centinela Creek undercrossing, indicates that the undercrossing is eight feet by eight feet with a ledge to accommodate animal passage. However, the spokesperson states that allowing people to pass under it was rejected at the time of certification of the EIR due to potential safety issues. Caltrans has no comment on this issue.

The Commission has also discussed the option of a six-lane road instead of an eight-lane road. In response to this, in February 2002, City of Los Angeles transportation planners testified to the Commission that noise and air pollution would increase due to the congestion resulting from a narrower road.

The Commission has considered denial of the application. The applicant asserts that the project is necessary to maintain existing roadway capacity in light of traffic levels on Lincoln Boulevard. The applicant asserts that the no-project alternative is not viable. The traffic the project is designed to address would still use this route. Traffic would continue to increase because traffic generators such as the airport will continue to expand. Projects such as Phase I Playa Vista that have been approved, will build out, resulting in worsened congestion and increased accidents and air pollution. The applicant argues that several traffic generators have been approved, and that failure to provide wider streets would simply add to congestion. (See Exhibit 20 and traffic counts provided on page 18, above.)

At its February 2002 hearing, the Commission considered whether it could approve this project without also considering a related project, CDP number 5-01-450, which would widen Lincoln Boulevard north of Jefferson Boulevard widening a bridge to allow Lincoln to increase to eight lanes near Ballona Creek.

The issues raised in February included:

- Whether the Commission would be likely to require relocation Lincoln between Jefferson Boulevard and Fiji Way to avoid habitat impacts when the it considers 5-01-450 "Lincoln north": widening Lincoln north of Jefferson Boulevard and the Ballona Creek bridge to 8 lanes. .
- Whether upon consideration of park design issues, whether a design that would be preferable for Area B north of Jefferson Boulevard would be incompatible with this design.
- Whether this segment would be functional if the northern section could not be widened.

The Commission considered whether the route of the road would be compatible with any likely alternative location of the more northerly portions of Lincoln Boulevard. The Commission notes that the location of Lincoln Boulevard at 85th street and at Fiji Way is fixed. Lincoln Boulevard, however, has a slight curve throughout Playa Vista, which could vary to avoid sensitive habitat. At the Commission staff's request, the applicant prepared a survey of vegetation located adjacent to Lincoln Boulevard north of Ballona Creek. North of Ballona creek Lincoln Boulevard passes between Areas A and C, two large vacant parcels that once supported wetlands. During the construction of the Marina del Rey Small Craft Harbor, these areas were filled with dredge spoils. There is some residual habitat on each parcel—about 21 acres of Salicornia marsh and some coastal sage scrub on Area A, a smaller wetlands area and some coastal sage scrub, including some Lewis' evening primrose, a plant of concern, on Area C. On Area C, a well-defined line of *Atriplex lentiforma* follows the Marina Drain, a mapped wetland.

The survey showed that the areas nearest Lincoln, with the exception of the Marina Drain, did not support sensitive plants or wetlands. Instead, the more sensitive plants were located farther away from the road (Exhibit 26). This is consistent with earlier surveys undertaken on behalf of the owners. While Dr. Dixon has visited once, a more detailed visit will be necessary before this survey is confirmed. Nevertheless, the general pattern, the location of more sensitive plants farther from the road, is likely to persist even if individuals plants of concern are found. While the Commission cannot yet determine whether widening of the northern parts of Lincoln Boulevard can be found consistent with the Coastal Act, it is most likely that relocating Lincoln adjacent to Areas A and C significantly to the east or west would be more likely to displace sensitive habitat that an widening the road in its present location. If that portion of the highway is allowed to be widened, it is most likely to be widened in its present location. Therefore the Commission finds that widening the southern portion of Lincoln as proposed in this project would not limit the Commission's future choices with respect to other proposals to widen Lincoln Boulevard.

The second issue is whether the road widening proposed in this project can function without the widening of the more northerly part of Lincoln. This project, according to Caltrans, directs traffic to Jefferson and Culver Boulevards and from there, to the 405 and Marina Freeways. The road widening carried out in this project and in 5-00-139W tapers to the Ballona Creek Bridge after major traffic is able to turn onto Jefferson and Lincoln Boulevards. Caltrans asserts that this project in itself will alleviate traffic problems, although it indicates that it would prefer to have both projects approved. In response to this issue, Caltrans provided two documents, one of which indicates that each segment of the two-segment Lincoln boulevard project (this project and 5-01-450) can function independently. The second document is a study by Kaku associates showing that there is adequate capacity to handle traffic expected without also widening Lincoln north of the Culver Loop (Exhibits 10 and 11.)

In this case, in response to comments from the Commission and the public the applicant has suggested additional mitigation measures and changes in the project that would

lessen any significant adverse effect which the activity may have on the environment. The Commission has imposed special conditions to assure that the changes and mitigation measures are carried out in the project. 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.

H:\playa vista\Lincoln blvd exp Caltrans\5-02-087 (Caltrans - Lincoln) final.doc

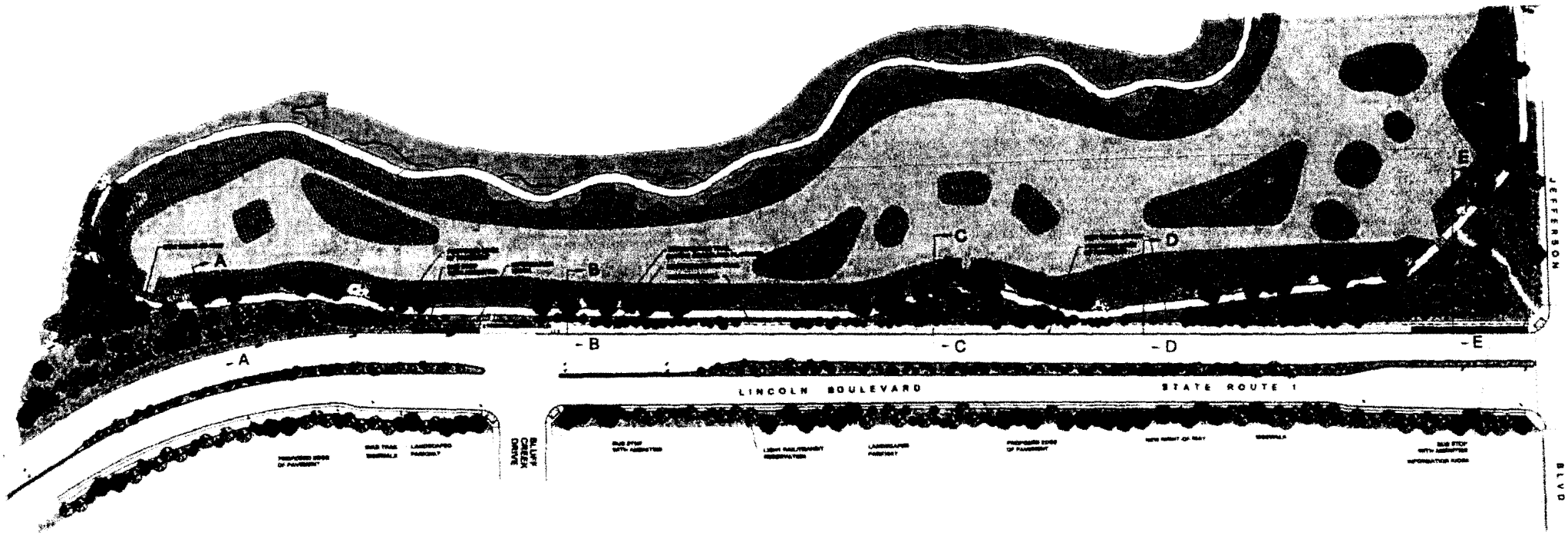
SUBSTANTIVE FILE DOCUMENTS

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. First Phase Project for Playa Vista, Final EIR SCH # 90010510) –EIR No 90200-Sub (c)(CUZ)(CUB)
3. 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.
4. LADOT Inter-departmental correspondence --Amendment of Initial Traffic Assessment and Mitigation Letter dated September 16, 1992 --Revised May 24, 1993.
5. Caltrans, Negative Declaration, based on Initial Study/Environmental Assessment for State Highway Route 1 Lincoln Boulevard widening from Jefferson Boulevard to Fiji way; construction of New Bridge over Ballona Creek and Replacement of Culver Boulevard Overcrossing, March 28, 2001 (SCH#200121126)
6. Los Angeles County Marina La Ballona certified LUP, October 1984.
7. Los Angeles County, Certified Marina del Rey LUP, 1987
8. City of Los Angeles Certified Playa Vista LUP, 1987.
9. Barton-Aschman Associates, inc., Playa Vista Study Area, Transportation Analysis, 1995 (prepared for Summa Corporation, November, 1982.
10. Barton-Aschman Associates, inc., Addendum to Playa Vista Study Area, Transportation Analysis, 1995 (prepared for Summa Corporation, February, 1993.
11. 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.
12. 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
13. 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, extended (October 1997), currently expired; 5-91-463, 5-91-463A2, 5-91-463R, 5-95-148, permit waiver 5-00-139W, 5-91-463, 5-96-164, A-5-PDR 99-130/5-99-151; 6-97-161,
14. Bolsa Chica Land Trust v. Superior Ct. (1999) 71 Cal. App. 4th 493.
15. 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
16. 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."]
17. 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).

18. 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.
19. Mark Johnsson, Senior Geologist, California Coastal Commission, Memorandum: "Culver Boulevard Widening Project and Potential Soil Methane Hazards"
20. 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."
21. City of Los Angeles Department of Building and Safety, Memorandum of General distribution, #92, Methane Potential Hazard Zones, March 19, 1991.
22. California Department of Fish and Game, Memorandum: Extent of Wetlands in Playa Vista, December 1991."
23. California Coastal Commission, Memorandum: "Volume II Preliminary Working draft EIS/EIR Existing Conditions –Playa Vista March 5, 1998"
24. City of Los Angeles General Plan Palms, Mar Vista Del Rey District Plan, –Playa Vista Area C Specific Plan;
25. City of Los Angeles City Council: Conditions of Approval, Vesting Tentative Tract Map 49104 (As Revised December 8, 1995)
26. City of Los Angeles City Council: Conditions of Approval, Vesting Tentative Tract Map 52092 (December 8, 1995)
27. City of Los Angeles Tentative Tract Number 44668, Map and conditions of approval, May 4, 1987.
28. Agreement in Settlement in Litigation in the 1984 case of Friends of Ballona Wetlands, et al. v. the California Coastal Commission, et al. Case No. C525-826
29. Wetlands Action Network, Ballona Wetlands Land Trust and California Public Interest Research Group v. the United States Army Corps of Engineers.
30. Judge Lew, Federal District Court, June 1996, decision in Wetlands Action Network et al v United States Army Corps of Engineers,
31. Davis and Namson, Consulting Geologists, "An evaluation of the subsurface structure of the Playa Vista Project Site and Adjacent Area, Los Angeles, California", November 16, 2000.
32. California Regional Water Quality Control Board, Los Angeles Region, "Clean Up and Abatement Order No. 98-125,Playa Capital Company, LLC., and Playa Phase I Commercial Land Company, LLC.; 6775 Centinela Avenue Los Angeles, File No. 98-192.
33. Sharon Lockhart, et. Al., Water Demand: Proposed Ballona Freshwater Wetland System; June 1991.
34. Camp, Dresser and McKee, Inc., Water Balance for the Proposed Freshwater Wetland system, Playa Vista, June 1991.
35. Land/Suitability Capability Study, a Summary of the Significant Ecological Areas Report, Los Angeles County General Plan Revision Program, 1976.

36. England and Nelson, Los Angeles County Museum of Natural History; Los Angeles County Significant Ecological Areas Study, 1976.
37. GeoSyntec Consultants, "Post Construction Stormwater Quality Management Plan: Lincoln Boulevard expansion: LMU Drive to Jefferson Boulevard" prepared on 14 May 2002 for Caltrans.



LEGEND

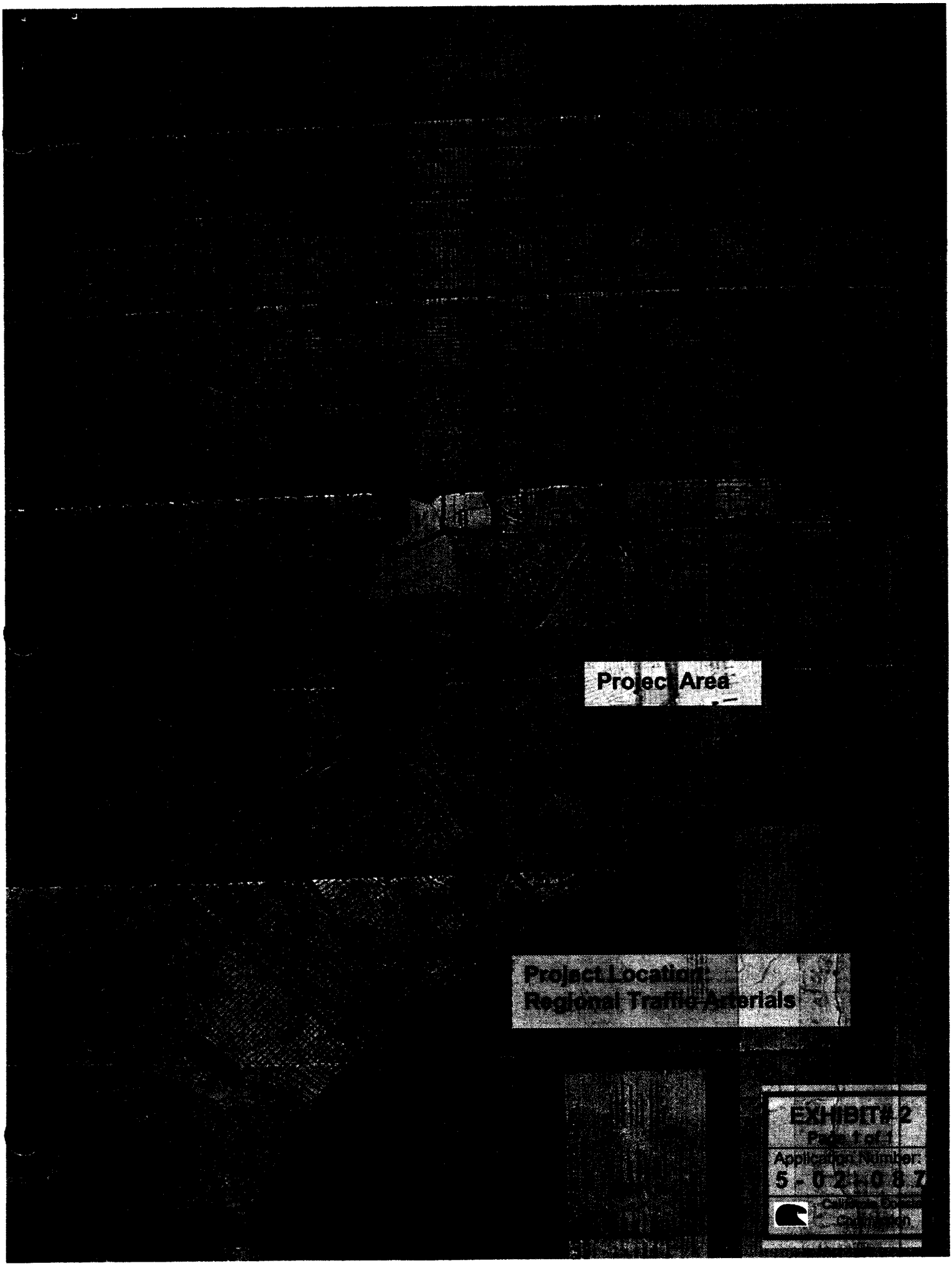
SYMBOL	COMMON NAME	BOTANICAL NAME	QUANTITY
	White Alder - Proposed	Alnus rhombifolia	94
	Western Sycamore - Proposed	Platanus racemosa	60
	Holly-leaf cherry - Proposed	Prunus ilicifolia	27
	Toyon - Proposed	Heteromeles arbutifolia	155
	Lemonadeberry - Proposed	Rhus integrifolia	116
	Mulefat - Proposed	Baccharis salicifolia	N.A.
	Coyote Bush - Proposed	Baccharis pilularis	N.A.
	Currant - Proposed	Ribes speciosum	N.A.
	Ceanothus - Proposed	Ceanothus spp	N.A.
	Native Grasses - Proposed		N.A.

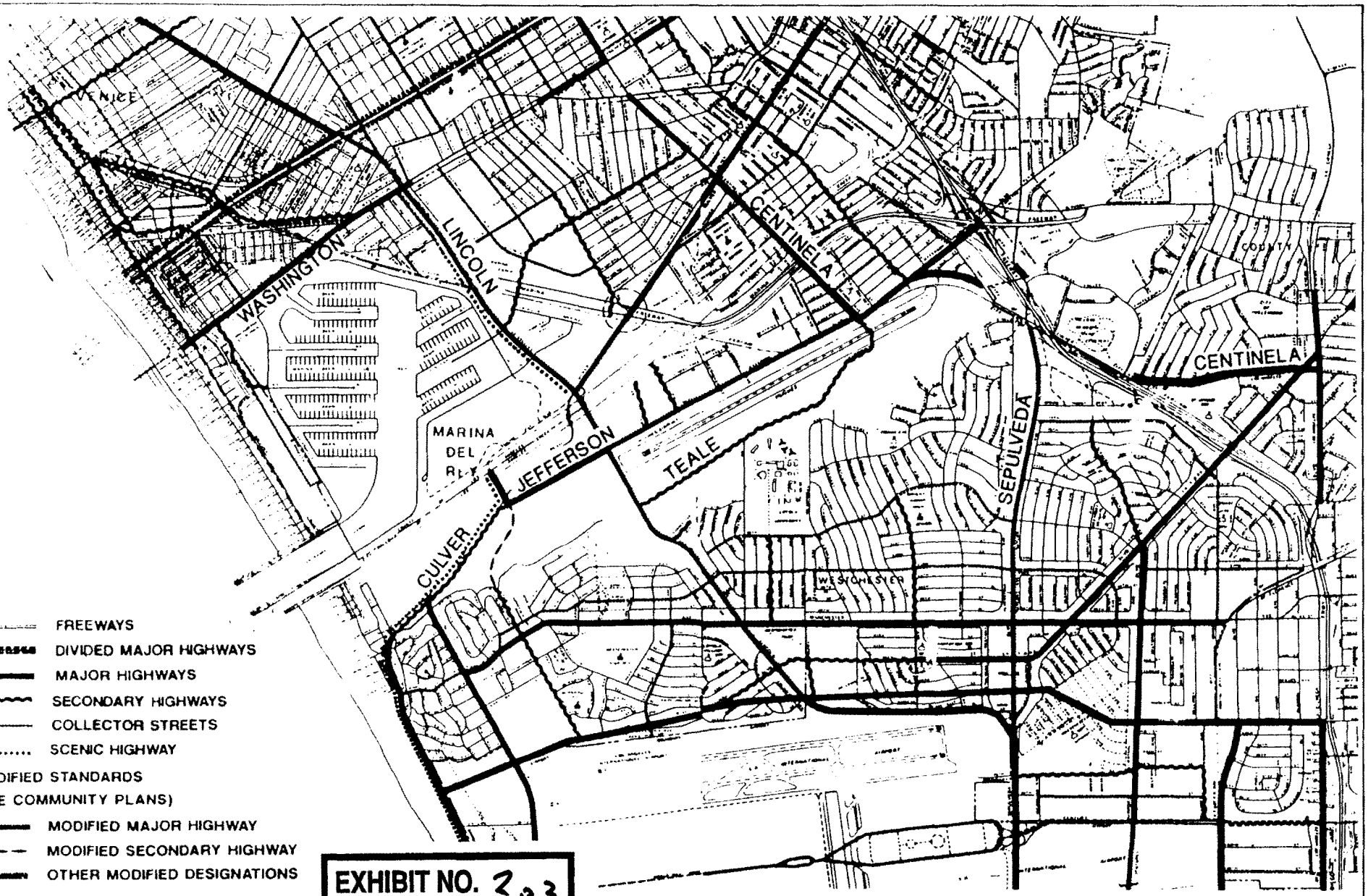
SYMBOL	COMMON NAME	BOTANICAL NAME
	White Alder - Existing	Alnus rhombifolia
	Western Sycamore - Existing	Platanus racemosa
	Cottonwood - Existing	Populus fremontii
	Southern California Black Walnut - Existing	Juglans californica
	California Laurel - Existing	Umbellularia californica

BUS STOP AMENITIES

N.T.S.

CONCEPTUAL LANDSCAPE PLAN FOR LINCOLN BOULEVARD ADJACENT TO FRESHWATER MARSH


Project Area
Project Location:
Regional Traffic Arterials
EXHIBIT # 2
Page 1 of 1
Application Number:
5-02-047

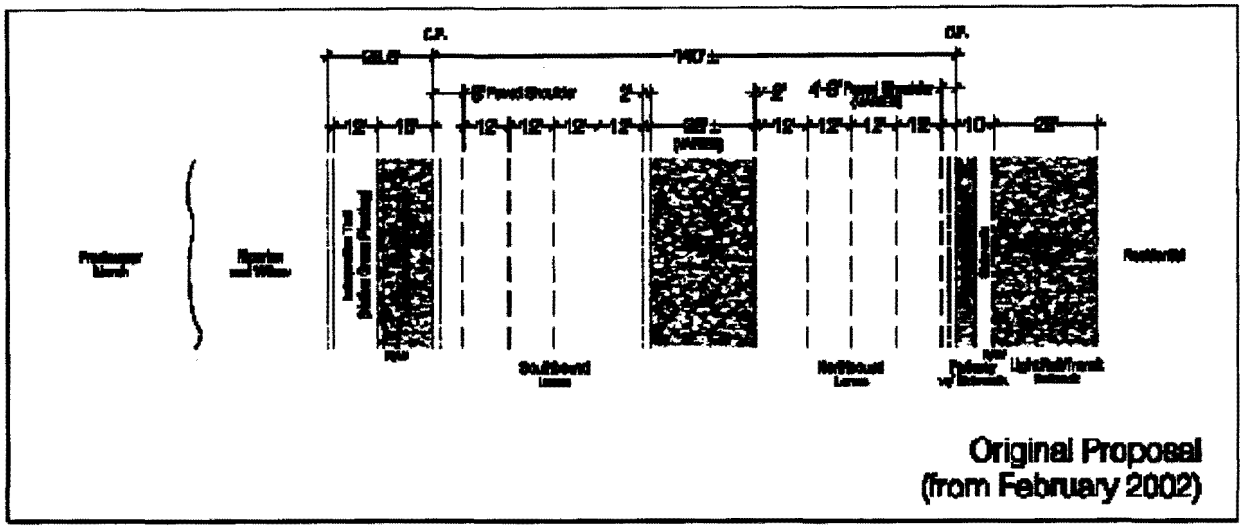


Camp Dresser & McKee | Planning Consultants Research

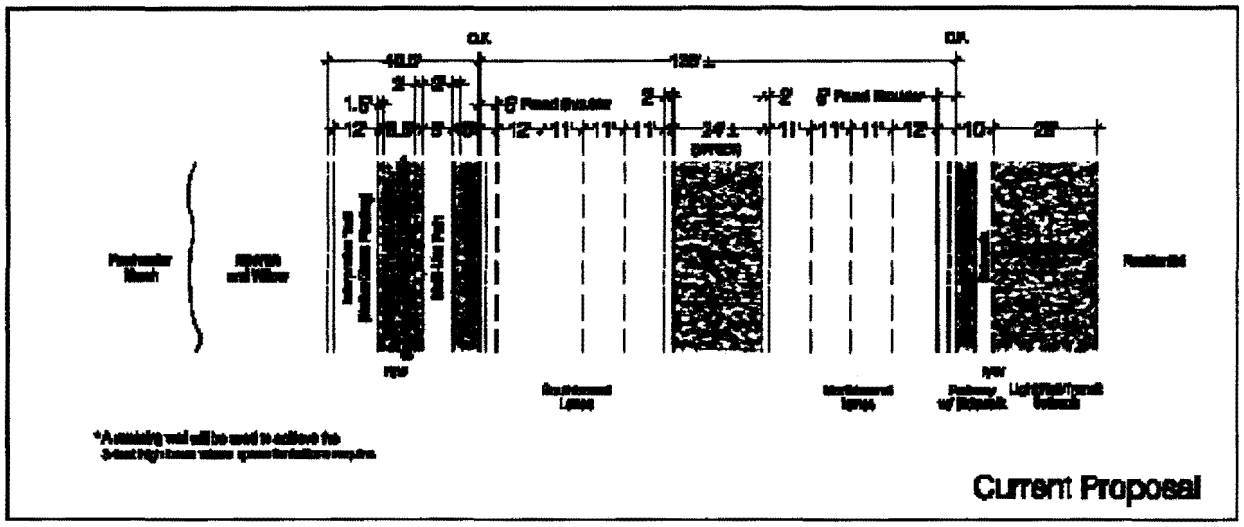
EXHIBIT NO. 2, p 2
APPLICATION NO.
5-0287

Source: Barton-Aschman Associates, Inc., 192.

Figure V.L.1-1
GENERAL PLAN
STREET DESIGNATIONS



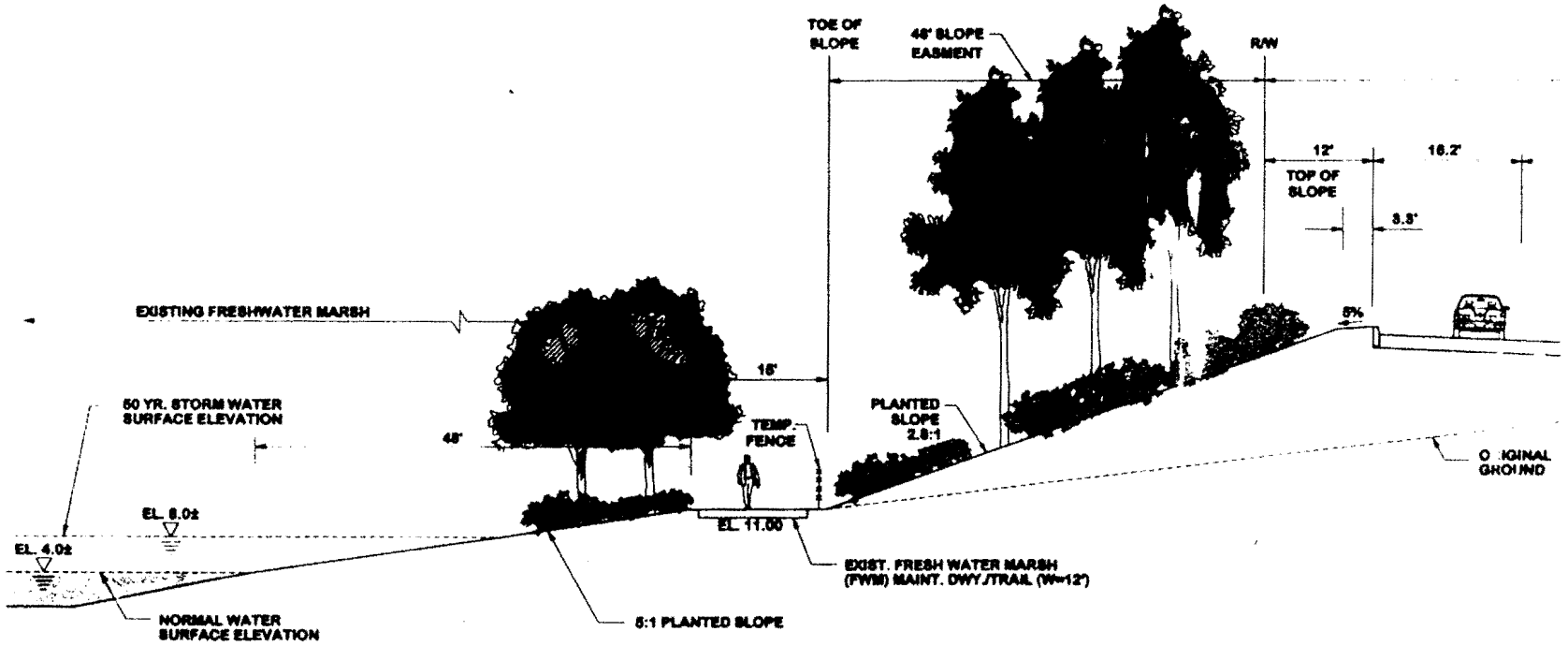
Original Proposal
(from February 2002)



Current Proposal

Original and Current
Improvement Sections (Generalized)
for Lincoln Boulevard Adjacent to Freshwater Marsh

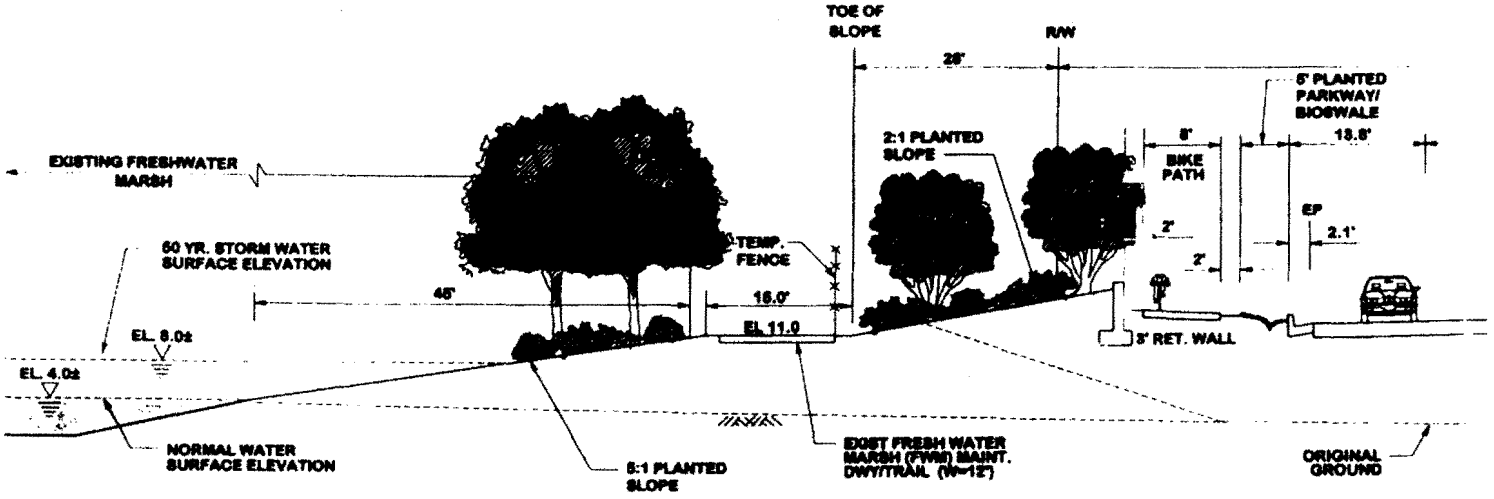
EXHIBIT# 3
Page 1 of 1
Application Number:
5 - 0 2 - 0 8 7
California Coastal Commission



SECTION A-A

1" = 12'

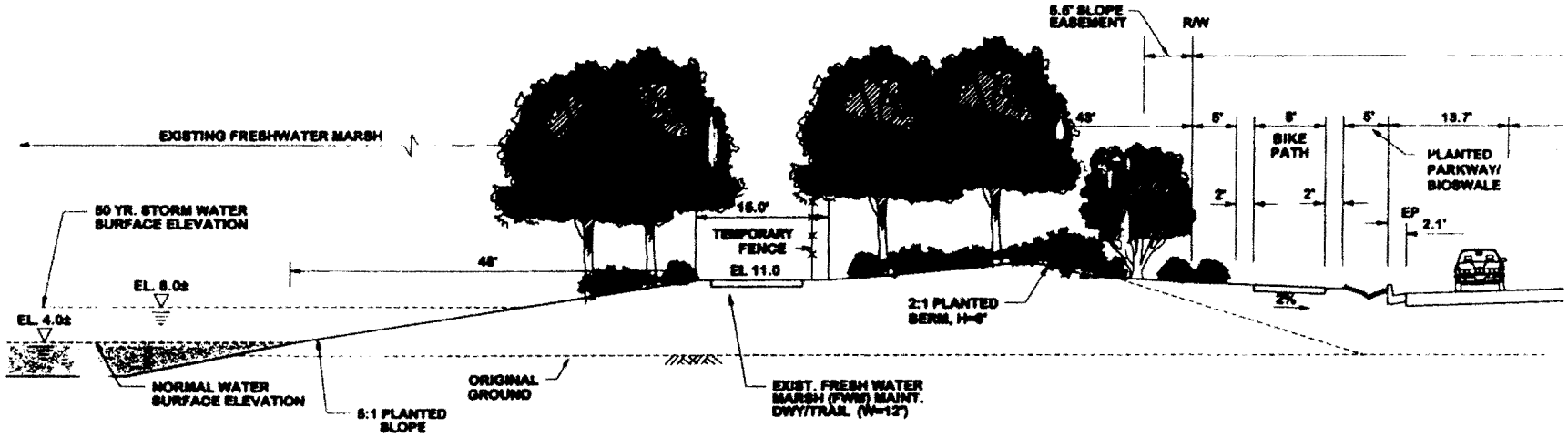
EXHIBIT NO. 4
APPLICATION NO.
5-02-87
Revised prof. 4



SECTION B-B

1" = 12'

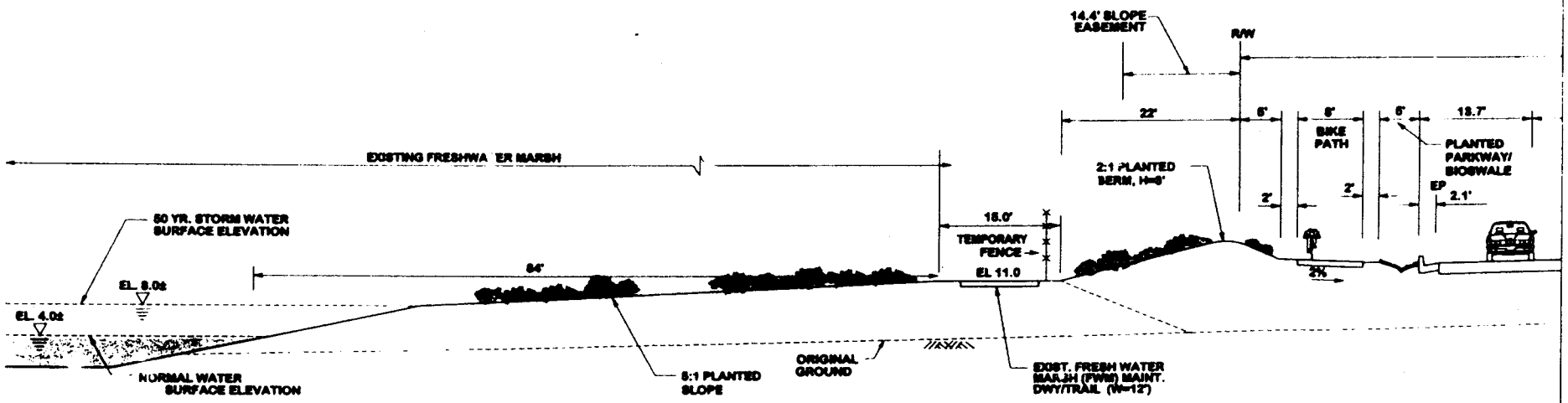
EXHIBIT NO. 5
APPLICATION NO.
5-02-67
Profile BB



SECTION C-C

1" = 12'

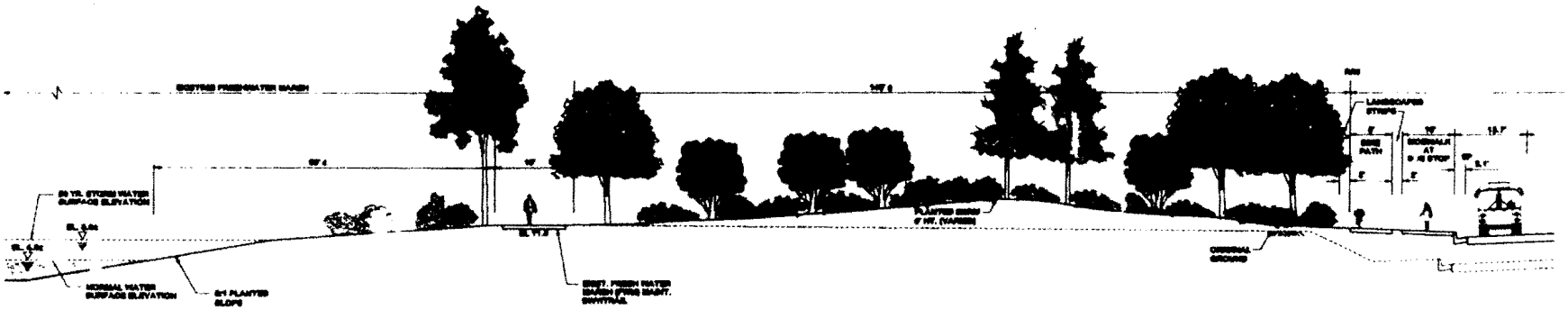
EXHIBIT NO. 6
APPLICATION NO.
5-02-67
Profile cc



SECTION D-D

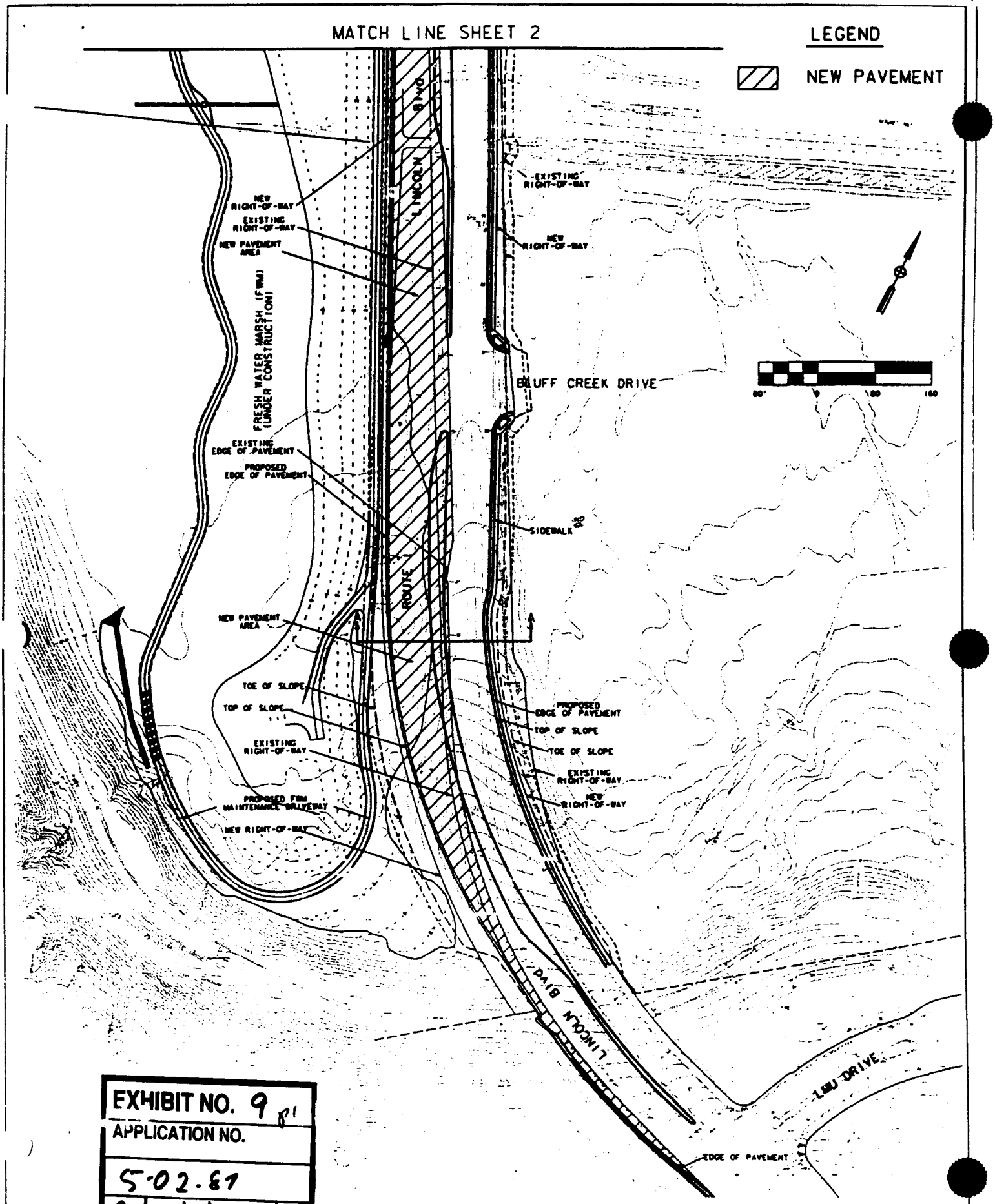
1" = 12'

EXHIBIT NO. 7
APPLICATION NO.
5-02-87
Profile DD



SECTION E-E

EXHIBIT NO. 8
APPLICATION NO.
5-02-87
Profile EE



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APPLICATION NO.
5-02-61
extent of work

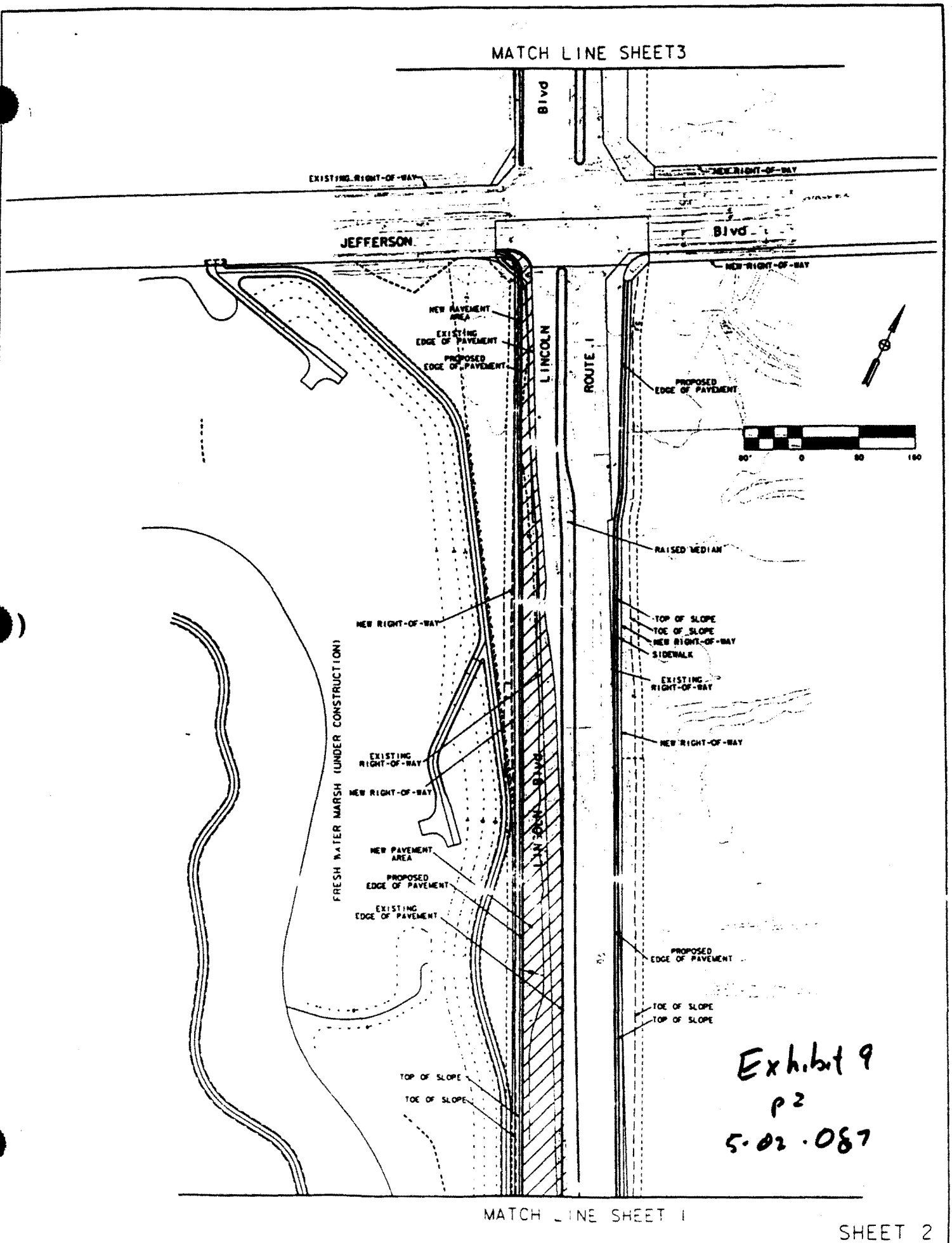

Exhibit 9
p2
5.02.087

SHEET 2

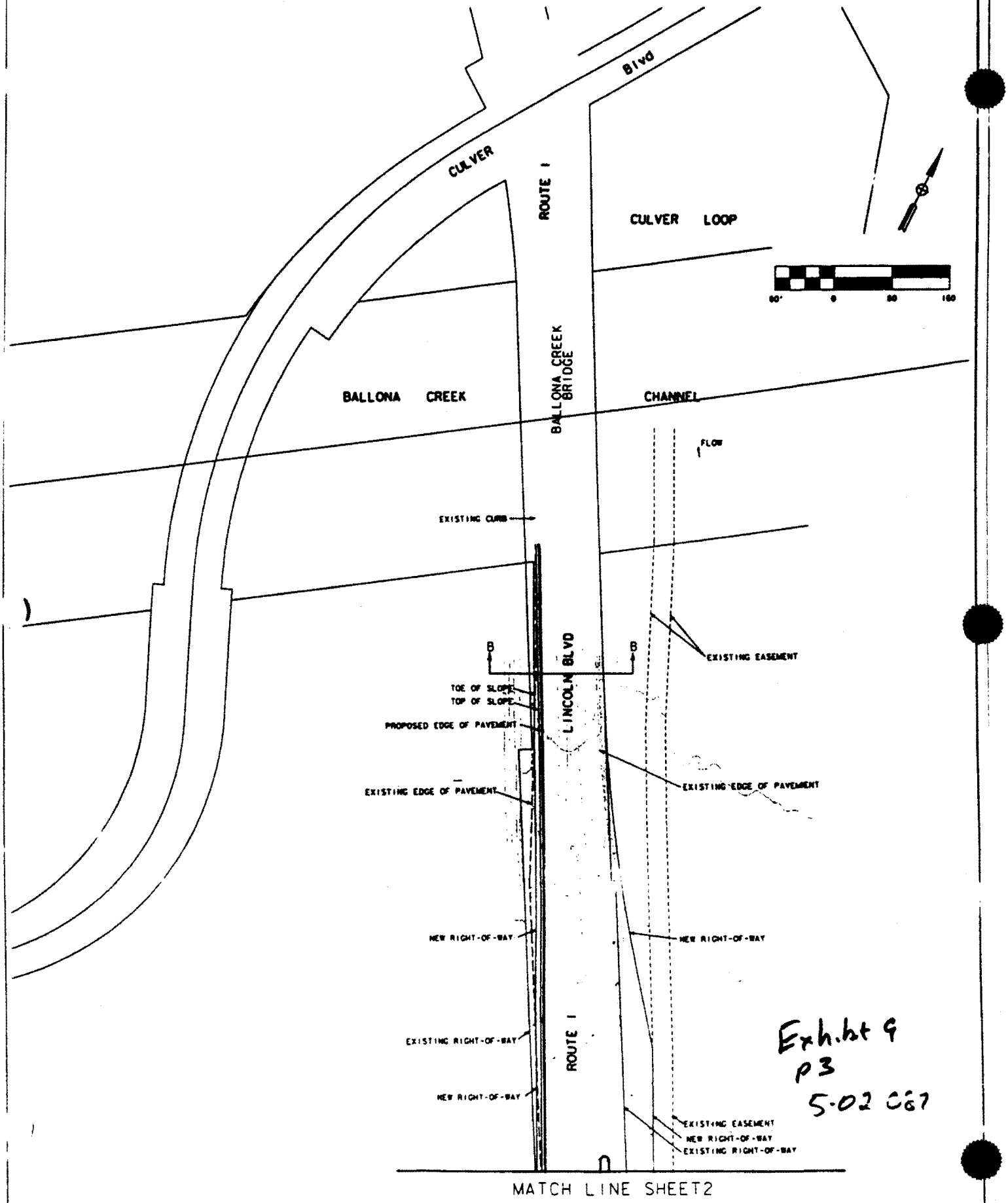

Exhibit 9
p3
5-02 CG7

SHEET 3

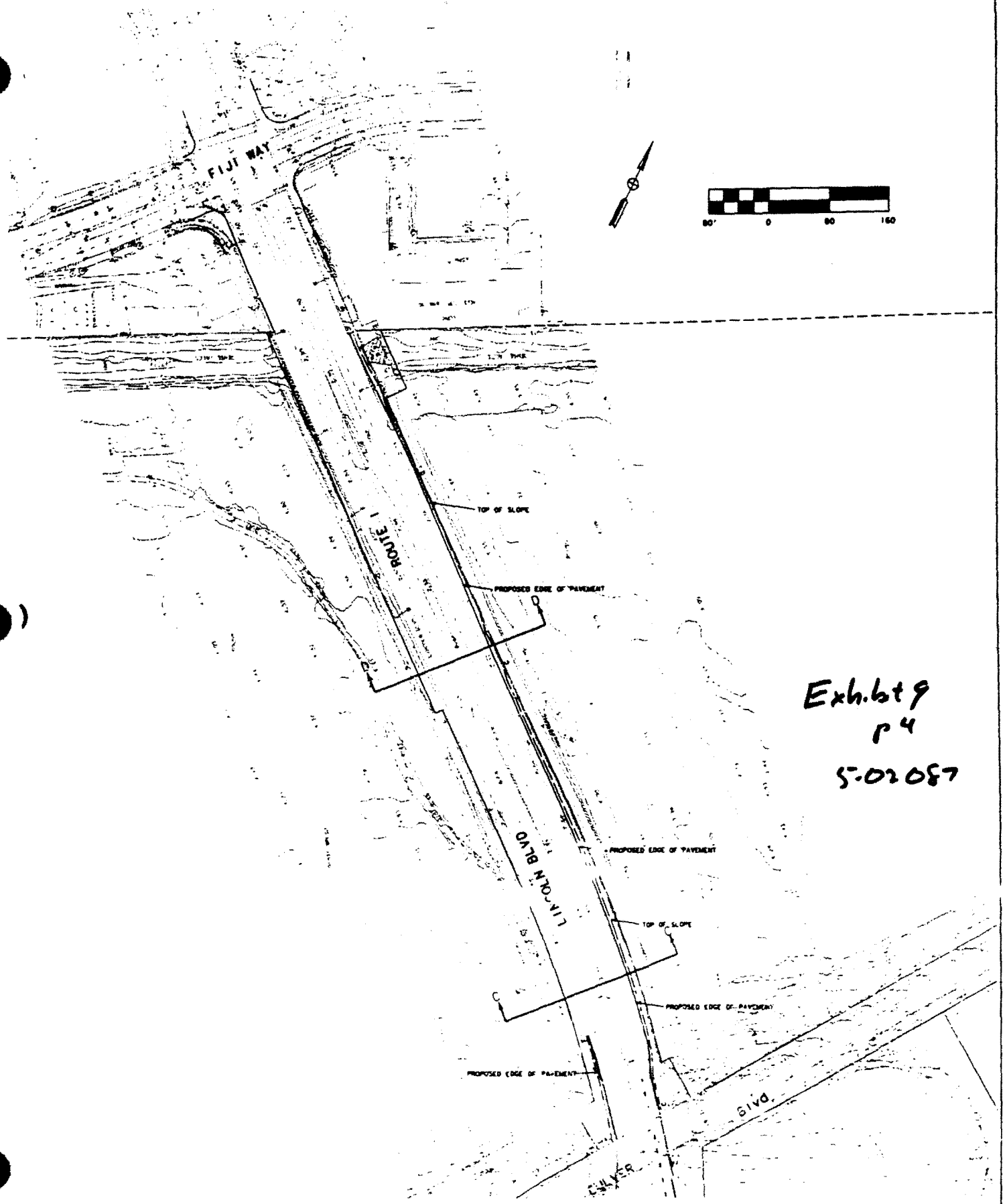

Exhibit 9
p 4
5-02087

SHEET 4

KAKU ASSOCIATES
A Corporation
Transportation Planning
Traffic Engineering
Parking Studies

MEMORANDUM

TO: Stephanie Reeder, Caltrans

FROM: Tom Gaul

SUBJECT: Route 1 - Existing Traffic Flows and Need for Improvement

DATE: June 12, 2002 **REF:** 1062.77

This memorandum presents existing traffic flows along Route 1 (Lincoln Boulevard) and compares these existing volumes against service capacities of three and four lane facilities. The purpose of the memorandum is to both assess the need for the two proposed Route 1 improvement projects to accommodate existing volumes and address the independent utility of the two Route 1 projects.

DIAGRAM OF EXISTING WEEKDAY PEAK HOUR TRAFFIC FLOWS

The attached diagram illustrates existing weekday peak hour traffic flows along Lincoln Boulevard in the section between Fiji Way on the north and south of Jefferson Boulevard on the south. The diagram was prepared using recent traffic count data collected in November of 2001.

The diagram illustrates weekday peak hour traffic flows along Lincoln Boulevard itself and peak hour turning movements to/from Lincoln Boulevard at cross-streets. As indicated in the legend on the diagram, the width of the flow bands indicate the relative magnitude of the traffic volumes at each location. For clarity, traffic flows along Lincoln Boulevard and turning movements to/from Lincoln Boulevard are shown, but cross-street through traffic is not. For clarity, turning movements of less than 50 vehicles per hour are also not shown.

Also, existing weekday traffic flows in this section of Lincoln Boulevard are heavier northbound during the AM peak hour and southbound during the PM peak hour. Therefore, the diagram depicts AM peak hour flows in the northbound direction and PM peak hour flows in the southbound direction.

The diagram also indicates the number of through lanes required along Lincoln Boulevard to accommodate the existing weekday traffic flows. The lane requirements were determined using a desired service capacity of 800 vehicles per hour per lane (vphpl), derived from a typical capacity value for urban streets of 1,600 vphpl reduced by 50% to reflect allocation of green

Traffic Study
Exhibit 10
5-02-067

1453 Third Street, Suite 400
Santa Monica, CA 90401
(310) 458-9916 Fax (310) 394-7663

time at traffic signals (it should be noted that, in urban areas, street capacity is controlled by traffic signals). Also, the *Highway Capacity Manual* (Transportation Research Board, 2000) suggests level of service (LOS) D service capacities in the range of 800 to 850 vphpl for an urban arterial highway with operational and physical characteristics such as those found on Lincoln Boulevard.

EXISTING FLOWS VERSUS SERVICE CAPACITY

South of Jefferson Boulevard

As shown on the attached diagram, existing peak traffic flows on Lincoln Boulevard south of Jefferson Boulevard are about 2,950 vehicles per hour (vph) northbound during the AM peak hour and 2,635 vph southbound during the PM peak hour. These volumes currently exceed the desired service capacity for three traffic lanes (800 x 3, or 2,400 vph), indicating an existing need for four travel lanes in each direction.

Heavy turning movements are present at the Jefferson Boulevard intersection between south Lincoln and east Jefferson, with approximately one lane's worth of traffic turning right from northbound Lincoln to eastbound Jefferson during the AM peak hour and most of one lane's worth of traffic turning left from westbound Jefferson to southbound Lincoln during the PM peak hour. This indicates the utility of widening Lincoln Boulevard to eight through lanes (four in each direction) south of Jefferson Boulevard as a stand-alone project from the separate widening project north of Jefferson Boulevard.

Jefferson Boulevard to Fiji Way

Existing peak traffic flows in the section between Jefferson Boulevard and Fiji Way range from 2,590 to 2,810 vph northbound during the AM peak hour and are over 3,000 vph southbound during the PM peak hour. At present, there are only two lanes in each direction beneath the Culver Boulevard overcrossing and across Ballona Creek, and the existing roadway would be restriped in this section to provide three lanes in each direction as part of the Lincoln Boulevard south project. However, the existing volumes exceed the desired service capacity for three traffic lanes, indicating an existing need for four travel lanes in each direction in this section.

In the northbound direction, AM peak hour turns to Lincoln Boulevard from Jefferson Boulevard and from the Culver Boulevard ramp collectively add most of a lane's worth of traffic in this section. In the southbound direction, about one lane's worth of traffic turns right from southbound Lincoln to westbound Jefferson during the PM peak hour. This indicates the utility of widening Lincoln Boulevard to provide four through lanes in each direction between Jefferson Boulevard and Fiji Way as a stand-alone project separate from the widening project south of Jefferson Boulevard.

Exhibit 16 p2
5-02 087
TrafHse

North of Fiji Way

As can be seen, heavy turning movements are also present at Fiji Way, with high volumes turning left from northbound Lincoln to westbound Fiji (entering the Marina del Rey area) and turning right from eastbound Fiji to southbound Lincoln (exiting the Marina area). Existing peak volumes on Lincoln north of Fiji are 2,285 vph northbound and 2,210 vph southbound, each of which is less than the desired service capacity for the existing three traffic lanes present in each direction in this section. Thus, Fiji Way serves as a logical northern terminus for the Lincoln Boulevard widening project.

CONCLUSION

Existing heavy traffic flows along Lincoln Boulevard already exceed the service capacity of a six-lane (three in each direction) urban arterial facility, both south of Jefferson Boulevard and between Jefferson Boulevard and Fiji Way (including across Ballona Creek). Widening to provide four travel lanes in each direction is needed to accommodate existing traffic levels at a satisfactory level of service in both of these sections. Existing heavy turning movements at the Lincoln Boulevard/Jefferson Boulevard intersection permit the two separate improvement projects to function independently.

Please feel free to contact me if you have any questions or comments regarding the information presented herein. Thank you.

Exhibit 10
p 3
5.02.087

SR-1 EXISTING (2001) WEEKDAY PEAK HOUR TRAFFIC FLOW

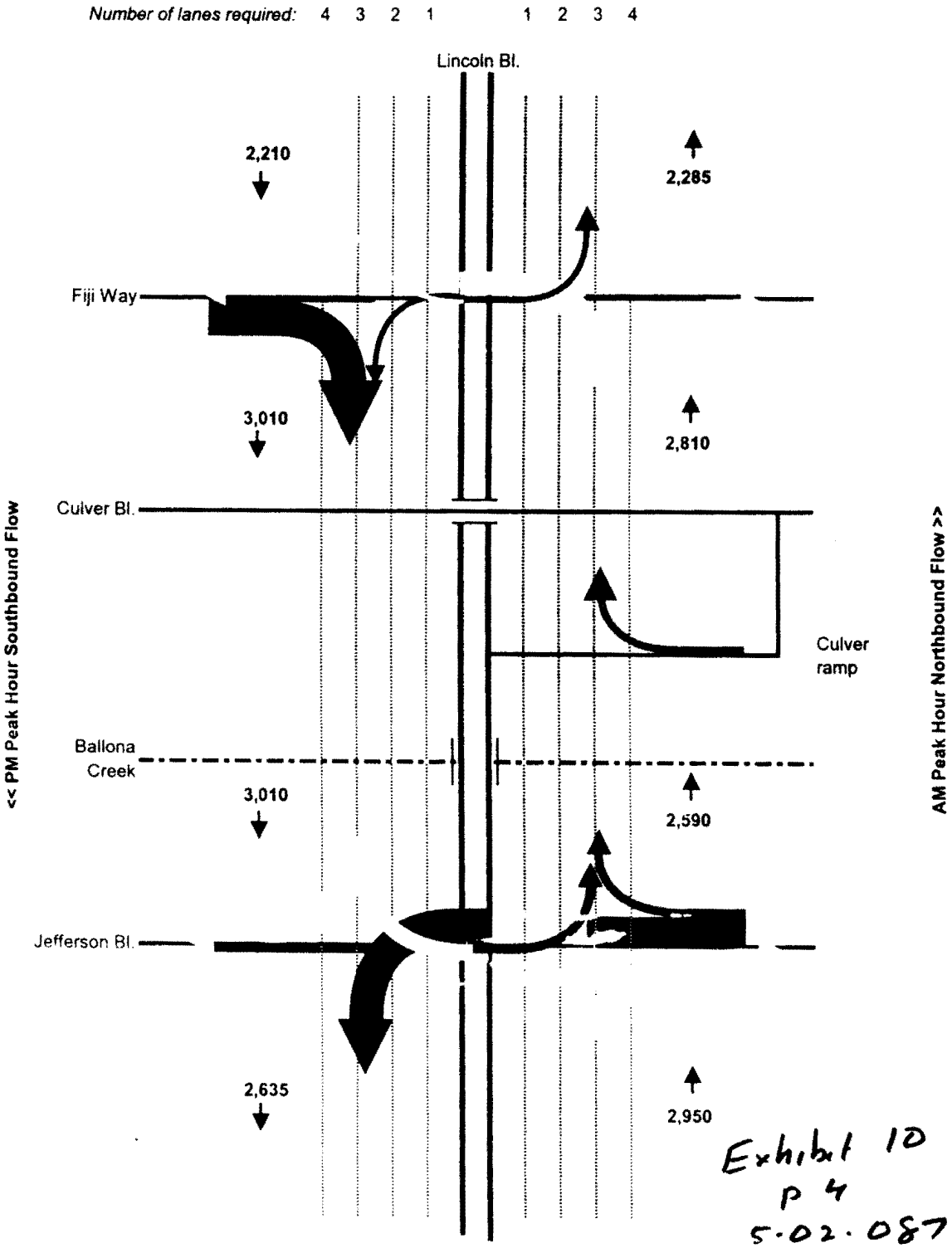

Exhibit 10
p 4
5-02-087

Notes:

Volume source: Traffic counts conducted in November 2001

Movements to/from and along Route 1 shown only; cross-street through traffic not shown for clarity

Service volumes represent green time at intersections.

Bandwidth Scale:

200 vehicles per hour

400 vehicles per hour

800 vehicles per hour

June 21, 2002

Independent Utility of LA 1 (Lincoln Boulevard) Projects

The Lincoln Boulevard North (Jefferson Boulevard to Fiji Way) and South (LMU Drive to Jefferson Boulevard) projects are separate, independent projects that stand on their own and have independent utility.

Federal Highway Administration regulation's outlined in 23 CFR 771.111 (f) [2], establishes three criteria to be used to select independent transportation projects and to ensure meaningful evaluation of alternatives. Under this regulation, the projects should/must:

1) Connect to logical termini and be of sufficient length to address environmental matters on a broad scope;
2) Have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

This regulation establishes the framework for consideration of appropriate transportation project limits under the National Environmental Quality Act and is instructive for similar analysis under the California Environmental Quality Act.

1. Logical termini:

Distinct logical termini have been established for each the North and South projects. As explained in the attached Memorandum, dated June12, 2002, titled "Existing Traffic Flows and Need for Improvement", the North and South projects have distinct terminus based on the significant traffic volumes and movements at Jefferson and Lincoln Boulevards.

2. Independent utility:

Each project is a stand-alone project that can be built to address specific needs and each provides a unique transportation benefit which is not dependent on construction of the other project.

The South project addresses specific safety and traffic concerns between LMU Drive and Jefferson Boulevard. The south project will improve the substandard horizontal and vertical curves north of LMU Drive and address congestion along Lincoln Boulevard south of the Ballona Creek Channel. As explained in the attached memorandum, existing traffic volumes exceed the capacity of Lincoln Boulevard south of Jefferson Boulevard both in the AM and PM peak hours. During the AM peak, approximately one lanes' worth of traffic (approximately 800 vehicles per hour) turn onto eastbound Jefferson from northbound Lincoln. In the PM peak hour, nearly one lanes' worth of traffic turns southbound onto Lincoln from westbound Jefferson Boulevard.

Exhibit 11 P1
5-02-057
Caltrans Independent Utility Paper

Similarly, the most significant turning movements on Lincoln between Fiji Way and Jefferson Boulevard occur in the AM peak from Jefferson and Culver Boulevards onto northbound Lincoln, with approximately 800 vehicles per hour, or nearly one full traffic lane, making this movement. During the PM peak, significant turning movements take place from southbound Lincoln onto westbound Jefferson, also with approximately one lanes' worth of traffic making this turn. In addition, substantial movements also occur from southbound Lincoln Boulevard onto eastbound Jefferson. Construction of the North project will address existing traffic deficiencies and congestion along this section of Lincoln Boulevard.

3. Restriction of alternatives:

Implementation of each project will not restrict consideration of alternatives for other transportation improvements. The South project will incorporate the future right-of-way needs for a transit corridor along the east edge of Lincoln Boulevard. The north project is bordered by what is known as Playa Vista areas A on the west-side and C on the east side. All, or part of these areas, are planned for potential acquisition and/or conversion to parkland and will restrict alternatives other than improvements to the existing Lincoln Boulevard alignment. Other improvements in the area include an intersection improvement at Lincoln Boulevard at Sepulveda and widening on Lincoln between LMU Drive and La Tijera (both of these are outside of the Coastal Zone).

The South project is also constricted on the west side of Lincoln south of Jefferson Boulevard by the freshwater marsh. Also, the location of Ballona Creek further constricts the project.

There are no other reasonably foreseeable transportation improvements, either transit or roadway projects, in the vicinity planned or programmed in the Regional Transportation Plan. Therefore, neither the North or South projects will restrict consideration of other reasonably foreseeable transportation improvements.

Exhibit 11
p 2
Caltrans
Independent
Utility paper

POST-CONSTRUCTION WATER QUALITY MANAGEMENT PLAN

Post-Construction BMPs (Best Management Practices)

1.0 INTRODUCTION AND LISTING OF BMPS

An expansion and improvement of Lincoln Boulevard primarily between LMU Drive and Jefferson Boulevard with some improvement north of Jefferson (referred to as Lincoln Boulevard South Project in this report) has been proposed to relieve existing and future traffic congestion and to improve safety. The project specifically includes stormwater BMPs to provide "pre-treatment" to stormwater runoff prior to the discharge of these flows to the Ballona Freshwater Marsh. The Ballona Freshwater Marsh, where all of the stormwater from this project flows to, was designed and constructed to provide treatment of stormwater flows from its entire watershed area of about 1000 acres. Figure 1 highlights the design of the freshwater marsh and its tributary drainages. The Marsh was specifically designed to provide treatment of the existing Jefferson Drain, Lincoln Drain (from Westchester) and the Westchester Bluffs (Loyola Marymount University and adjacent residential neighborhoods) as well as from the Riparian Corridor and Central Drain from Area D of Playa Vista. Runoff from roads with large traffic volumes can exhibit higher pollutant concentrations in stormwater runoff (FHWA, 1991).

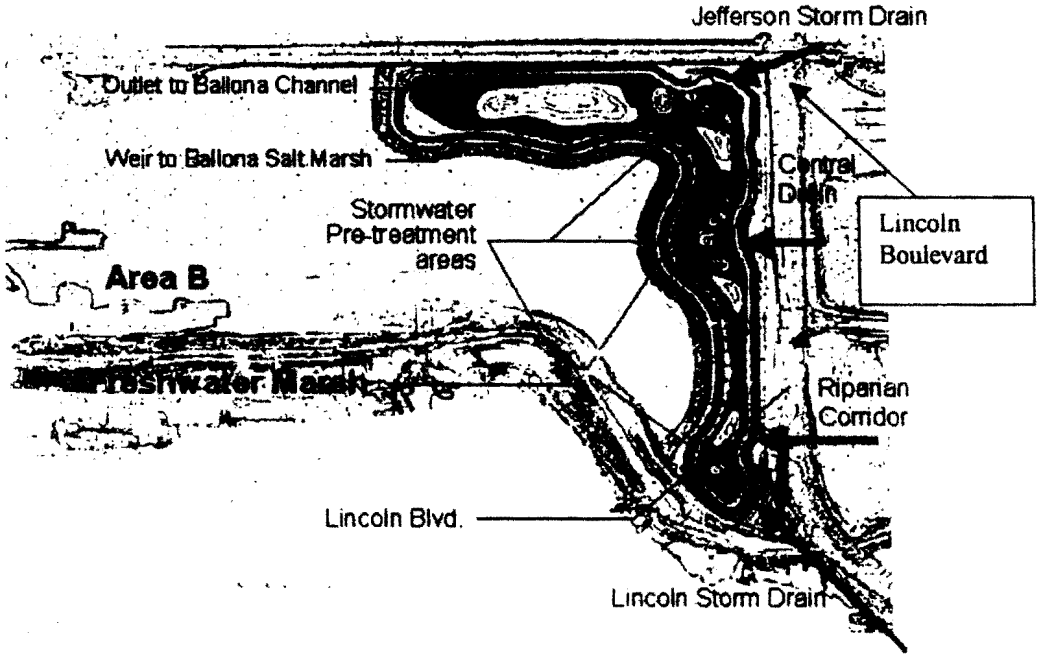

Figure 1. Freshwater Marsh showing inlet drains from Jefferson Drain, Central Drain of Playa Vista, Riparian Corridor (Playa Vista and Westchester Bluffs), and Lincoln Storm Drain.

Exhibit 12 5-02067
p1
Excerpt Water Quality Report

Pretreatment of the stormwater runoff from Lincoln Boulevard, will reduce the pollutant loads discharged to the Freshwater Marsh affording additional protection of the biota in the marsh and enhancing treatment.

The water quality plan for this area of Lincoln Boulevard was designed to result in a system that:

1) utilizes a BMP treatment train of a solids separator or bioswales and catch basins prior to treatment in the Freshwater Marsh
2) treats runoff from primarily existing and additional new impervious areas
3) provides an improvement in water quality overall as compared to existing conditions, and
4) meets or exceeds the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, Caltrans standards and Coastal Commission water quality goals.

The project will increase impervious surfaces from approximately 11.1 acres, to a total impervious acreage of 11.9 acres within the project area of for this section of Lincoln Boulevard an increase of 0.8 acres. The project will result in a very small increase in stormwater runoff volumes to the Freshwater Marsh as compared to the runoff from the over 1000-acre tributary area. However, with the addition of BMPs, it is expected that the project will result in net improvements to stormwater quality as stormwater runoff from the existing roadway receives little to no pretreatment today prior to entering the Freshwater Marsh. Changes in stormwater runoff volume and quality resulting from the project were anticipated in the design of the Freshwater Marsh.

2.0 OPTIONS FOR STORMWATER TREATMENT AND CHOICE OF SYSTEM

A number of additional BMPs were identified as potential pretreatment methods for stormwater from this project, including the use of catch basin filter inserts for all inlets, commercial solid separator treatment systems such as CDS Units or StormCeptors, media filters (e.g. sand and/or compost) and trash racks, detention basins. Space constraints for this project prohibit the use of stormwater BMPs that require relatively large footprint areas such as sand filters or detention basins. BMPs selection was based upon providing cost-effective solutions that reduce pollution to the maximum extent practicable. The overall goal was to provide effective pollutant removal for the water quality constituents associated with stormwater runoff from transportation areas and allow for performance of routine maintenance.

The BMPs selected for this project include bioswales, a solids separator unit and trash racks. A solids separator was chosen to treat runoff from the larger 80-plus acre Lincoln Drain catchment (primarily off-site drainage; the project is an opportunity to

Exhibit 12 p 2
5-02-087
Except Water Quality

4.0 SUMMARY

The proposed stormwater quality BMPs for this project have been designed to address the pollutants of concern in stormwater runoff for the Ballona Creek, and Ballona Wetland receiving waters. The BMPs that will be incorporated into this project will serve as a "pre-treatment" system to stormwater runoff prior to additional and significant treatment in the Freshwater Marsh, which was designed to accommodate this project. The addition of new BMPs with this project presents the opportunity to improve runoff water quality from the existing roadway drainages, which is expected to result in an improvement in water quality over existing conditions. The proposed BMPs will improve water quality from areas of roadway surfaces that today receive little treatment, including an over 80-acre catchment upstream of the project (Lincoln Blvd. Drain). This combined system of BMPs will significantly exceed the Caltrans and required Los Angeles County SUSMP standards by the amount of runoff being treated, the effectiveness of the selected BMP types and the large amount of existing roadway and impervious areas that will be treated.

5.0 REFERENCES

California BMP Municipal Handbook, 1993.

Federal Highway Administration (FHWA), 1990. Pollutant Loadings and Impacts from Highway Runoff, Volume III: Analytical Investigations and Research Report. Prepared by Woodward-Clyde Consultants: E.D. Driscoll, P.E. Shelley, and E.W. Strecker. FHWA-RD-88-008.

King County Department of Natural Resources, 1998. King County, Washington Surface Water Design Manual.

National Stormwater Best Management Practices Database, version 1.1. American Society of Civil Engineers and United States Environmental protection Agency (2000). (www.bmpdatabase.org)

Prince George's County, Maryland Department of Environmental Resources, Programs and Planning Division, Low-Impact Development an Integrated Design Approach, EPA 841-B-00-003, January 2000

Schwartz, T.S., and Wells, S.A., 1999. "Stormwater Particle Removal Using a Cross-Filtration and Sedimentation Device." Department of Civil Engineering, Portland State University.

United States Environmental Protection Agency, 1999. Storm Water Technology Fact Sheet: Vegetated Swales.

Water Environment Federation & American Society of Civil Engineers, Design and Construction of Urban Stormwater Management Systems (ASCE Manual of Engineering Practice #77 WEF Manual of Practice FD_20), 1992.

5.02.087
Exhibit 12 p?
Excerpts Water Quality report

PSOMAS

Information and Engineering Solutions

August 16, 2001

Stephanie Reeder
California Department of Transportation
120 South Spring Street
Location 1-9C
Los Angeles, CA 90012

Subject: LA-1 (Lincoln) Widening

Dear Stephanie,

I am thoroughly familiar with the site of the proposed road widening project and have had the opportunity to visit the area frequently over the past several months. The project area, particularly the area west of Lincoln and south of Jefferson, is currently graded as part of an approved construction project (Freshwater Marsh) for Playa Vista that began early this year. Centinela ditch, which crosses under Lincoln Boulevard, is also part of Playa Vista project and is already permitted for fill related to construction of the Freshwater Marsh. The remaining impact zone for LA-1 consists of upland vegetation and is outside of federal and state jurisdictional wetland areas. Presently there are no federal or state jurisdictional wetlands that would be impacted by new grading or construction associated with the LA-1 project.

Please do not hesitate to contact me at 714-751-7373 ext. 7933 if you have any questions or need additional information.

Very truly yours,

PSOMAS

Edith Read, Ph.D.
Senior Ecologist/Project Manager

M:\1PCC020185\august 16 memo to Stephanie.doc

Exhibit 13
Wetland issue
5-02-087

3187 Red Hill Avenue
Suite 250
Costa Mesa, CA 92626

714.751.7373
714.545.8883 Fax
www.psomas.com

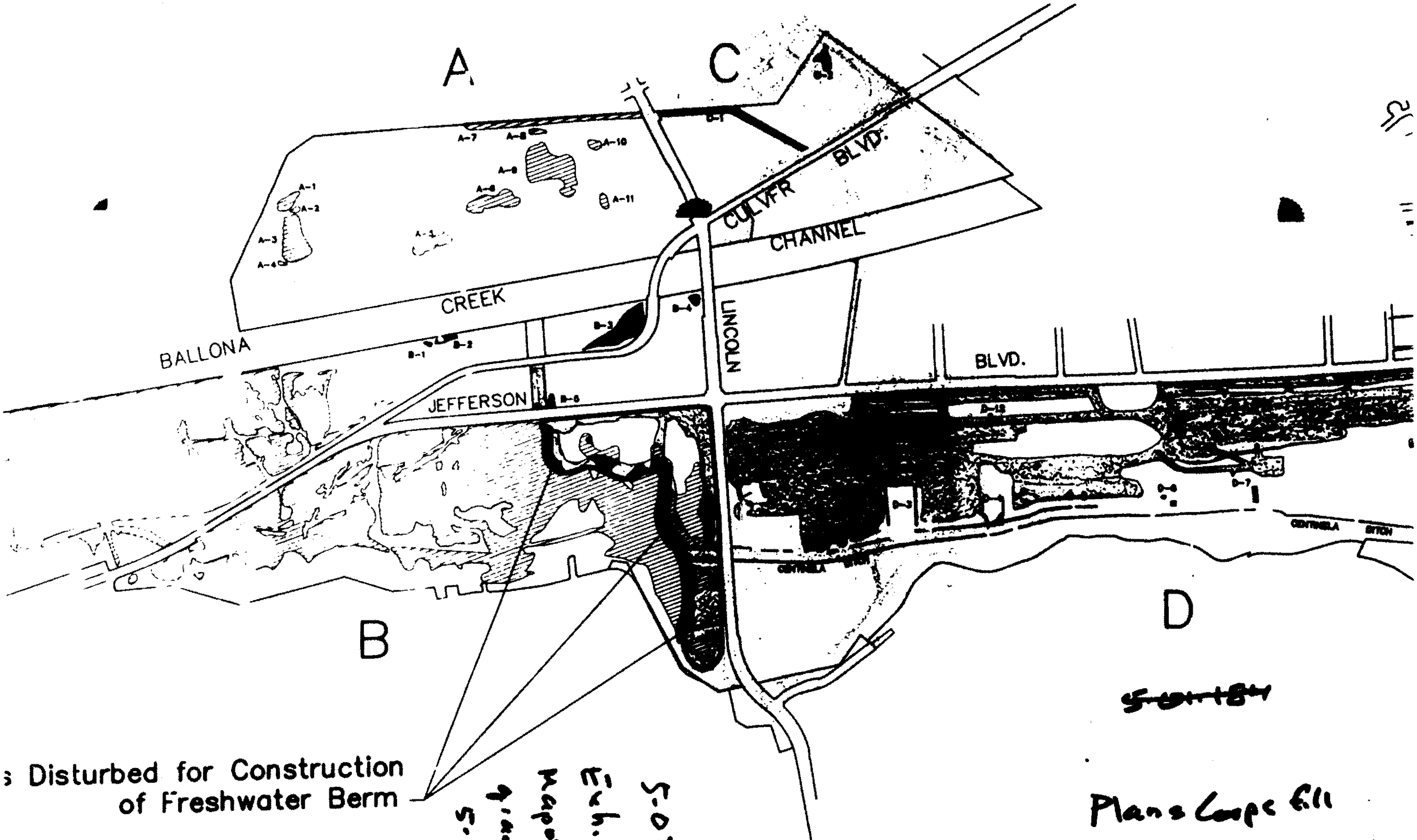
A
C
B
D
BALLONA
CREEK
CHANNEL
CULVER
BLVD.
LINCOLN
JEFFERSON
BLVD.
CENTINELA
A-1
A-2
A-3
A-4
A-7
A-8
A-9
A-10
A-11
B-1
B-2
B-3
B-4
B-6
D-2
D-7
D-12
: Disturbed for Construction
of Freshwater Berm
5-02-087
Exhibit 14
Map of area
graded under
5-91-463
Plans Cope fill
Exhibit # 14

EXHIBIT NO. 15
APPLICATION NO.
5-02 087
Wetlands graded — in previous Freshwater Marsh parcel

	Cal Cstl Comm. Adopted 1982	CDFG Proposed Feb 1991	WRA* Proposed June 1991	§1603**
Existing Wetlands On Site	ACRES	ACRES	ACRES	ACRES
Area A	37.50	20.00	13.12	1.70
Area B	112.00	112.00	112.00	
Area C	2.50	2.50	2.20	1.40
Area D				1.30
TOTAL	152.00	134.50	127.32	4.40
Wetlands to be Converted to Uplands	ACRES	ACRES	ACRES	ACRES
Area A				
Isolated Wetlands			12.01	
Drainage Ditch			1.11	
Subtotal	37.50	20.00	13.12	1.70
Area B				
Within Freshwater Marsh	1.29	1.29	1.29	
→ Contiguous Wetlands for Lincoln Blvd.	0.15	0.15	0.15	
Contiguous Wetlands for Culver Blvd.	1.60	1.60	1.60	
Other Isolated Wetlands	0.00	0.00	0.00	
SubTotal	3.04	3.04	3.04	
Area C				
Isolated Wetlands			1.18	
Drainage Ditch			1.02	
Subtotal	2.50	2.50	2.20	1.40
Area D				
Isolated Wetlands			0.00	
Drainage Ditch			0.00	
SubTotal	0.00	0.00	0.00	1.30
TOTAL Existing Wetlands to Uplands	43.04	25.54	18.36	4.40
NET GAIN in Wetland Acres With Project = 52 - TOTAL Existing Wetlands	8.96	26.46	33.64	47.60

* Proposed delineation prepared by WRA at request of the Friends of Ballona Wetlands. Assumes that wetlands in Area B would be State delineated.

** Moving of Centinela Ditch and drainage channels in Area A and C will require §1603 Agreement, which will include mitigation requirements

[illegible] wetland fill 5-01-[illegible] 184

EXHIBIT NO. 8
APPLICATION NO.
5-91-463
WETLAND DELINEATIONS

February 4, 2002

To: California Coastal Commission
Permit #: 5-01-184
Subject: suppo[redacted]Lincoln Blvd. widening

Reference: Public Hearing: Wednesday, February 6, 2001, Item No.: W 21b

We strongly recommend that the Coastal Commission approve in a timely manner widening Lincoln Blvd. in order to improve traffic flow in our neighborhood and reduce air pollution caused by rush hour congestion. This project is important in our local neighborhood to improve current worsening traffic congestion. This project will help improve north / south traffic flow along Lincoln Blvd and other parallel streets such as Sepulveda and the 405 freeway for my neighbors and local employees.

My family and I have lived in Los Angeles for more than 35 years. Now we live 4 blocks west of Lincoln in Westchester. I have traveled in this corridor almost every day for almost 17 years to my job for Hughes (now Boeing Satellite Systems). Numerous family members and friends in the Westchester, Playa Del Rey, Marina Del Rey, and Venice areas agree that traffic has gotten significantly worse during the last few years since the Marina has added new housing and business developments. In addition, there are many new high tech jobs on the west side so the morning "rush hour" commute is now bad in both directions.

My neighbors and I also use the Ballona Creek bikeway from PCH often. We hope that Lincoln widening and Playa Vista projects ultimately make this route safer for bikers. Perhaps Lincoln can be widened on the east side away from the sensitive Ballona wetlands?

Congestion on Lincoln corridor, Jefferson, 405 Freeway, and other feeder routes has gotten worse recently. I recommend that you visit this area and view these huge new developments for yourselves if you have any doubt about the acute need for this project. Improved access to Westchester, Playa Del Rey, and the Marina is long overdue. State Route 1 should be at least 8 lanes wide between LMU and Marina Del Rey.

In addition to improved road access, we certainly support more express buses and/or Light Rail in this crowded corridor. For example, we strongly advocate for extending the Green Line to LAX then north to connect with the recently approved Exposition Light Rail line in West LA or Santa Monica. Several route alternatives for this Light Rail line should be studied (i.e. above, below, or along Lincoln corridor) and built ASAP. However, approving this project does not preclude future mass transit in the area. In fact, widening Lincoln would make an Express Bus route faster and improve traffic for the rest of us who must drive.

In early January 2002, MTA staff report proposed Lincoln Blvd. for a future phase 2 Rapid Bus expansion. See MTA web site for potential Rapid Bus routes: www.mta.org. Rapid Bus stops in Marina Del Rey (near Mindinao Way), Playa Vista (near Jefferson), LMU Dr., and Manchester would be essential. The sidewalks on both sides of Lincoln must be compatible with this potential future Rapid Bus line on Lincoln.

Unfortunately, due to funding reasons, Caltrans split this Lincoln widening in[illegible]parts. It is very disappointing that staff recommends that Coastal Commission "cannot consider the two projects together...or approve the projects separately." Because of this illogic, thousands of commuters will remain stuck in traffic.

Last year, my neighbor had a very serious car accident on this section of Lincoln. Congestion related accidents are much higher than the state average on this part of State Route 1. This widening project should reduce congestion and improve safety.

Future free flowing traffic along Lincoln should pollute our air less than the cars would otherwise stuck in congested traffic. Our biggest fear is that large developments will continue in the area but that the Coastal Commission or lawsuits will slow down the related transportation improvements. The transportation projects should be finished before the housing and businesses open, not the other way around. Please move forward on Lincoln Blvd. improvements ASAP.

EXHIBIT NO. 16
APPLICATION NO.
Mass transit

RECEIVED
FEB 05 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Lincoln is very crowded throughout much of the day. In addition, the Lincoln "alternatives": 405 Freeway and Sepulveda are also very congested many hours every day. In December 2001, a Sepulveda improvement project was recently delayed by a vote of the LA city council. Constraining flow along Sepulveda will force even more traffic to Lincoln in the future.

Landscaping and aesthetics along Lincoln should also be improved as part of this project.

We believe that the real goal of some critics is to delay vital transportation improvements in our area in order to stop future developments. However, traffic in the area is horrible already now and local commuters need this transportation improvement ASAP, not years of more paper studies. This project is badly needed and supported by many local commuters. The improved Lincoln corridor will significantly improve north / south congestion and reduce air pollution in the area. We urge you to approve this CalTrans permit ASAP. Thank you.

Sincerely, Daniel Walker

Daniel Walker
7416 West 82nd Street
Westchester, CA 90045

State of California — Business, Transportation and Housing Agency

Memorandum

To: Aziz Elattar, Senior Environmental Planner — Date: May 7, 2002

Attention: Stephanie Reeder, Associate Environmental Planner — File: 07-LA-001-44.1/49.8 (KP), (PM 27.4/30.9) 07-271-1660U1

From: **DEPARTMENT OF TRANSPORTATION**
OFFICE OF DESIGN D
MAIL STATION 13

Subject: Meeting with Santa Monic Big Blue Bus (SMBBB)

At the Coastal Commission staff's request, the transit service component of the Lincoln Boulevard improvement program, was reviewed with staff members from the Santa Monica Big Blue Bus (SMBBB), the primary transit provider utilizing Lincoln Boulevard. The results of this coordination with members of the staff from the SMBBB (Paul Casey and Joe Sticher) was a confirmation of the components included in the previously submitted plans and identification of several enhancements to the plans to better serve the intended users and incorporate modifications to the service that are planned and/or anticipated by the SMBBB.

The components of the original Lincoln improvement plan that were confirmed by SMBBB were:

1. Bus Stop locations (including the movement of several existing bus stops to "far side" locations to reflect the SMBBB policies).
2. Utilization of the "in street" design for the bus stops versus "recessed bus bays", which SMBBB opposes for operations and safety reasons.
3. The provision of ten-foot wide sidewalk areas (100 feet long to serve future articulated bus use) at each bus stop location except the SB stop at LMU Drive, which has physical constraints.
4. The provision of sidewalk connections from each adjacent intersection to the bus stop locations.

In addition, in response to requests from the SMBBB, the following design enhancements will be included in the revised Lincoln plans.

1. The provision of bus shelters and the accompanying street furniture (including trash receptacles).
2. The inclusion of concrete bus pads in the streets at each stop location.
3. Expansion of the two Jefferson bus stops to 200 feet in length to accommodate the potential future need to have two articulated busses stopped at the same time.

This overall transit service program will be included in the revised Lincoln design plans. We will also continue to consult with SMBBB and provide the revised plans for their review as the project is finalized.

Should you have any questions, please call me at 213-897-0096.

Fekade S. Mesfin
Branch Chief,
Office of Design D

Sc

EXHIBIT NO. 17
APPLICATION NO.
5-02-87
Bus

COASTAL COMMISSION

TABLE 9
MITIGATION IMPLEMENTATION PHASING

EXHIBIT NO. 18
APPLICATION NO.
5-02-87
EIR Mitigation

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

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

Subphase	Location	Program	Intersection/Street Improvements
1A	West end of Area D, South of Jefferson Boulevard	800 du 5,000 nsf retail 10,000 nsf office 15,000 nsf community serving	• Connect northbound Lincoln to eastbound Culver - Widen Ballona Creek Bridge (a portion of east side) • Improve Culver between new Culver/Lincoln connection and the Marina Freeway Complete construction of Bay Street between Jefferson Boulevard and existing Teale Street. If connection cannot be made to Teale Street, alternative improvements will be the construction of Lincoln/Jefferson intersection to ultimate design standards as described in DOT letter of • September 16, 1992. • Lincoln/Jefferson (northeast and southeast quadrants only) Provide funding for design of ATSAC and pre-emption systems for Lincoln Boulevard Transit • Enhancement Program • At grade improvements to Culver/Marina Freeway westbound At grade improvements to Culver Marina Freeway eastbound
1B	West end of Area D, north and south of Jefferson Boulevard	800 du 10,000 nsf retail 10,000 nsf office 25,000 nsf community serving	• Widening of Lincoln Boulevard to provide 4 northbound and 4 southbound lanes between Hughes Terrace and Jefferson Boulevard • Lincoln/Jefferson (Complete intersection improvements as required in September 16, 1992 letter) • Widening of Jefferson Boulevard between Lincoln Boulevard and Bay Street • Provision and operation of beach shuttle service • Culver/Jefferson • La Tijera/I-405 Freeway northbound (cash contribution) • Main/Rose
1C	West end of Area D, north and south of Jefferson Boulevard	800 du 5,000 nsf retail 10,000 nsf office	• Widening of Lincoln Boulevard to provide 4 northbound and 3 southbound lanes between north of Jefferson Boulevard and Ballona Creek Bridge • Add a third northbound lane on Lincoln Boulevard between Culver Connector and Fiji Way • Complete construction of Bay Street between "new" Teale Street and "B" Street • Complete construction of "new" Teale Street between Lincoln Boulevard and Bay Street • Widening of Jefferson Boulevard between Bay Street and west of Beethoven • Complete funding of ATSAC and pre-emption systems for Lincoln Boulevard Transit Enhancement Program • Culver/Nicholson • Culver/Vista del Mar • Lincoln/Mindanao

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

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

Subphase	Location	Program	Intersection/Street Improvements
1D	West end of Area D, north and south of Jefferson Boulevard	846 du 10,000 nsf office 5,000 nsf community serving	• Widening and addition of fourth northbound lane on Lincoln between La Tijera and Hughes • Terrace Construction of "new" Teale Street between Bay Street and the terminus east of 7th Street within • First Phase west end Provision and operation of two transit vehicles for Lincoln corridor (plus a spare bus)
1E	West end of Area D, north of Jefferson Boulevard	350,000 nsf office 5,000 nsf of retail	• Provide funding and design for ATSAC on Jefferson Boulevard between Beethoven and Centinela • Provision and operation of two additional transit vehicles for Lincoln corridor • Provide a Caltrans approved project study report (PSR) for the grade separated improvement at Culver and Marina Freeway • Construction of Bay Street bridge over Ballona Creek and Bay Street between B Street and Culver • Widening of Centinela Avenue between Jefferson Boulevard and northerly of Juniette Street • Centinela/Culver • Centinela/Short • Culver/Inglewood • Manchester/Pershing • Marina Freeway eastbound/Mindanao • Marina Freeway westbound/Mindanao

TABLE 9 (Continued)
MITIGATION IMPLEMENTATION PHASING

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

EXHIBIT NO. 18(b)
APPLICATION NO.
5-02-087
Mitigation

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

Subphase	Location	Program	Intersection/Street Improvements
1F	East end of Area D	1,170,000 net sf of studio and studio-related office	• Centinela/Marina Freeway eastbound • Centinela/Marina Freeway westbound • Jefferson/I-405 Freeway--westbound right turn improvements at the existing northbound on-ramp • Jefferson/I-405 Freeway--eastbound right turn improvements at the existing southbound on-ramp • Centinela/Jefferson (complete intersection improvements) • Option B improvements to Centinela Avenue between the Marina Freeway and Juniette Street • Complete construction of "E" Street from 9th Street to Centinela Avenue before occupancy of any office space in 1F • Construction of Centinela Avenue south between Jefferson Boulevard and E Street • Construction of Teale Street between 11th Street and existing Centinela Avenue connection to Major Street • Widening of existing Centinela Avenue between Jefferson Boulevard and Mesmer Avenue • Widen Jefferson between Centinela Avenue and I-405 Freeway • Guarantee the westbound portion of the grade separation at Culver/Marina Freeway prior to occupancy of any office space in 1F and complete construction of the westbound grade separation prior to occupancy beyond 850,000 net sf of non-residential space or 2,401 dwelling units in Area D • Centinela/La Cienega • Centinela/La Tijera All intersection improvements along Sepulveda Boulevard between Howard Hughes Parkway and • Lincoln Boulevard Major/Mesmer

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

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

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Revised (May 24, 1993)

Lincoln Bl. & Jefferson Bl.
DOT Case No. CTC 91-025

EXHIBIT NO. 19, p 1
APPLICATION NO.
5-02-087
City traffic letter

Date: May 13, 1993

To: Merryl Edelstein, Senior Planner
Attn: Dick Takase, City Planner
Department of City Planning

From: Haripal S. Vir, Senior Transportation Engineer
Department of Transportation

Subject: 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)

This letter amends our traffic assessment letter dated September 16, 1992. With the release of the project's Draft EIR in September 1992 and receipt of several comments on the proposed traffic mitigation measures, it became necessary to propose alternate mitigation measures at certain intersections. It should be noted that the Playa Vista Phase I mitigation measures adequately mitigated the traffic impacts as described in the Draft EIR. However, due to numerous requests for alternate access to the Marina Freeway and Caltrans' concerns regarding the proposed northbound "loop ramp" at the Jefferson Boulevard / I-405 freeway interchange, the Department of Transportation recommends alternate mitigation requirements which affect the following intersections/street segments:

- Lincoln Boulevard/Culver Boulevard interchange
- Bay Street bridge and connection to Culver Boulevard
- Culver Boulevard / Marina Freeway interchange
- Jefferson Boulevard between Lincoln Boulevard and San Diego Freeway
- Centinela Avenue between Marina Freeway and Jefferson Boulevard

The proposal is to construct a new ramp connection from northbound Lincoln Boulevard to eastbound Culver Boulevard and the Bay Street connection to Culver Boulevard (over Ballona Creek Channel) in order to provide a new access to Culver Boulevard and the Marina Freeway. This alternate mitigation will provide motorists on Lincoln Boulevard and Jefferson Boulevard with an alternate access route to the northbound San Diego Freeway via Culver Boulevard and Marina Freeway. These regional roadway improvements will

divert traffic and, thereby, relieve congestion on Jefferson Boulevard between Lincoln Boulevard and the San Diego Freeway (including Jefferson Boulevard at San Diego Freeway northbound ramps) and on Centinela Avenue between Jefferson Boulevard and Culver Boulevard.

In addition to Caltrans' comments, there were a number of additional concerns from local jurisdictions and municipalities including the City of Santa Monica. The City of Santa Monica requested that impacts within the City of Santa Monica be re-evaluated using an alternate traffic assignment. In the process of doing this, a new impact was identified at the intersection of Main Street and Rose Avenue in Los Angeles. The City of Santa Monica also requested that the intersection of Centinela Avenue and Short Avenue be evaluated. This resulted in an additional impact. The signalized intersection of Centinela/Washington immediately north of Short Avenue was also analyzed and found to be not impacted.

These two additional impacted intersections change the Phase I impacted intersections to a total of 54 intersections (including 50 within the City of Los Angeles, 3 in Los Angeles County, and 1 in Culver City) which can be fully or partially mitigated. These additional intersections are summarized as follows:

- Centinela Avenue and Short Avenue
- Main Street and Rose Avenue

Due to these alternate mitigation requirements and additional impacted intersections, our traffic assessment letter dated September 16, 1992 is revised as follows:

A. Paragraph on Page 3 of the September 16, 1992 Assessment Letter

Replace the paragraph on Page 3 of the letter that reads:

> "Three of the remaining five intersections, as stated below, can be only partially mitigated and will yield a projected level of service (LOS) of C or better with the proposed mitigations. Generally, DOT considers any intersections functioning at LOS C or better to be at a good operating condition.
>
> - Centinela Avenue and Mesmer Avenue
> - Jefferson Boulevard and Mesmer Avenue

- Jefferson Boulevard and Mesmer Avenue
- Jefferson Boulevard and San Diego Freeway southbound ramp"

with the following text:

"Four of the remaining six impacted intersections, as stated below, can be only partially mitigated; however the projected levels of service (LOS) will be C or better with the proposed mitigations. Generally, DOT considers any intersection functioning at LOS C or better to be at a good operating condition. Additionally, the mitigations provided by the project at other intersections in the vicinity of these four intersections would add capacity in excess of that needed by the project impact. DOT considers these mitigations sufficient to offset the residual significant impact at the following intersections:

- Centinela Avenue and Mesmer Avenue
- Centinela Avenue and Teale Street
- Jefferson Boulevard and Mesmer Avenue
- Jefferson Boulevard and San Diego Freeway southbound ramp"

and add the following text:

"With the alternate mitigation for Jefferson Boulevard/I-405 northbound ramps, four of the remaining six impacted intersections, as stated below, can be only partially mitigated and will yield a projected level of service (LOS) A or B as shown below with the proposed mitigations. Level of Service A is the highest quality of service a particular highway or intersection can provide. Level of Service B represents an intersection which operates well. Additionally, the mitigations provided by the project at other intersections in the vicinity of these four intersections would add capacity in excess of that needed by the project impact. DOT considers these mitigations sufficient to offset the residual significant impact at these intersections.

- Centinela Avenue and Mesmer Avenue (LOS A)
- Centinela Avenue and Teale Street (LOS A)
- Jefferson Boulevard and Mesmer Avenue (LOS B)
- Jefferson Boulevard and McConnell Avenue (LOS A)"

B. **Attachment "E" - Phase I Impact and Mitigation Summary**

The Phase I - Attachment "E" - Impact and Mitigation Summary (LOS Table), has been updated for several reasons. First of all, alternate mitigation requirements will result in rerouting of traffic; hence the volume to capacity (V/C) ratios and corresponding levels of service at a number of intersections have been revised. Secondly, the recently constructed LAX ATSAC system along the Lincoln Boulevard and Sepulveda Boulevard corridors improved the existing LOS at several intersections which in turn prompted changes to the LOS Table. And finally, the two intersections of Centinela/Short and Main/Rose as discussed on page 2 were added to the LOS Table as newly impacted study intersections. Please see the revised Attachment "E". The list of affected intersections is as follows:

▸ Alla Rd. and Jefferson Blvd.	(rerouting)
▸ Bali Wy. and Lincoln Blvd.	(correction)
▸ Beethoven St. and Jefferson Blvd.	(rerouting)
▸ Centinela Ave. and Culver Blvd.	(rerouting)
▸ Centinela Ave. and Jefferson Blvd.	(rerouting)
▸ Centinela Ave. and Marina Freeway EB Ramps	(rerouting)
▸ Centinela Ave. and Marina Freeway WB Ramps	(rerouting)
▸ Centinela Ave. and Short Ave.	(addition)
▸ Century Blvd. and Sepulveda Blvd.	(LAX ATSAC)
▸ Culver Blvd. and Marina Freeway EB Ramps	(rerouting)
▸ Culver Blvd. and Marina Freeway WB Ramps	(rerouting)
▸ Hughes Terrace and Lincoln Blvd.	(LAX ATSAC)
▸ Inglewood Blvd./Centinela Ave. and Jefferson Blvd.	(rerouting)
▸ Jefferson Blvd. and Lincoln Blvd.	(rerouting)
▸ Jefferson Blvd. and McConnell Ave.	(rerouting)
▸ Jefferson Blvd. and Mesmer Ave.	(rerouting)
▸ Jefferson Blvd. and San Diego Freeway NB Ramps	(rerouting)
▸ Jefferson Blvd. and San Diego Freeway SB Ramps	(rerouting)
▸ Jefferson Blvd. and Westlawn Ave.	(rerouting)
▸ Lincoln Blvd. and Loyola Blvd.	(LAX ATSAC)
▸ Lincoln Blvd. and Manchester Ave.	(LAX ATSAC)
▸ Lincoln Blvd. and Sepulveda Blvd.	(LAX ATSAC)
▸ Main St. and Rose Ave.	(addition)
▸ Manchester Ave. and Sepulveda Blvd.	(LAX ATSAC)

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C. **Attachment "G" - Intersection Mitigation Descriptions Revised/Added/Deleted**

A revised supplemental traffic analysis (dated April, 1993) has been prepared by Barton Aschman Associates, the traffic consultants, to assess the benefits of the new connection to Culver Boulevard and the additional impacts of the diverted traffic resulting from the improvements proposed as an alternate to the Jefferson Boulevard "loop ramp" at San Diego Freeway. After a careful review of the supplemental traffic analysis, DOT has determined that the project-related traffic impacts can be adequately mitigated with the following changes to the mitigation requirements stated in our letter dated September 16, 1992. Attachment "G" of the September 16, 1992 Assessment Letter is amended as stated below:

Additional Required Physical Roadway and Intersection Improvements - The following improvements should be added to the "description of physical roadway and intersection improvements":

1. Bay Street Bridge (additional) - (see attached Drawings "BB-1", "BB-2" signed May 6, 1993)

   a. Construct the Bay Street Bridge to City standards over the Ballona Creek Channel with an 80-foot roadway and two 10-foot (minimum) sidewalks to connect north of Jefferson Boulevard and Culver Boulevard.

   b. Stripe Bay Street between Culver Boulevard and "B" Street to provide two through lanes in both the northbound and southbound directions.

   c. Bike lanes should be provided from Ballona Creek Bridge southerly. Construct ingress and egress to provide access to the existing bike path along the north levee of the Ballona Creek.

   This improvement would require approval and coordination of the Los Angeles County Flood Control and the Army Corps of Engineers.

2. Bay Street and Culver Boulevard (additional) - (see attached Drawing "AA-1", "AA-2" signed May 6, 1993)

   a. Dedicate property and improve both sides of Culver Boulevard from Lincoln Boulevard to a point approximately 640 feet easterly of Bay Street centerline to provide up to a 74-foot roadway within a 92 to 94-foot right-of-way.

   b. Stripe Culver Boulevard to provide one through lane and one shared through/right-turn lane in the eastbound direction and two left-turn only lanes and two through lanes in the westbound direction.

   c. Stripe Bay Street to provide two through lanes in the southbound direction and one shared left-turn/right-turn lane and one right-turn only lane in the northbound direction.

   d. Concurrent with LADOT's determination as to warrants for a traffic signal, the applicant is required to fund the design and installation of a traffic signal at this intersection.

3. Centinela Avenue and Short Avenue (additional)

   The proposed project can mitigate the project-related traffic impacts at this intersection by contributing $120,000 to an improvement project programmed at this location in the City's Five Year Capital Improvement Program.

4. Culver Boulevard and Lincoln Boulevard Interchange, "south-east quadrant" (additional) - (see attached Drawing "AA-1" signed May 6, 1993)

   a. Dedicate, construct, and realign the existing ramp to provide a new interchange in the south-east quadrant of Lincoln Boulevard and Culver Boulevard to provide two separate roadways connecting (1) the northbound Lincoln Boulevard to the eastbound Culver Boulevard and, (2) the eastbound/westbound Culver Boulevard to the northbound Lincoln Boulevard.

b. Restripe Lincoln Boulevard at the interchange turn-off to provide three through lanes and one right turn only lane in the northbound direction.

c. Widen a portion of the Lincoln Boulevard bridge over Ballona Creek on the east side to accommodate the northbound right-turn only lane at the new interchange turn-off.

d. Restripe Culver Boulevard at the interchange to provide one left-turn only lane and one through lane in the westbound direction.

e. Concurrent with LADOT's determination as to warrants for a traffic signal, the applicant is required to fund the design and installation of a traffic signal at this intersection.

This improvement would require the coordination and approval of the County of Los Angeles, Caltrans, Los Angeles County Flood Control, and the Army Corps of Engineers.

5. Culver Boulevard and Marina Freeway (Route 90) Grade Separation (additional) - (see attached Drawings "AA-2", "AA-3", and "AA-4" signed May 6, 1993)

Design a complete grade separation at the Culver/Route 90 interchange and complete the construction as described below:

a. Westbound Grade Separation - Guarantee the westbound portion prior to the issuance of any certificate of occupancy of office space in sub-phase 1F and complete construction of the westbound portion of the grade separation between Ballona Creek and a point approximately 1400 feet westerly of the Culver Boulevard centerline before the issuance of any certificate of occupancy beyond the initial 200,000 square feet of office space in the sub-phase 1F of Phase I Playa Vista.

b. Eastbound Grade Separation - Complete the eastbound portion of the grade separation in sequence with the westbound portion if adequate funding is provided by other sources including the Playa Vista Master Plan project, other developments, or public funding sources. This

portion should be completed within 3 years of the availability of funding and approval of permits unless otherwise conditioned in future Playa Vista Master Plan conditions beyond Phase I.

The Marina Freeway is under the jurisdiction of Caltrans and any improvements must be coordinated with and approved by Caltrans.

6. Main Street and Rose Avenue (additional) - (see attached Drawing "CC-1" signed May 6, 1993)

a. Widen the east side of Main Street by 7 feet between Rose Avenue and the alley located approximately 180 feet southerly of the Rose Avenue centerline to provide a 34-foot half roadway and a 7 to 9-foot sidewalk within the existing right-of-way.

b. Restripe Main Street to provide one left-turn only lane, one through lane and one shared through/right-turn lane in the northbound and southbound directions.

c. Widen the south side of Rose Avenue by 5 feet adjacent to the island/parking lot west of Main Street to provide a 25-foot half roadway and a 10-foot sidewalk within the existing 35-foot half right-of-way.

d. Restripe Rose Avenue to provide one left-turn only lane, one through lane and one right-turn only lane in the eastbound direction.

e. Restripe the City-owned off-street parking lot on the southwest corner of the intersection. Also, relocate the parking meters (if necessary) and set-back the chain-linked fence (northerly boundary) further south.

f. This improvement in street capacity requires on-street parking prohibition at all times on the west side of Main Street between a point approximately 110 feet south of Rose Avenue and a point approximately 180 feet southerly of Rose Avenue. This prohibition will cause parking impacts and reduces the on-street parking by 3 spaces.

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The project-related impact can be mitigated through improvements only on Main Street. The cost of improvements on Rose Avenue and the parking lot could be funded through the Coastal Transportation Corridor Transportation Fund subject to the approval of City Council.

Additional ATSAC Improvements - The following ATSAC improvement should be added to Attachment "G" of the September 16, 1992 Assessment Letter:

1. Jefferson Boulevard and Westlawn Avenue (additional)

   Contribute to the design and construction of the Mar Vista Automated Traffic Surveillance and Control (ATSAC) System.

Revised Physical Street and Intersection Improvements - The "descriptions of the physical roadway and intersection improvements", as stated in Attachment "G" of the September 16, 1992 Assessment Letter, are revised as follows:

1. Alla Road and Jefferson Boulevard (revised) - page 2, 3; item 1; (see attached Drawing "A-3" signed May 6, 1993)

   Revise the description of street improvement as follows:

   a. Dedicate up to 14 feet of property and widen the south side of Jefferson Boulevard up to 12 feet along the project frontage between Bay Street and a point approximately 980 feet easterly of Alla Road to provide up to a 54-foot half roadway within a 64-foot half right-of-way.

   b. Remove the raised median islands on Jefferson Boulevard between Bay Street and a point approximately 700 feet easterly of Alla Road. Relocate and modify traffic signal equipment as required.

   c. Restripe Jefferson Boulevard at both Alla Road and Bay Street to provide one left-turn only lane, three through lanes and one shared through/right-turn lane in both the eastbound and westbound directions and midblock two-way left-turn lanes.

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d. Dedicate and construct the extension of new Alla Road south of Jefferson Boulevard to a 54-foot roadway within a 78-foot right-of-way in order to provide one left-turn only lane, one shared through/right-turn lane and one right-turn only lane in the northbound direction. Restripe Alla Road north of Jefferson Boulevard to provide two left-turn only lanes, one shared through/right-turn lane and one right-turn only lane in the southbound direction.

e. Contribute to the design and construction of the Mar Vista Automated Traffic Surveillance and Control (ATSAC) System at Alla Road and Jefferson Boulevard.

f. Dedicate, construct and realign new Bay Street, north of Jefferson Boulevard, approximately 200 feet westerly of the existing Bay Street to provide a 94-foot roadway within a 118-foot right-of-way, as proposed by the applicant, between Jefferson Boulevard and the Ballona Creek Flood Control Channel.

g. Restripe Bay Street to provide one left-turn only lane, two through lanes and one bike lane in both the northbound and southbound directions.

2. Inglewood Boulevard/Centinela Avenue and Jefferson Boulevard (revised) - pages 15, 16; item 24; (see attached Drawing "A-6", "A-7", and "A-9" signed May 6, 1993)

Revise the description of intersection improvement as follows:

a. Dedicate property and improve the south side of Centinela Avenue along the project frontage between Inglewood Boulevard and Major Street as stated in the description of improvement at Centinela Avenue and Teale Street (Intersection No. 12, paragraph "a" from the assessment letter dated September 16, 1992)

b. Remove the raised median islands on Jefferson Boulevard between Centinela Avenue and Inglewood Boulevard. Install an overhead guide sign on Jefferson Boulevard west of Inglewood Boulevard for the

eastbound traffic. Relocate and modify traffic signal equipment as required.

c. Restripe Jefferson Boulevard to provide one left-turn only lane and three through lanes in the eastbound direction and one left-turn only lane, two through lanes and one shared through/right-turn lane in the westbound direction and midblock two-way left-turn lanes.

d. Restripe Centinela Avenue to provide two left-turn only lanes, one shared through/left-turn lane and one shared through/right-turn lane in the northbound direction.

e. Close the opening in the raised median island on the southwest corner of the intersection 200 feet west of Inglewood Boulevard to eliminate unsafe turning movements.

f. These improvements require on-street parking prohibitions on the south side of Jefferson Boulevard from Inglewood Boulevard to point approximately 390 feet easterly of the Inglewood Boulevard centerline which will cause parking impacts and reduce on-street parking spaces by 5 spaces during the entire day. Also, on-street parking will be restricted on the north side of Jefferson Boulevard between Inglewood Avenue and Margaret Avenue during both the a.m. and p.m. peak periods to provide the required street capacity. These restrictions will cause parking impacts and reduce on-street parking by 19 spaces during the peak hours.

g. In addition, prohibit on-street parking on the east side of Inglewood Boulevard between Jefferson Boulevard and Juniette Street and the west side of Inglewood Boulevard from Jefferson Boulevard to a point approximately 220 feet northerly of the Jefferson Boulevard centerline. These restrictions will cause parking impacts and reduce on-street parking by 8 spaces.

3. Centinela Avenue and Jefferson Boulevard (revised) - pages 5, 6; item 5; (see attached Drawing "A-7" signed May 6, 1993)

Revise the description of intersection improvement as follows:

a. Dedicate up to 24 feet of property and widen the south side of Jefferson Boulevard up to 22 feet along the project frontage from a point approximately 940 feet westerly of the Centinela Avenue centerline to a point approximately 910 feet easterly of the centerline to provide up to 64-foot half roadway within a 74-foot half right-of-way.

b. Dedicate and construct the extension of new Centinela Avenue south of Jefferson Boulevard to a 108-foot roadway within a 132-foot right-of-way in order to provide two left-turn only lanes, three through lanes and one right-turn only lane in the northbound direction. Restripe Centinela Avenue north of Jefferson Boulevard to provide two left-turn only lanes, two through lanes and one shared through/right-turn lane in the southbound direction. It should be noted that the applicant is proposing to dedicate property and improve Centinela Avenue beyond the City's major highway standard to provide a 108-foot roadway within a 132-foot right-of-way.

c. Remove the raised island on the northwest corner of the intersection and also the raised median islands on Jefferson Boulevard from a point approximately 320 feet easterly of Grosvenor Boulevard centerline to Inglewood Avenue. Relocate and modify traffic signal equipment as required.

d. Widen both the east and west sides of Centinela Avenue by 5 feet from Jefferson Boulevard to a point approximately 450 feet northerly of the Jefferson Boulevard centerline to provide a 84-foot roadway within the existing 100-foot right-of-way.

e. Restripe Jefferson Boulevard to provide two left-turn only lanes, three through lanes and one right-turn only lane in both the eastbound and westbound directions.

f. Contribute to the design and construction of the Mar Vista ATSAC System.

4. Centinela Avenue widening between the Marina Freeway (SR 90) and Jefferson Boulevard - Pages 6, 7 ; item 5; Option "B" (see attached Drawings "C-1(1)" through "C-3(1)")

Delete Option "A" entries. Substitute Option "B" as follows:

Projected-related traffic impacts on Centinela Avenue between Jefferson Boulevard and the Marina Freeway can be mitigated by providing six continuous through lanes in both the northbound and southbound directions during the a.m. and p.m. peak periods. This segment of Centinela Avenue is under the jurisdiction of the County of Los Angeles and any improvements must be coordinated with and approved by the County of Los Angeles.

a. These improvements require on-street parking restrictions on both the east and west sides of Centinela Avenue between Jefferson Boulevard and the Marina Freeway. These restrictions will cause parking impacts and reduce on-street parking by 86 spaces during both the a.m. and p.m. peak periods.

b. In addition, access to Juniette Street at Centinela Avenue shall be restricted to right-turn inbound and outbound in both the eastbound and westbound directions. This will cause operational traffic impacts at Centinela Avenue and Juniette Street.

5. Culver Blvd and the Marina Freeway (SR 90) eastbound ramps (revised) - page 13; item 16 - (see attached Drawing "AA-2" and "AA-3" signed May 6, 1993)

Revise the description of the intersection improvement as follows:

a. Dedicate property along the project frontage on both sides of Culver Boulevard between the southerly property line of the 90-foot railroad right-of-way and a point approximately 480 feet southerly of the Marina Freeway eastbound ramp centerline to provide up to 106-foot

right-of-way. Widen both the east and west sides of Culver Boulevard from the Marina Freeway eastbound ramps to a point approximately 480 feet southerly to provide up to 86-foot roadway, a 10-foot sidewalk on the south side and 10-foot dirt shoulder on the north side within a 106-foot right-of-way.

b. Widen both the north and south sides of the Marina Freeway eastbound roadway from Culver Boulevard to a point approximately 680 feet easterly of the Culver Boulevard centerline to provide up to a 48-foot roadway. Restripe the roadway for three lanes in the eastbound direction.

c. Restripe Culver Boulevard to provide two through lanes and two right-turn only lanes in the northbound direction and one left turn only lane and three through lanes in the southbound direction.

d. Relocate and modify signal equipment as required.

The Marina Freeway is under the jurisdiction of Caltrans and any improvements must be coordinated with and approved by Caltrans.

6. Culver Boulevard and the Marina Freeway (SR 90) westbound ramps (revised) - page 13, 14; item 17 - (see attached Drawing "AA-3" signed May 6, 1993)

Revise the description of the intersection improvement as follows:

a. Widen both sides of the Marina Freeway westbound off-ramp from Culver Boulevard to a point approximately 420 feet easterly of the Culver Boulevard centerline to provide up to a 60-foot roadway.

b. Widen the east side of Culver Boulevard by 2 feet from the Marina Freeway westbound roadway to a point approximately 340 feet northerly of the Marina Freeway westbound roadway centerline to provide a 42-foot half roadway and an 8-foot sidewalk within the existing 50-foot half right-of-way.

c. Relocate and modify signal equipment as required.

The Marina Freeway is under the jurisdiction of Caltrans and any improvements must be coordinated with and approved by Caltrans.

7. Jefferson Boulevard and McConnell Avenue (deleted) - (see September 16, 1992 Assessment Letter, Attachment "G" page 18, item 26)

Delete the description of the intersection improvement that reads:

"a. Dedicate 14 feet of property and widen the south side of Jefferson Boulevard by 12 feet along the project frontage from Beethoven Street to Westlawn Avenue to provide a 54-foot half roadway within a 64-foot half right-of-way.

b. Remove the raised median islands on Jefferson Boulevard between Beethoven Street and Westlawn Avenue. Relocate and modify traffic signal equipment as required.

c. Restripe Jefferson Boulevard to provide one left-turn only lane and four through lanes in the eastbound direction and three through lanes and one shared through/right-turn lane in the westbound direction and midblock two-way left-turn lanes between Beethoven Street and Westlawn Avenue."

8. Jefferson Boulevard and Westlawn Avenue (deleted) - (see September 16, 1992 Assessment Letter, Attachment "G" page 20, item 30)

Delete the description of the intersection improvement that reads:

"a. Dedicate 14 feet of property and widen the south side of Jefferson Boulevard by 12 feet along the project frontage from McConnell Avenue to a point approximately 800 feet easterly of the Westlawn Avenue centerline to provide a 54-foot half roadway within a 64-foot half right-of-way.

b. Remove the raised median islands on Jefferson Boulevard between McConnell Avenue and Centinela Avenue. Relocate and modify traffic signal equipment as required.

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c. Restripe Jefferson Boulevard to provide one left-turn only lane and four through lanes in the eastbound direction and three through lanes and one shared through/right-turn lane in the westbound direction and midblock two-way left-turn lanes between McConnell Avenue and Centinela Avenue."

9. <u>Jefferson Boulevard and the San Diego Freeway (I-405) northbound ramps (revised) - page 19; item 28; (see attached Drawing "A-11" signed May 6, 1993)</u>

<u>Revise</u> the description of the intersection improvement as follows:

a. Widen the north side of Jefferson Boulevard up to 8 feet from the San Diego Freeway northbound on-ramp to a point approximately 180 feet easterly of the on-ramp centerline to provide up to a 52-foot half roadway and a 10-foot sidewalk. This widening may require the construction of a retaining wall on the north side of Jefferson Boulevard. Relocate, modify, and remove traffic signal equipment as required. The east leg of the intersection is under the jurisdiction of Culver City and any improvements must be coordinated with and approved by Culver City.

b. Widen both the east and west sides of the San Diego Freeway northbound on-ramp up to 6 feet from Jefferson Boulevard to a point approximately 400 feet northerly of the Jefferson Boulevard centerline to provide up to a 40-foot roadway. This widening may require the construction of a retaining wall on the east and/or west side(s) of the San Diego Freeway northbound on-ramp. Relocate, modify, and remove ramp metering equipment as required.

c. Restripe the San Diego Freeway northbound on-ramp to provide three traffic lanes.

d. Modify raised median island on Jefferson Boulevard (west leg) to facilitate left turns from the San Diego Freeway northbound off-ramp to the westbound Jefferson Boulevard

The San Diego Freeway is under the jurisdiction of Caltrans and any improvements must be coordinated with and approved by Caltrans.

10. Jefferson Boulevard and the San Diego Freeway (I-405) southbound ramps (revised) - page 20: item 29 -(see attached Drawing "A-11" signed May 6, 1993)

Revise the description of the intersection improvement as follows:

a. Widen the south side of Jefferson Boulevard by 12 feet from the San Diego Freeway southbound on-ramp to a point approximately 270 feet westerly of the on-ramp centerline to provide a 56-foot half-roadway and a 10-foot sidewalk within the existing right-of-way.

b. Widen the east side of the southbound on-ramp up to 7 feet from Jefferson Boulevard to a point approximately 580 feet southerly of the Jefferson Boulevard centerline and widen the west side up to 5 feet from Jefferson Boulevard to a point approximately 365 feet southerly of the Jefferson Boulevard centerline to provide up to a 40-foot roadway. This widening may require the construction of retaining wall on both the east and west sides of the on-ramps. Restripe the on-ramp for three lanes in the southbound direction.

c. Modify raised median island on Jefferson Boulevard to facilitate westbound left turns to the San Diego Freeway southbound on-ramp.

d. Restripe Jefferson Boulevard to provide four through lanes and one right-turn only lane in the eastbound direction and two left-turn only lanes and two through lanes in the westbound direction.

e. Contribute to the design and construction of the Mar Vista ATSAC System.

f. Modify and relocate signal equipment as required.

The San Diego Freeway is under the jurisdiction of Caltrans and any improvements must be coordinated with and approved by Caltrans.

11. ATSAC Systems (page 28 of Attachment "G")

Change the total number of intersections where ATSAC is required from 21 to 22 and add to the list on page 29 the following:

"34. Jefferson Boulevard and Westlawn Avenue"

D. Attachment "J" - Lincoln Boulevard Transit Enhancement Program

Replace the last paragraph on page 2 that reads:

"Implementation of the transit system will occur on a phased basis. Two buses will be put into service prior to occupancy of subphase 1C, and an additional two vehicles prior to occupancy of subphase 1E. Funding for the design of the ATSAC and pre-emption system will occur during subphase 1A, and funding of the construction of both systems will occur prior to the issuance of building permits for subphase 1B, with the intention of establishing an operational system prior to occupancy of subphase 1B (subject to Caltrans approval). The pre-emption hardware for 20 other vehicles shall be made available upon completion of ATSAC construction."

with the following text:

"Implementation of the transit system will occur on a phased basis. Two buses plus a spare bus will be put into service prior to occupancy of subphase 1D, and an additional two vehicles prior to occupancy of subphase 1E. Funding for the design of the ATSAC and pre-emption system will occur during subphase 1A, and funding of the construction of both systems will occur prior to the issuance of building permits for subphase 1C, with the intention of establishing an operational system prior to occupancy of subphase 1C (subject to Caltrans approval). The pre-emption hardware for 20 other vehicles shall be made available upon completion of ATSAC construction."

E. **Phasing of Phase I Mitigation Measures - Attachment "K"**

Sub-phasing of mitigation measures and street improvements were discussed on page 8 of the September 16, 1992 letter and in Attachment "K". Because of the alternate mitigation measures and other changes discussed herein, Attachment "K" has also been revised (May 13, 1993) and is attached hereto.

F. **Parking Impacts**

The table in Paragraph 5 (Phase I Parking Impacts) on Page 8 of the September 16, 1992 Assessment Letter is revised as follows:

1. For Centinela Avenue, revise the number of spaces eliminated during the peak hours from "44" spaces to **"71"** spaces.

2. For Main Street and Rose Avenue, **"3"** spaces will be eliminated for the entire day.

3. Revise the total number of spaces eliminated during the peak hours from "117" spaces to **"144"** spaces; and the total number of spaces eliminated for the entire day from "73" spaces to **"76"**.

4. Attachment "L" to the September 16, 1992 letter would also require revision but is not attached to simplify this letter.

This completes our amendment to our September 16, 1992 letter as it relates to the alternate mitigation package, additions, and corrections. All remaining parts of that letter and attachments are unchanged. However, we would like to re-emphasize the narrative on pages 4 and 5 of the September 16, 1992 letter which states in part:

> "It is important to note that the feasibility of the street widenings and the narrowing of the sidewalks must be determined further by the Bureau of Engineering, Department of Public Works. In addition, all mitigation measures, project development, and associated permitting shall be coordinated in accordance with a phasing plan described in Attachment "K", as revised on May 13, 1993.

5.07.67
Exh. 5t 19 p 20

"The proposed street and signal improvements on City streets in each phase must be guaranteed through the B-Permit process of the Bureau of Engineering, Department of Public Works, before the issuance of any building permit in accordance with the phasing plan and completed before the issuance of any temporary or permanent certificate of occupancy, to the satisfaction of DOT and Bureau of Engineering.

"All improvements along state highways and along freeway on-ramps and off-ramps require approval from the State of California Department of Transportation (Caltrans). In addition, an encroachment permit must be obtained from Caltrans for each of these improvements before the issuance of any building permit, to the satisfaction of Caltrans, DOT and Bureau of Engineering in accordance with the phasing plan. In the event, the applicant is unable to obtain encroachment permits or other approvals from Caltrans for State highway improvements in a timely fashion, a temporary certificate of occupancy may be granted provided the applicant has demonstrated all reasonable efforts and due diligence to complete the necessary permitting and improvements in a timely fashion to the satisfaction of DOT."

If you have any questions, please feel free to call David Leatherman or Jay Kim of our Department at (213) 485-1062.

jwk:amend-p1.ltr

Attachments:

"E" Phase I Impact and Mitigation Summary (revised)
K Transportation Improvements Subphasing Plan Phase I (revised)
Mitigation Drawings - (16 alternate drawings and 1 additional drawing)

cc: Sixth Council District
Tom Conner/Allyn Rifkin, DOT
DOT Design Division
DOT ATSAC Division
DOT Bikeway Division
DOT Western District Office
WLA Engineering District Office
Caltrans
County of Los Angeles
City of Culver City
Maguire Thomas Partners
Barton-Aschman Associates
Psomas & Associates

5.02-087
Exhibit 20 May .993
Impact summary

ATTACHMENT "E" (Revised 5/13/93)

Playa Vista Phase I

Alternate Impact and Mitigation Summary (see footnotes 9 to 12)

Int. No.	Drwng Nos.	Intersection		Existing V/C	Existing LOS	1997 Future w/o Project V/C	1997 Future w/o Project LOS	1997 Future w/ Project V/C	1997 Future w/ Project LOS	Project Impact	1997 Future w/ Project, TDM & Mitigation V/C	1997 Future w/ Project, TDM & Mitigation LOS	Comments
24	A-7,9	Inglewood/Centinela	AM	0.693	B	0.905	E	1.229	F	+0.324	0.834	D	
		Jefferson Blvd	PM	0.693	B	0.900	D	1.163	F	+0.263	0.856	D	
25	A-1	Jefferson Blvd &	AM	0.971	E	1.274	F	1.454	F	+0.180	1.038	F	
	B-7	Lincoln Blvd	PM	0.967	E	1.334	F	1.547	F	+0.213	1.049	F	
26	A-4	Jefferson Blvd &	AM	0.307	A	0.412	A	0.596	A	+0.184	0.485	A	See footnote 2
		McConnell Ave	PM	0.320	A	0.468	A	0.677	B	+0.209	0.518	A	and 9
27	A-10	Jefferson Blvd &	AM	0.391	A	0.512	A	0.786	C	+0.274	0.446	A	See footnote 2
		Mesmer Ave	PM	0.453	A	0.585	A	0.843	D	+0.258	0.655	B	and 9
28	A-11	Jefferson Blvd &	AM	0.894	D	0.965	E	1.180	F	+0.215	0.871	D	See footnote 9
		San Diego Fwy NB Ramps	PM	0.880	D	1.140	F	1.477	F	+0.337	1.128	F	
29	A-11	Jefferson Blvd &	AM	0.570	A	0.629	B	0.962	E	+0.333	0.644	B	See footnote 9
		San Diego Fwy SB Ramps	PM	0.608	B	0.794	C	1.116	F	+0.322	0.654	B	
30	A-6	Jefferson Blvd &	AM	0.527	A	0.693	B	0.941	E	+0.248	0.709	C	See footnote 9
		Westlawn Ave	PM	0.580	A	0.757	C	0.966	E	+0.209	0.737	C	
31	B-1(1)	La Tijera Blvd &	AM	0.616	B	0.743	C	0.788	C	+0.045	0.787	C	See footnote 6
		Lincoln Blvd	PM	0.481	A	0.599	A	0.639	B	+0.040	0.636	B	
32		La Tijera Blvd &	AM	0.837	D	1.020	F	1.037	F	+0.017	1.020	F	
		San Diego Fwy NB Ramps	PM	0.935	E	1.105	F	1.112	F	+0.007	1.105	F	

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Exh. 4 p 20
p 2

May 10, 1993

ATTACHMENT "E" (Revised 5/13/93)

Playa Vista Phase I

Alternate Impact and Mitigation Summary (see footnotes 9 to 12)

Int. No.	Drwng Nos.	Intersection		Existing V/C	Existing LOS	1997 Future w/o Project V/C	1997 Future w/o Project LOS	1997 Future w/ Project V/C	1997 Future w/ Project LOS	Project Impact	1997 Future w/ Project, TDM & Mitigation V/C	1997 Future w/ Project, TDM & Mitigation LOS	Comments
33		La Tijera Blvd &	AM	0.719	C	1.000	E	1.011	F	+0.011	1.009	F	
		San Diego Fwy SB Ramps	PM	0.863	D	0.982	E	0.987	E	+0.005	0.987	E	
34	R-1	La Tijera Blvd &	AM	1.042	F	1.244	F	1.316	F	+0.072	1.145	F	
		Sepulveda Blvd	PM	0.999	E	1.237	F	1.265	F	+0.028	1.116	F	
35	B-1(1)	Lincoln Blvd &	AM	0.439	A	0.568	A	0.609	B	+0.041	0.609	B	See footnote 6
		Loyola Blvd	PM	0.469	A	0.593	A	0.630	B	+0.037	0.628	B	and 10
36	B-2(2)	Lincoln Blvd &	AM	0.979	E	1.155	F	1.191	F	+0.036	1.098	F	See footnote 6
		Manchester Ave	PM	1.121	F	1.286	F	1.352	F	+0.066	1.310	F	and 10
37		Lincoln Blvd &	AM	0.763	C	0.975	E	1.044	F	+0.069	1.037	F	See footnote 1
		Marina Exprssw	PM	0.804	D	1.151	F	1.207	F	+0.056	1.201	F	
38		Lincoln Blvd &	AM	0.625	B	0.873	D	0.931	E	+0.058	0.922	E	See footnote 1
		Maxella Ave	PM	0.818	D	1.202	F	1.270	F	+0.068	1.261	F	
39	B-11	Lincoln Blvd &	AM	0.899	D	1.073	F	1.160	F	+0.087	1.035	F	See footnote 1
		Mindanao Way	PM	0.993	E	1.308	F	1.412	F	+0.104	1.268	F	
40		Lincoln Blvd & Rose Ave	AM	0.803	D	0.998	E	1.018	F	+0.020	1.017	F	See footnote 1
			PM	0.873	D	1.223	F	1.247	F	+0.024	1.245	F	
41	T	Lincoln Blvd &	AM	1.050	F	1.025	F	1.075	F	+0.050	0.949	E	See footnote 10
		Sepulveda Blvd	PM	1.213	F	1.054	F	1.131	F	+0.077	0.969	E	

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Exhibit 20
03

May 1993

ATTACHMENT "E" (Revised 5/13/93)

Playa Vista Phase I

Alternate Impact and Mitigation Summary (see footnotes 9 to 12)

Int. No.	Drwng Nos.	Intersection		Existing V/C	Existing LOS	1997 Future w/o Project V/C	1997 Future w/o Project LOS	1997 Future w/ Project V/C	1997 Future w/ Project LOS	Project Impact	1997 Future w/ Project, TDM & Mitigation V/C	1997 Future w/ Project, TDM & Mitigation LOS	Comments
42	B-6	Lincoln Blvd & Teale St	AM	0.858	D	1.032	F	1.168	F	+0.136	0.627	B	
			PM	0.788	C	1.081	F	1.170	F	+0.089	0.637	B	
43		Lincoln Blvd & Venice Blvd	AM	0.966	E	1.018	F	1.052	F	+0.034	1.050	F	See footnote 1
			PM	1.075	F	1.311	F	1.358	F	+0.047	1.353	F	
44		Lincoln Blvd & Washington Blvd	AM	0.977	E	1.364	F	1.415	F	+0.051	1.409	F	See footnote 1
			PM	1.105	F	1.534	F	1.582	F	+0.048	1.576	F	
45	F-3	Lincoln Blvd & 83rd St	AM	0.932	E	1.110	F	1.155	F	+0.045	1.000	E	See footnote 6
			PM	0.769	C	0.949	E	0.999	E	+0.050	0.986	E	
***		Main St & Rose Ave	AM	0.658	B	0.790	C	0.790	C	+0.000	0.763	C	See footnote
			PM	0.887	D	1.088	F	1.101	F	+0.013	0.958	E	
46	W-3	Manchester Ave & Pershing Dr	AM	0.827	D	0.953	E	0.993	E	+0.040	0.881	D	
			PM	0.760	C	0.911	E	0.975	E	+0.064	0.871	D	
47	D-1	Manchester Ave & Sepulveda Blvd	AM	1.061	F	1.347	F	1.415	F	+0.068	1.277	F	See footnote
			PM	1.262	F	1.503	F	1.533	F	+0.030	1.364	F	
48	X-1(1)	Marina Fwy EB Ramps & Mindanao Way	AM	0.853	D	0.994	E	1.033	F	+0.039	0.935	E	
			PM	0.905	E	1.112	F	1.131	F	+0.019	1.073	F	
49	X-1(1)	Marina Fwy WB Ramps & Mindanao Way	AM	0.537	A	0.605	B	0.621	B	+0.016	0.447	A	
			PM	0.792	C	0.936	E	0.987	E	+0.051	0.701	C	

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Exhibit 20
p 4

May 13, 1993

ATTACHMENT "E" (Revised 5/13/93)

Playa Vista Phase I

Alternate Impact and Mitigation Summary (see footnotes 9 to 12)

Int. No.	Drwng Nos.	Intersection		Existing V/C	Existing LOS	1997 Future w/o Project V/C	1997 Future w/o Project LOS	1997 Future w/ Project V/C	1997 Future w/ Project LOS	Project Impact	1997 Future w/ Project, TDM & Mitigation V/C	1997 Future w/ Project, TDM & Mitigation LOS	Comments
50	D-4	Sepulveda Blvd &	AM	1.033	F	1.287	F	1.359	F	+0.072	1.219	F	
		76th/77th St	PM	0.827	D	1.216	F	1.280	F	+0.064	1.167	F	
51	D-3	Sepulveda Blvd &	AM	0.882	D	1.220	F	1.289	F	+0.069	1.147	F	
		79th/80th St	PM	0.829	D	1.133	F	1.194	F	+0.061	1.087	F	
52	D-2	Sepulveda Blvd & 83rd St	AM	0.467	A	0.701	C	0.769	C	+0.068	0.701	C	
			PM	0.503	A	0.931	E	0.957	E	+0.026	0.886	D	

Footnotes:

(1) Project impact mitigated through the "Lincoln Boulevard Transit Enhancement Program" with ATSAC and transit pre-emption. See DEIR and text of DOT letter herein.

(2) While project impacts are not completely mitigated, the proposed improvements will provide a future LOS of B or better.

(3) Project impact not mitigated. However, the applicant has proposed mitigation now under review by Culver City.

(4) Project impacts at this intersection are mitigated per calculations. However, this improvement eliminates the northbound Nicholson Street left-turn movement at Culver Boulevard. Further improvements are proposed for the Master Plan development.

(5) Project impact is only partially mitigated at this intersection.

(6) Project impacts at this intersection are considered to be mitigated because the additional through lane in the Lincoln corridor will significantly improve regional traffic flow. See text of DOT letter herein.

(7) Traffic impact analysis focused on weekday peak hour traffic only. Weekend summer beach traffic traversing Jefferson Blvd, Culver Blvd, Marina Freeway, Venice Blvd and Washington Blvd could be further impacted with the Playa Vista Phase I development and could be mitigated through beach oriented shuttles.

(8) A description of the physical street and intersection improvements are summarized in Attachment "B".

(9) Shading indicates changes to the V/C ratios due to the rerouting of traffic stemming from the alternate mitigation measures.

(10) Shading indicates reduction of V/C ratios by minus 0.07 at pre-project levels for the existing LAX ATSAC intersections.

(11) Shading indicates this intersection was identified as a newly impacted study intersection.

(12) Project impact at this intersection is mitigated by contributing $120,000 to a project in the City's Five Year Capital Improvement Program proposed at this location.

(13) Shading indicates a correction.

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

EXHIBIT NO. 21
APPLICATION NO.
5-87-87
Assessment LH

Lincoln Bl. &
DOT Case No.

DOT Excerpts

Date: September 16, 1992

To: Merryl Edelstein, Senior City Planner
Attn: Dick Takase, City Planner
Department of City Planning

From: Haripal S. Vir, Senior Transportation Engineer
Department of Transportation

Subject: 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)

The Department of Transportation (DOT) has completed the initial traffic assessment for both the Phase I and Master Plan of the proposed Playa Vista mixed-use development. The proposed project is located within the boundaries of the Coastal Transportation Corridor Specific Plan (Ordinance No. 160,394 or current revision). As illustrated in Attachment "A", the proposed Master Plan Playa Vista development is divided into four sections (Areas A, B, C and D) located adjacent to the intersections of Lincoln Boulevard/Jefferson Boulevard, Lincoln Boulevard/Culver Boulevard and Centinela Avenue/Jefferson Boulevard. Attachment "B" illustrates Phase I of the Playa Vista development which is a portion of Master Plan Area D.

The proposed Master Plan Playa Vista project includes 5,025,000 net square feet of office space, 13,085 multi-family dwelling units, 595,000 net square feet of retail, 1,050 hotel rooms and approximately 579,000 gross square feet of community serving uses. The Phase I portion includes 1,250,000 net square feet of office space, 3,246 multi-family dwelling units, 35,000 net square feet of retail, 300 hotel rooms and approximately 120,000 square feet of community serving uses. Pursuant to the Coastal Transportation Corridor Specific Plan, the Master Plan project would generate 224,170 daily trips, 21,207 a.m. peak hour trips and 26,298 p.m. peak hour trips (see Attachment "A-I"), and the Phase I project would generate 49,620 daily trips, 5,117 a.m. peak hour trips and 6,021 p.m. peak hour trips (see Attachment "B-I").

DISCUSSION AND FINDINGS

The revised traffic study (August 25, 1992) prepared by Barton Aschman Associates and as further revised by DOT adequately addresses traffic impacts of both the Phase I and the Master Plan projects. A summary of project-related traffic impacts for the Master Plan project and the Phase I project is illustrated in

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Exhibit 21 p2
Excerpt

Attachments "A-II" and "E" respectively. It also adequately describes the specific mitigation measures of the Phase I project and, in general terms, describes potential measures necessary to mitigate or reduce the Master Plan impacts. It is important to note that this letter specifies in detail only the feasible mitigation measures for Phase I of the proposed Playa Vista project.

DOT has determined that after taking into account the trip reduction benefits of the mixed-use nature of the project, the proposed Master Plan Playa Vista project would have significant transportation impacts at 57 intersections fully or partially within the City of Los Angeles as stated in the DOT letter dated July 24, 1992 (see Attachment "C"). Due to the magnitude of the total trips generated by the proposed Master Plan Playa Vista project, the traffic study indicates that the existing roadway infrastructure cannot accommodate the Master Plan trips without major highway and street improvements and transit and Transportation Demand Management (TDM) programs. A subsequent traffic analysis will be required to determine in specific detail the feasible transportation improvements necessary to mitigate the traffic impacts generated by the proposed Master Plan or any portion of the Master Plan to be constructed beyond Phase I.

As referenced in the DOT letter dated June 17, 1992 (see Attachment "D"), DOT has determined that without mitigation, Phase I of the proposed project would have significant transportation impacts at 52 intersections fully or partially within the City of Los Angeles (see Attachment "E"). Attachment "F" shows the significant transportation impact criteria used to determine the project-related transportation impacts for the proposed project.

After a careful review of the proposed feasible mitigation measures, DOT has determined that the Phase I project can fully or partially mitigate its project-related traffic impacts in the City of Los Angeles as described below:

Intersections	Mitigation
38	Mitigated through street widenings, traffic signal improvements, ATSAC and the TDM Program
9	Mitigated through the Transit Enhancement Program together with ATSAC and the TDM Program
5	Partially mitigated to the extent feasible through minor street improvements and the TDM Program
52	total intersections

Thirty-eight (38) of the fifty-two (52) significantly impacted intersections can be adequately mitigated to a level of

5-02-87
Exhibit 21p3
Exception

insignificance by constructing Transportation System Management (TSM) improvements (i.e. street and intersection widenings and traffic signal modifications), implementation of the City's Automated Traffic Surveillance and Control (ATSAC) System, and the adoption of the Transportation Demand Management (TDM) programs to reduce peak hour vehicular trips. It is noted that several of these physical street and intersection improvements would require narrowing of sidewalks and the removal of on-street parking on streets within the study area. Further discussion on the parking impacts is presented separately on page 8 of this letter.

At nine intersections in the Lincoln/Sepulveda Boulevard Corridor, where no adequate physical street or traffic signal improvements are currently feasible, DOT, together with the applicant and affected transit agencies, has proposed that the applicant implement a special trip reduction program through transit enhancement consisting of additional buses, preferential operation of traffic signals for buses and installing the computerized traffic control system, ATSAC. With the implementation of this transit enhancement program as further described in Attachment "J", the Phase I project can mitigate the transportation impacts at nine intersections within the Lincoln/Sepulveda Boulevard Corridor to a level of insignificance. This innovative alternative transit enhancement/mitigation plan is aimed at increasing the efficiency of traffic signal operation and reducing other non-project peak hour vehicle trips by improving public transit along Lincoln Boulevard and Sepulveda Boulevard between the Cities of Santa Monica and El Segundo.

Three of the remaining five impacted intersections, as stated below, can be only partially mitigated and will yield a projected level of service (LOS) of C or better with the proposed mitigations. Generally, DOT considers any intersection functioning at LOS C or better to be at a good operating condition.

- Centinela Avenue and Mesmer Avenue
- Jefferson Boulevard and Mesmer Avenue
- Jefferson Boulevard and San Diego Freeway southbound ramps

The remaining two impacted intersections as stated below can only be partially mitigated with the proposed feasible mitigation measures and will yield a projected LOS of E or F:

- Centinela Avenue and Sepulveda Boulevard
- Howard Hughes Parkway and Sepulveda Boulevard

5-01-87
Exhibit 21 p4
Excerpts

PHASE I MITIGATION PLAN

The Phase I Mitigation Plan has the following five components:

1. Transit System Management (TSM) Improvements
2. Transportation Demand Management (TDM) Program
3. Lincoln Boulevard Transit Enhancement Program
4. Phasing of Mitigation Measures
5. Parking Impacts

DOT has determined that the proposed Phase I of the Playa Vista project can adequately mitigate 38 of its impacted intersections to a level of insignificance by implementing the following TSM improvements.

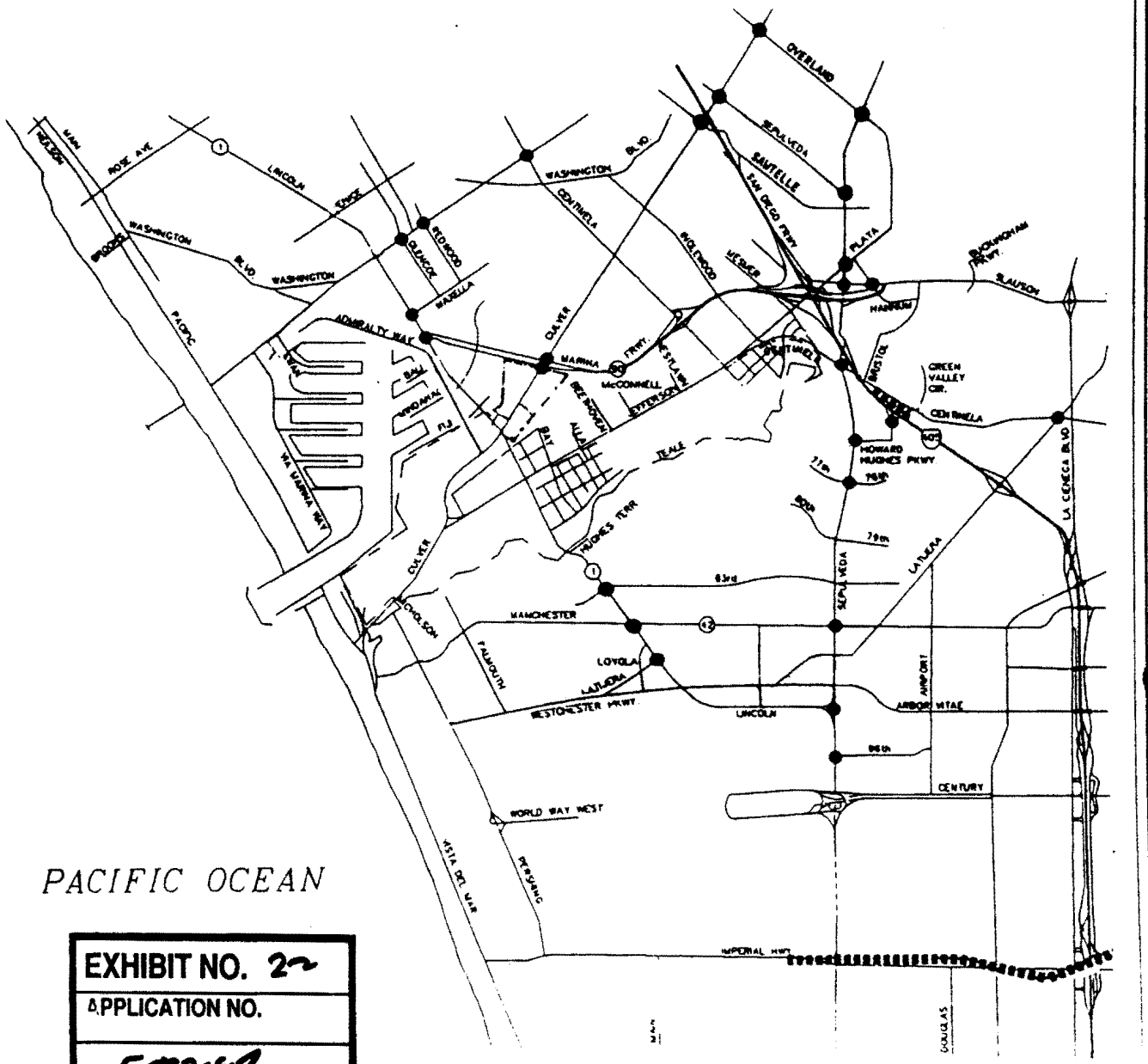
1. **Transportation System Management (TSM) Improvements**

   A. Physical Street and Intersection Improvements

   The proposed traffic mitigation measures for the proposed Phase I of the Playa Vista project, described in Attachment "G", consist of widening and restriping of streets and intersections; traffic signal improvements; contribution to or construction of ATSAC improvements; freeway ramp improvements; and property dedication along the project frontage to widen adjacent streets for additional vehicular capacity. It is important to note that the feasibility of the street widenings and the narrowing of the sidewalks must be determined further by the Bureau of Engineering, Department of Public Works. In addition, all mitigation measures, project development, and associated permitting shall be coordinated in accordance with a phasing plan described herein and in Attachment "K".

   The proposed street and signal improvements on City streets in each phase must be guaranteed through the B-Permit process of the Bureau of Engineering, Department of Public Works, before the issuance of any building permit in accordance with the phasing plan and completed before the issuance of any temporary or permanent certificate of occupancy, to the satisfaction of DOT and Bureau of Engineering.

   All improvements along state highways and along freeway on-ramps and off-ramps require approval from the State of California Department of Transportation (Caltrans). In addition, an encroachment permit must be obtained from Caltrans for each of these improvements before the issuance of any building permit, to the satisfaction of Caltrans, DOT and Bureau of Engineering in accordance with the phasing plan. In the event the applicant is



PACIFIC OCEAN

EXHIBIT NO. 22
APPLICATION NO.
5-02-87
Intersection

▪▪▪▪▪▪▪▪ COMMITTED ROADWAY IMPROVEMENTS CONCURRENT WITH FIRST PHASE PROJECT

● COMMITTED INTERSECTION IMPROVEMENTS CONCURRENT WITH FIRST PHASE PROJECT

Camp Dresser & McKee | Planning Consultants Research

0 0.5 1.0

APPROXIMATE SCALE IN MILES

Source: Barton-Aschman Associates, Inc. 1992

Figure V.L.1-6
COMMITTED ROADWAY IMPROVEMENTS

State of California

Memorandum

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 Angele
DEIR
PLAYA VISTA PHASE
90-0200
SUB (C) (CUZ) (CUE
Vic. LA-1, 90, 40S

From : DEPARTMENT OF TRANSPORTATION
Robert Goodell - District 7

RECEIVED
MAR 2 4 1993
JOEL STENSBY

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 room

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 t 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.

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APPLICATION NO.
5-02-87
Caltrans letter

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 lef 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 W/B Cul 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 crea a fourth northbound through lane. This would create a potential fo high severity right angle and approach turn type collisions on Linc Boulevard within the affected segments. Left turning vehicles egres ing driveways on Lincoln Boulevard and attempting to access the sam 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 on one direction is benefited. Also, substandard ten-foot through lar 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. Fro 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 Stree from Culver Boulevard to Teal Street in the location shown on the "Playa Vista Master Plan".

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APPLICATION NO.
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ON THE MARINA FREEWAY (Rte. 90):

a) Extend the full six lane freeway section of the Marina Freeway f east of Ballona Creek, over Culver Boulevard. Continue Route 90 a six lane expressway, with channelization, west of Culver Blvd. moving the E/B roadway, north, adjacent to the W/B roadway creat a six lane expressway in the northerly portion of the right-of-w This should join 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 lar

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 Popul fremontii, Alnus rhombifolia, Platanus racemosa or native oaks sho 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 ficifo etc.

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Caltrans

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 Boulevar 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 #3, 12, 21, and 23 in the vicinity of Lincoln Boulevard and locations #9 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 intersecti near Riggs Place has been predicted at a noise level of 69.4 dB. (Leq). Although no single family residences are affected in th immediate vicinity, the Pacifica Hotel may have 1st floor resi who may be impacted by increased future peak noise levels.

b) Location #21, north of Jefferson Blvd. and east of Allard (in A D) has a internal noise level predicted at 68.8 dBA (Leq). Thi 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 Freev (Rte. 90).

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

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

Any transport of heavy construction equipment which requires the u 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.

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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

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

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Caltrans

Sub-phase	Locations	PRE MITIGATION MEASURES — Proposals Described in EIR	Caltrans' Proposals
1A	■ Lincoln Bl-Hughes Terr./Jefferson	Widen N/B to 4 Lanes and S/B to 3 lanes	Provide 4 lanes each direction
1B	■ Lincoln Bl at Culver Blvd.	None Proposed	Construct N/B Rte 1 to E/B Culver connection. Reconstruct E/B Culver to N/B Rte 1 connection.
1	■ Lincoln Bl.-Fiji Way/Rte. 90	Widen N/B to 4 lanes by removing traffic islands	Keep exist. traffic islands. Provide 4 lanes in each dir. by widening in Ph. II.
	o *Culver Blvd-Lincoln/Bay St* *Culver Blvd-Bay St/90 Fwy*	*Deferred until Master Plan mitigation*	Widen to 4 lanes. Widen to 6 lanes + left & right turn lanes
1B	■ Lincoln Bl-Jefferson/ Ballona Cr.	Widen N/B to 4 Lanes and S/B to 3 lanes	Provide 4 lanes in each direction
1B	■ Lincoln Bl- Ballona Cr./Fiji Wy	Widen N/B to 3 lanes	Provide 4 lanes in each direction
1C	■ Lincoln Bl- La Tijera/Hughes Terr.	Widen N/B to 4 lanes by removing traffic islands.	Ph. I: Use 60/40 sig. time split, provide more S/B lt. turn storage at Manchester. Ph. II: Widen to provide 4 lanes in each direction.
1D	■ E/B 90 On-ramp from Centinela	Widen ramp entrance to 3?.	Widen to 3 lanes and install ramp metering with HOV By-Pass Lane
1D	■ W/B 90 Off-ramp to Centinela	Minor widening to permit 2 lanes to go to 3 lanes at the intersection.	DEIR Proposal okay
1D	■ Lincoln Bl at Jefferson Blvd.	None Proposed	Provide additional intersection capacity Phase I -Grade sep. Phase II or cul-de-sac Jefferson at Culver.
1D	■ N/B 405 On-ramp from Jefferson	Construct loop ramp for E/B Jefferson On-ramp to N/B 405-close or reroute N/B Off-ramp- Minor road work and restriping on W/B Jefferson to provide longer left turn pocket.	DEIR proposal uses many substandard features which need justification. Caltrans believes most project traffic can be directed to 90 Fwy.
1D	■ S/B 405 On-ramp from Jefferson	Widen E/B Jefferson for right turn pocket to S/B On-ramp widen ramp entrance to 3 lanes	DEIR Proposal would be augmented with HOV By-pass lane
1D	■ 90 Connectors to N/B 405	None Proposed	Install connector metering and construct collector road for both the E/B and W/B 90 Connectors
	o *Centinela at Jefferson*	*None Proposed*	*Provide additional intersection capacity Ph. I - Grade sep. Ph. II*
1E	■ 90 Fwy at Culver Blvd	Widen N/B Culver at E/B 90 On-ramp to provide a 2-lane right turn pocket and widen ramps at Culver to provide an additional lane Restripe W/B 90 Expwy for about 600' to provide 3 lanes.	Continue 90 Fwy over Culver by constructing grade sep. diamond interchange & provide a three lane W/B off-ramp and a two lane E/B on-ramp with HOV by-pass
1C	■ 90 Freeway		Extend full freeway section from east of Ballona Creek across Culver Blvd.
1E	■ 90 Expwy at Mindanao	Widen E/B and W/B 90 Expwy to provide additional thru and turning lanes (work to be done by the Channel Gateway Project).	Widen S/B Mindanao to provide 3 thru lanes and a 2-lane left turn pocket full width. Widen N/B Mindanao to provide 2 thru lanes and a left turn pocket.
1E	■ S/B 405 Connector to W/B 90	None Proposed	Widen Connector to 2 lanes
	o *Bay St at Culver Blvd.*	*Deferred until Master Plan Mitigation*	Construct double left from W/B Culver to Bay St.
		Deferred until Master Plan Mitigation	Construct 4 lanes from Culver Blvd. to Teale St.

5 ~~[illegible]~~ 6 Ca Hrans 5-02-97 Exhibit 2304

local coastal program

marina del rey/ballona

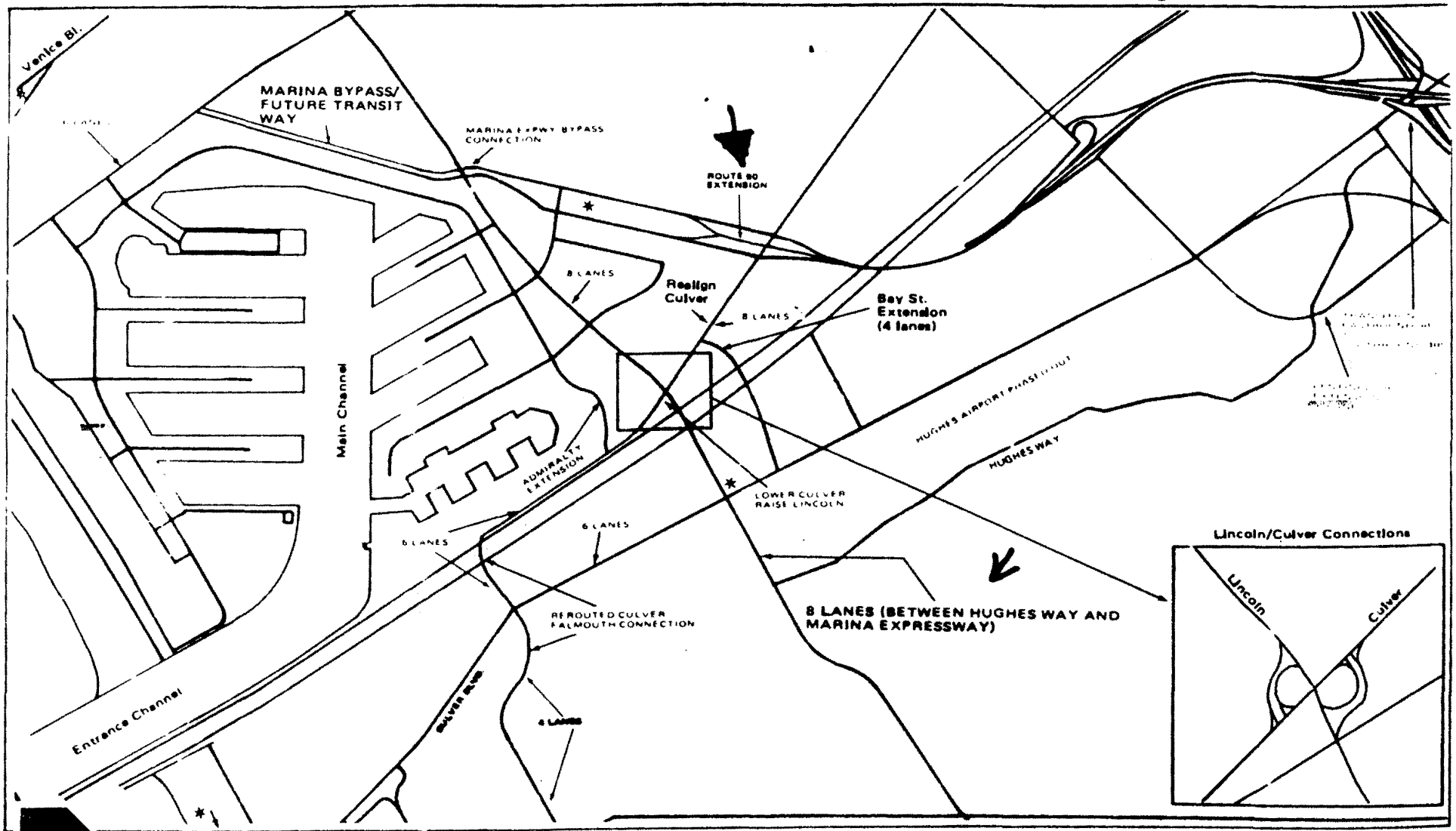
EXHIBIT NO. 24
APPLICATION NO.
5-02-87

map 36

CIRCULATION IMPROVEMENT PLAN

*Potential Park and Ride/ Shuttle Connection Lots

Traffic Improvements certified with D.R. Ballona LUP



LOS ANGELES COUNTY DEPARTMENT OF REGIO* PLANNING

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.

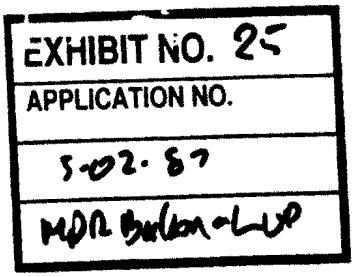
25. Jefferson Blvd. will be developed as a basic six-lane facility, with an additional eastbound lane between Lincoln Blvd. and Centinela Ave.

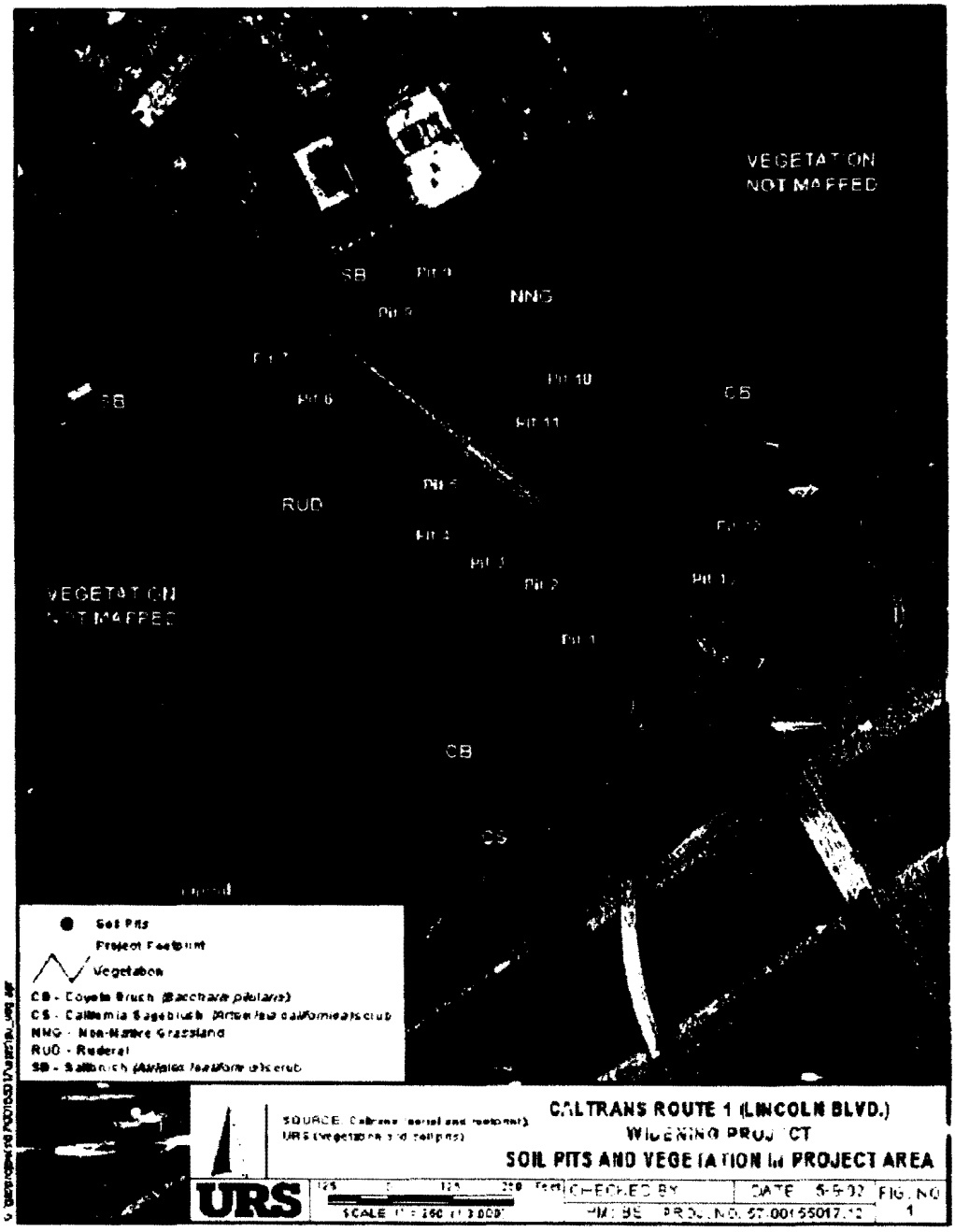
26. Reserve right-of-way for a transit way linkage in the Lincoln Blvd. corridor.

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.





EXHIBIT# 26
Page 1 of 1
Application Number:
5-02-087
California Coastal Commission

Vegetation next to Lincoln North 5-01-450 Phase II

State of California

Memorandum

To : Mr. Jim Burns
Assistant Director
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California

Date : December 20, 1991

From : Department of Fish and Game

Subject: Ballona Wetlands Acreage Determination Contained in the Department of Fish and Game's September 12, 1991 Memorandum to the Fish and Game Commission

The Department has provided the Coastal Commission with information regarding the extent and condition of wetland and other environmentally sensitive habitat areas within the Playa Vista Land Use Planning area for the past ten years. Our determinations in this regard were used by the Coastal Commission in certifying the Playa Vista Land Use Plan.

It seems that the primary, present, controversy is limited to the extent of wetland acreage north of the Ballona Creek Channel. It is important to recognize that this controversy existed at the time we prepared our September 12, 1991 memorandum to the Commission regarding approximately 52-acre "Freshwater Marsh/Open-Water Wetland-Riparian Area Project". This project was before the Commission at that time (Application Number 5-91-463). We provided the Commission with a map indicating the extent of pickleweed-dominated saltmarsh and other vegetative communities on the large fill area north of Ballona Creek Channel. Department personnel ground-truthed the accuracy of the vegetation map prior to its transmittal to the Commission, and we found it to be highly accurate. We also provided the Commission with a table indicating precisely quantified acreage for each of 28 distinct, independently-measured subareas of the pickleweed-dominated saltmarsh wetland type on the fill area. This totaled 19.95 acres which we rounded off to 20 acres for the purposes of discussion in the text of our 7-page memorandum.

We also mapped 17.66 acres of patchy pickleweed distributed within what was characterized as an upland vegetative association (page 2 of our September 1991 memorandum). Most of this 17.66 acres was dominated by pickleweed prior to the onset of the present drought cycle. Consequently, we found it likely that a portion of these 17.66 acres would again be dominated by pickleweed given a return of normal rainfall.

Lastly, we determined that portions of the 4.78 acres of saltflat were wetlands by virtue of periodic inundation which we

observed several years ago but that was at the time of the field inspection of Area A, prior to transmittal of our September 12, 1991 memorandum, these saltflats did not function as wetlands.

Using the observation discussed in the presiding two paragraphs, and applying the wetland definition contained in the document entitled "Classification of Wetlands and Deepwater Habitats of the United States" (Cowardin, et al., 1979), we informed the Commission that not less than 20 acres of the Area A presently functioned as wetland by virtue of dominance by obligate hydrophytic vegetation even after five years of drought. Since our past wetland determinations on Area A included the acknowledgement of the presence of 2.5 acres of saltflat which functioned as wetland by virtue of periodic inundation we found it probable, and continue to find it probable, that 2.5 acres of saltflat would again function as wetland given a return of normal rainfall. We formerly identified 37.5 acres of wetland in Area A, and we continue to believe that, under normal rainfall conditions, 37.5 acres would again function as wetland. These 37.5 acres of wetlamd may be generally characterized as being composed of the 20 acres of existing pickleweed-dominated saltmarsh, 2.5 acres of saltflat, and 15 acres of recovered saltmarsh from the existing 17.66 acres of patchy pickleweed community. We reiterate for clarity that only the 20 acres of pickleweed-dominated saltmarsh presently functions as wetland.

We do not agree with the opinion which holds that the pickleweed-dominated flats are simply an indication of the saline nature of the original dredge spoils. In point of fact, there are several plant species in Area A which are very tolerant of saline soil conditions. Among these are salt grass (Distichilis spicata) and Atriplex spp. Further, Salicornia grows quite well in nonsaline soils. The patterns of vegetative dominance in Area A are based upon essentially two factors, soil salinity and substrate saturation. Where we have both saline soils and low-elevation (and therefore increased degree of substrate saturation) we find that competitive advantage is conferred upon pickleweed. In areas with low soil salinities at higher elevation (and therefore relatively little soil saturation) typical ruderal species predominate. In areas of similar elevation, and elevated soil salinities, we find Atriplex and Bacchuaris. In areas where soil saturation levels are especially high and the substrate is subject to inundation and/or has been highly compacted through time, we have saltflats which typically are too salty for pickleweed and at times may be too wet, too long to support pickleweed. Lastly there are areas, essentially the 17.66 acres of patchy pickleweed designated on the map we appended to our September 12, 1991 memorandum, where salinities and saturation are in a state of flux and in which after 5 years

P2

of drought pickleweed is being out-competed by upland indicator species.

Additionally, we do not necessarily agree that substrate salinities in Area A are markedly different now than they were a decade ago. One has only to observe the pickleweed-dominated flats at Bolsa Chica, which have been isolated from tidal influence for 70 years, to see that maintenance of substrate salinity in an essentially closed system is definitely both possible and fairly frequently encountered in southern California.

In summary, we found that 20 acres of Area A functioned as wetland in September 1991, and that we saw little reason to assume that less than 37.5 acres of wetland would exist in Area A given normal rainfall. This continues to be our position.

It is important to realize that the Commission and the Department have used the Cowardin wetland definition for wetland identification purposes in the Commission's land use decisions since 1978 (when the 1979 document was still an operational draft); that the Commission allied the wetland definition contained in the Coastal Act with the U.S. Fish and Wildlife Service's (USFWS) wetland definition (i.e., Cowardin, 1979) in the Commission's Interpretive Guidelines (1982); and that the Commission very clearly indicates in these Interpretive Guidelines that the USFWS definition is to be used for wetland identification in the Coastal Zone. The USFWS definition identifies areas which are at least seasonally dominated by hydrophytes as wetlands. In Area A, 20 acres are dominated by Salicornia virginia, an obligate hydrophyte with a wetland occurrence probability in excess of 99 percent after five years of drought. The areas in which Salicornia virginia continues to dominate are usually at a somewhat lower elevation than the patchy pickleweed and other areas which do not presently function as wetlands. The reason that pickleweed continues to dominate the lower elevations is that these lower areas are wetter longer than the areas at higher elevations. Areas which are wet enough, long enough to support dominance by hydrophytic vegetation are wetlands per the USFWS definition. Any fair application of the Cowardin (USFWS) wetland definition to Area A will reveal the presence of not less than 20 acres of pickleweed-dominated saltmarsh, which is clearly a wetland type.

In Area B we are on record as having agreed with the Corps of Engineers identification of 170.56 acres of wetland. During the evolution of the now certified Playa Vista Land Use Plan, we predicted that, were it not for the then ongoing agricultural operation, wetlands in Area B would expand. These agricultural

EXHIBIT NO. 21, 3
APPLICATION NO. 5-02-87

EXHIBIT NO. 27b
APPLICATION NO. 5-02-87

5/

activities ceased for approximately three years prior to the Corps' wetland determination, and, as we predicted, the wetlands did expand into the area which was formerly used for the production of barley and lima beans. Further, wetlands expanded in the triangular area south of Centinella Creek and immediately adjacent to Lincoln Boulevard presumably in response to increased run-off from recently developed areas located on the bluffs. We were instrumental in the ultimate designation of 170.56 acres of wetland by the Corps in Area B and we support that figure as accurate. In Area C, we identified 2.5 acres of wetland in our previous determination, and we continue to believe this to be an accurate assessment. In area D, outside the Coastal zone, east of Lincoln Boulevard and south of Ballona Creek Channel, we have not independently determined wetland acreage. However, we have examined the Corps' delineation, briefly inspected Area D, and find the Corps' identification of 3.47 acres of wetland in Area D to be accurate.

For these reasons we find that 196.53 acres of wetland presently exist within the overall planning area, and we find that 214.03 acres would likely exist given a return of normal precipitation.

Should you have questions regarding this memorandum, please contact Mr. Bob Radovich, Wetland Coordinator, Environmental Services Division, Department of Fish and Game, 1416 Ninth Street, Sacramento, California 95814, telephone (916) 653-9757.

Howard A. Sarasohn for

Pete Bontadelli
Director

cc: Mr. William Shaproth
Resources Agency

EXHIBIT NO. 27c 4
APPLICATION NO.
5-02-87

map 14

PRESENT STATUS OF THE BALLONA REGION

Non-degraded wetland

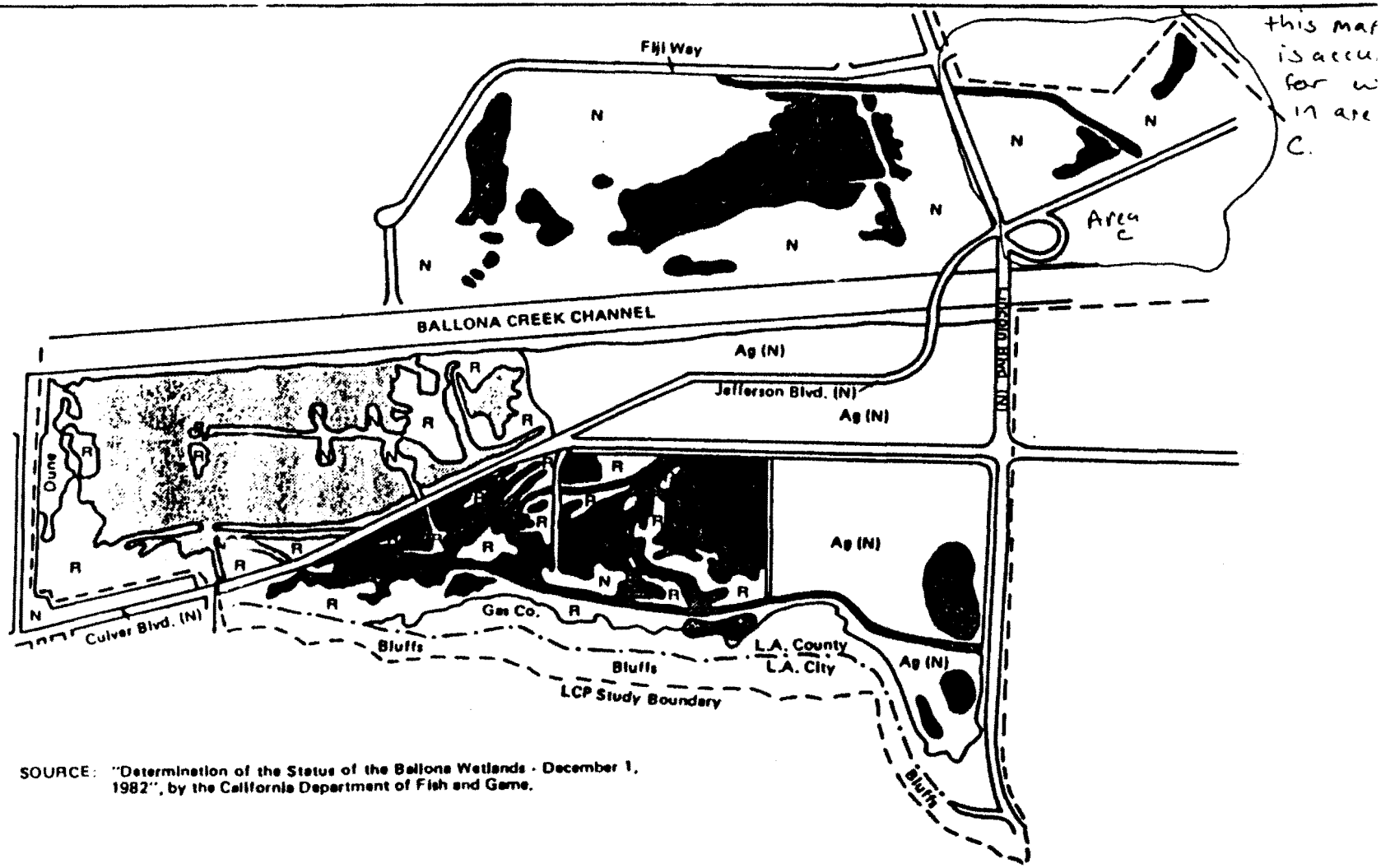
Degraded wetland

R — Feasibly restorable former wetland

N — Former wetland not feasibly restorable

Ag (N) — Former wetlands Agricultural Field

Dune & Bluffs — Environmentally sensitive upland



this map is accu for w in are C.

SOURCE: "Determination of the Status of the Ballona Wetlands - December 1, 1982", by the California Department of Fish and Game.

EXHIBIT NO. 27

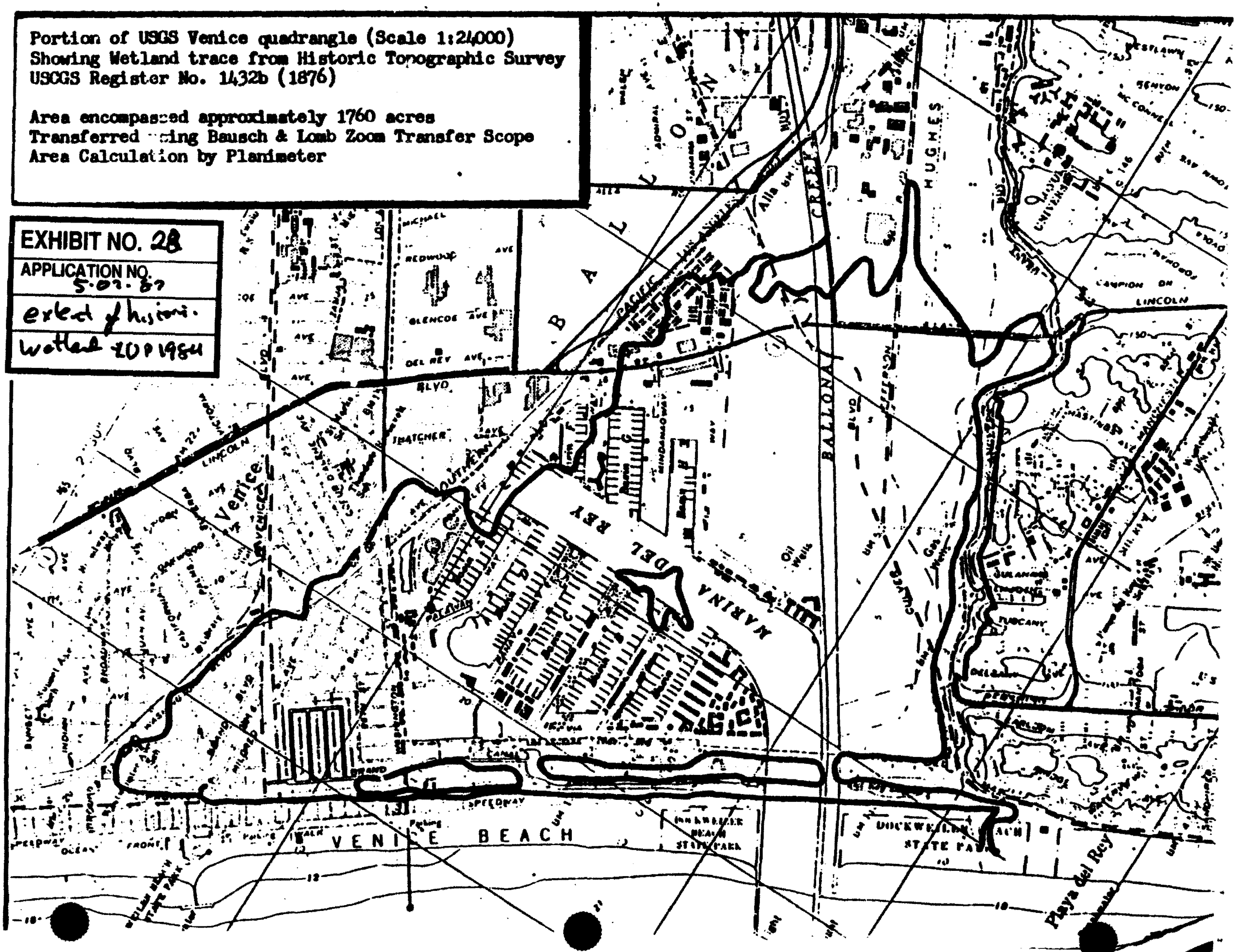
APPLICATION NO.

5-90-37

Portion of USGS Venice quadrangle (Scale 1:24000)
Showing Wetland trace from Historic Topographic Survey
USCGS Register No. 1432b (1876)

Area encompassed approximately 1760 acres
Transferred using Bausch & Lomb Zoom Transfer Scope
Area Calculation by Planimeter

EXHIBIT NO. 28
APPLICATION NO. 5-07-87
extent of historic
wetland 2UP 1984



CITY INVESTIGATION OF POTENTIAL ISSUES OF CONCERN FOR COMMUNITY FACILITIES DISTRICT NO. 4 PLAYA VISTA DEVELOPMENT PROJECT

Prepared by
City of Los Angeles
Office of the Chief Legislative Analyst

March, 2001

Playa Vista Development
Los Angeles, California
Methane Concentrations (ppmv)
4 Foot Soil Gas Survey

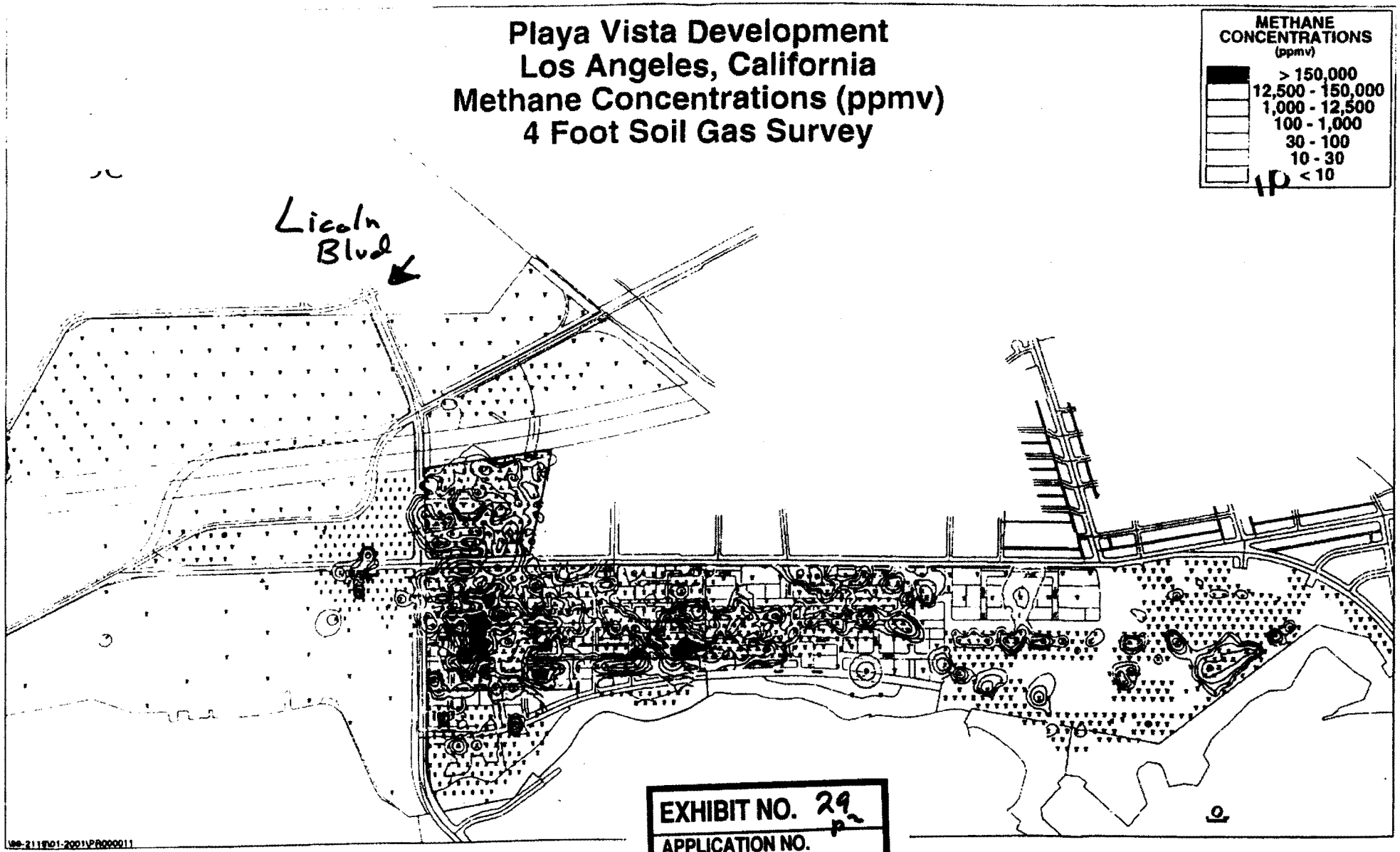


EXHIBIT NO. 29
APPLICATION NO.
5-02-087
CCA Gas Study

Wetlands Research Associates, Inc.

February 1, 2002

Ruth Lansford
Friends of Ballona Wetlands
6953 Trolley Way
Playa del Rey, CA 90293

RE: CCC Application 5-01-184

Dear Ruth:

On behalf of the Friends of Ballona Wetlands, you have asked that I review the application from Caltrans for the proposed widening of Lincoln Blvd near the Ballona Wetlands as proposed in an application before the Commission. The Commission staff recommends denial of this permit application. As the consulting biologist to the Friends, I concur with this recommendation for the following reasons:

- The widening of the roadway will increase traffic speed and noise. While the Freshwater Marsh does have a vegetated berm as part of the design, the significant increase in noise as well as the closer proximity of the road surface to the marsh will likely have an impact on the wildlife use of the wetlands. Sound is rapidly diminished by distance so any means to reduce the width of the lanes can reduce noise impacts significantly. I also recommend that the Commission request that additional consideration be given to road composition technologies such as asphalt-rubber compounds that would reduce noise in the vicinity of the wetlands. In addition, strict adherence to speed limits on this section of road would also diminish road generated noise. We have attached some additional information on these technologies with this letter.

- I concur with the Commission staff that the widening of the roadway will further diminish pedestrian access across Lincoln Blvd to the Freshwater Marsh system. Part of the Friends goals for the Freshwater Marsh is to provide an educational benefit to the public and local schools. A nature interpretative center is proposed for the east side of Lincoln. Based on my experience, it is already very difficult to cross Lincoln Boulevard as the walk cross signals do not allow enough time. Imagine trying to take a group of students to the freshwater marsh across such a major barrier even with the proposed traffic light timing modifications. Narrower lanes and adequate locations and sizing of sidewalks should be considered—otherwise, the benefits of the trail system and educational program envisioned by the Friends will be for naught.

2169-G East Francisco Blvd., San Rafael, CA 94901 (415) 454-8868/FAX (415) 454-0129
www.wra-ca.com

5-02-87
Concern f
Friends Ballona
Exhibit 30
p. 1

- The new roadway proposes lighting that would also impact wildlife using the wetlands. Caltrans has agreed to a condition that would require review of the lighting design by the Commission. The Friends have developed recommendations on lighting in conjunction with a nationally known expert, Dr. Richard Podolsky. I have attached his report as an attachment to this letter. It is important that Caltrans provide its revised street lighting designs to the Commission and the public for review as part of the application package.

- The Commission's BMPs for water quality management are important elements in protecting the water quality of the wetlands and the buffer areas that surround them. I support the inclusion of these in the Commission's conditions.

For the reasons described above and those of the Commission staff, I recommend that the Friends support the Staff recommendation of **Denial** and that Caltrans provide the public with the information requested above so that an appropriate decision can be made by the Commission and the public with all the information at hand.

Sincerely yours,

Michael Josselyn, PhD
Certified Professional Wetland Scientist

Attachments

TOTAL P.03

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p2

City of
Santa Monica

Big Blue Bus
1660 Seventh Street
Santa Monica, California 90401-3324

DATE: October 19, 2001

TO: Peter Douglas, Executive Director
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach CA 90802

SUBJECT: 5 - 01 - 184 LINCOLN BOULEVARD WIDENING

Background

The Big Blue Bus operates Line 3, connecting Santa Monica, Venice and Marina del Rey with LAX Transit Center via Lincoln Boulevard. Line 3 has over 12,000 passenger boardings on a typical weekday. The Lincoln Boulevard corridor has been one of our fastest growing routes since it was extended beyond the airport to the Metro Green Line at Aviation. This service provides a vital link between the growing job market in Santa Monica and residents of southeast Los Angeles County.

Analysis

The proposed project will be inadequate to meet current levels of travel demand, because it consists entirely of mixed-flow lanes where average vehicle occupancy is slightly more than one person. Bus Rapid Transit has proven to be the most successful means of increasing the throughput of person trips on roadways.

Recommendations

- Dedicated lanes for Bus Rapid Transit should be provided. This is consistent with county-wide policy to develop roadway priority measures for transit buses on major corridors. Traffic signal priority for transit buses must be provided at all controlled intersections.

- Bus stop zones of at least 200 feet in length should be provided to accommodate two articulated buses simultaneously. Sidewalks at bus stops must be at least 15 feet wide to accommodate bus stop shelters with all amenities.

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tel 310 453-1473 • fax 310 452 5196 • website: www.bigbluebus.com

- The at-grade pedestrian crossing at the intersection of Lincoln and Jefferson is over ten lanes wide across high speed traffic. It is extremely perilous to people accessing bus stops and to pedestrians and cyclists heading to coastal recreational areas. The intersection requires a pedestrian overcrossing.

Please do not hesitate to contact me if you have any comments or questions.

Paul Casey
Senior Transit Programs Analyst

c: James Okazaki, Assistant General Manager,
City of Los Angeles Department of Transportation
Stephanie Negriff, (Acting) Director of Transit Services
Janeene de Martinez, Assistant Director, Transit Finance and Business Services
Joe Stitcher, Manager of Customer Relations

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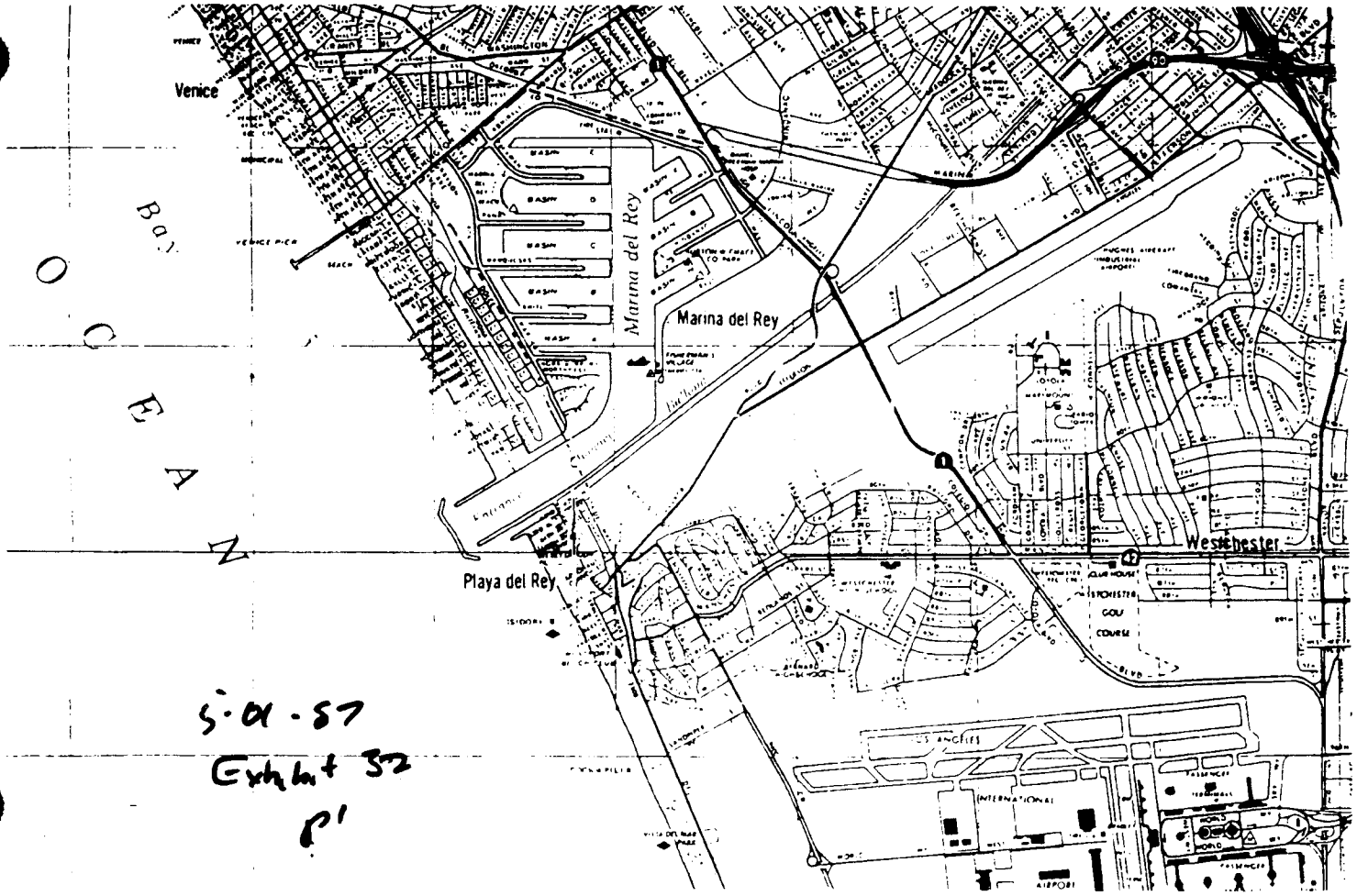
Bikeways for the Coast Highway

Key Points and Recommendations For Accommodating Bicycle Transportation On Lincoln Boulevard: SR 1 between Westchester and Marina del Rey

Presented at: Caltrans Lincoln bikeway meeting 5/9/02



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8 pp

Key Points and Recommendations For Accommodating Bicycle Transportation On Lincoln Boulevard: SR 1 between Westchester and Marina del Rey

. Lincoln Blvd. is an important north-south corridor; few alternatives exist.
.1 Lincoln is the Coast Highway. It lies mostly n the coastal zone. The coastal act requires that, within the coastal zone, maximum access and ecreational opportunities be provided.

2. Many prime destinations for BOTH motorists nd cyclists lie along Lincoln.

3. Commuter/utilitarian and recreational cyclists need direct, efficient connections between points of origin and destination, just like motorists.

4. Our goal should be to make Lincoln Blvd. a state-of-the-art multi-modal corridor with excellent bicycle facilities, able to accommodate he needs of riders with diverse abilities.

. The design approach should start at the right-of-way edges and work in, providing facilities for all modes, rather than starting at the centerline and working outward.
5.1 Utilization of right-of-way and travel lane widths should be determined by balancing the needs of all road users and not predetermined by rigid standards that favor motor vehicle travel at the expense of other road users. Design exceptions should be utilized as necessary to meet the goal of providing an excellent multi-modal corridor.

6. Caltrans Deputy Directive 64 and Streets and Highways Code Section 885 both establish a strong need and guidance for including bicycle facilities in Caltrans projects.
6.1. Caltrans implementation of bicycle facilities on other Caltrans roads, such as State Route 116 in Sebastopol, should serve as a precedent for inclusion of bike lanes on Lincoln.
6.2. Caltrans adopted Director's Policy 22 (November 2001) on Context Sensitive Solutions, guiding the agency towards innovative state highway design that is responsive to community needs.

7. On-street class II bike lanes or wide outside through lanes (WOTLs) are recommended for accommodating the needs of commuter/utilitarian cyclists on Lincoln and should connect with bike lanes or WOTLs needed on Culver Blvd. and Jefferson Blvd. Wide outside through lanes promote lane sharing between motorists and cyclists.
7.1 Class II bike lanes should be considered if enough right-of-way is available and the lanes can be routed safely at driveways and intersections, and in the presence of on-street parking. We recommend the inclusion of local bicycling experts in this process.
7.2 Outside through lanes must be 14 feet or wider to promote lane sharing.

8. As proposed by Caltrans, a separate, class I scenic bike/pedestrian path through the project area, connecting Ballona Creek bike path to LMU Drive, would be desirable for recreational cyclists, children and those who are uncomfortable riding in traffic.
8.1. The value of a scenic bike route would be enhanced if it had good visual access to the fresh water marsh/wetlands. This would facilitate better public understanding of this valuable habitat area, encouraging people to identify with its preservation and maintenance. An important destination for the scenic route to connect with will be the planned wetlands nature walk.

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8.2. The routing of a scenic bike route must be separated enough from the main road to prevent hazardous intersection crossings, per HDM Chapter 1000 recommendations; we also recommend involvement of local cycling experts to help determine safe routing for this facility.

9. Best practices for bikeway design, as demonstrated in exemplary projects, should be applied.
9.1. All signal sensors along Lincoln, as well throughout the adjacent project area, should be sensitive to detect bicycles traveling legally on the road. Pedestrian push buttons are not a suitable solution to this problem for on-road bicyclists, but may be appropriate for a class I bike path crossings with roads.
9.2 For class II bike lanes, pavement stencils every 100 feet are recommended to enhance motorist awareness of cyclists.

10. Easy, diverse paths of connectivity between Lincoln and the surrounding communities are essential for creating a viable bikeway that can attract increasing numbers of users and maximize the corridor's multi-modal potential. This should include:
10.1. Preserve direct bicycle access to the Ballona Creek bike path from both north and south-bound sides of Lincoln.
10.2. Facilitate bicycle and pedestrian access between the residential and commercial communities of Playa Vista and the Lincoln corridor.
10.3. Facilitate bicycle and pedestrian access between the residential and commercial communities of Westchester, Marina del Rey, etc. and the Lincoln corridor. (Note: while access into and through the Loyola campus is desirable, this should not be seen as a substitute for direct access to the Loyola Village shopping district, Otis College, Furama Hotel, etc. which lie on Lincoln.)
10.4. Create bicycle access between Lincoln Blvd. and Culver Blvd., which eventually links with the Culver Blvd. class I bike path.

10.5 Special attention should be given to enhancing cyclist's safety while crossing the un-controlled ramps connecting to Culver Blvd. See Caltrans Bicycle Advisory Committee research into alternatives for bikeways and single point intersections.

Kent Strumpell
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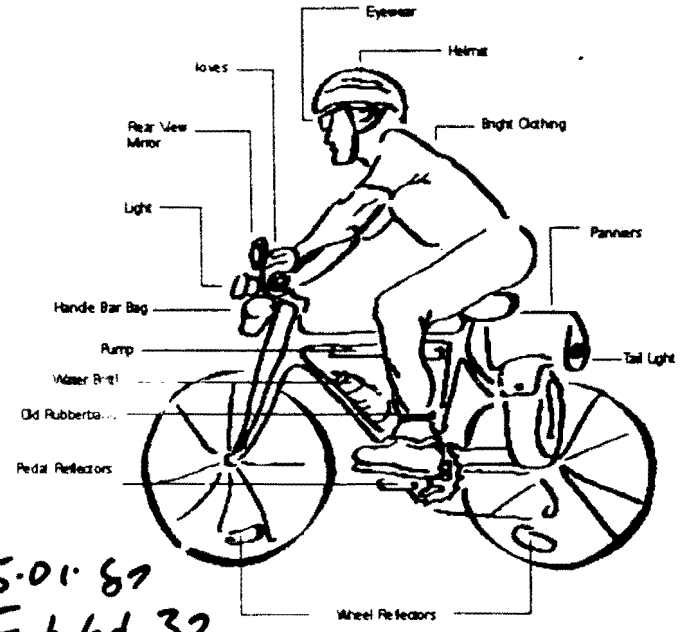
Board of Directors, California Bicycle Coalition
mail to:melshar@worldnet.att.net

Barbara Filet
Cycle Santa Monica
Los Angeles County Bicycle Coalition
Barbarafilet@earthlink.net

Howared Hackett
Ballona Creek Watershed Task Force
hhackett@juno.com

Typical commuter cyclist



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p 3

Pam Emerson

From: Barbara Filet [barbarafilet@earthlink.net]
Sent: Thursday, May 02, 2002 10:44 PM
To: Pam Emerson; kentstrum@aol.com; ctyrrell@playavista.com
Subject: Coastal Act and Lincoln

Pam, I have studied some of the codes in the coastal act. Here is what I have come up with as wording that supports bike facilities on Lincoln Boulevard.

30210. maximum access ... and recreational opportunities shall be provided for all the people ...
30211. Development shall not interfere with the public's right of access to the sea ...
30212.5. Whenever appropriate and feasible, public facilities ... shall be distributed throughout an area ...
30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided.
30530. There is need to coordinate public access programs ... to assure that ... different access programs complement one another and are incorporated within an integrated system of public access ways to and along the state's coastline.

(Pam, this says to me that Lincoln needs bike facilities because there needs to be connectivity between other bike routes to form a network. There are bike paths on the Ballona Creek, the Marina del Rey leg of the Beach bike path, Sepulveda and the proposed lanes on Manchester. Culver Boulevard should also have bike lanes.)
30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance.

(Pam, broad expanses of asphalt are not attractive because they look like a freeway. I don't know why four lanes in each direction have been proposed instead of three, which can carry just as much traffic. If the traffic is slowed down to 35 and lanes are narrowed to 10 feet, which calms traffic, capacity is improved. Four lanes look and smell like a freeway. I would prefer two 10-foot lanes, a 12-foot curb lane good for buses and a 6-foot bike lane, equaling 38 feet, instead of four 12-foot lanes equaling 48 feet. Yes, a landscaped median will help, as long as the median is not so wide as to preclude a bike lane.)

30253. New development shall: 4) Minimize energy consumption and vehicle miles traveled.

Pam, in studying 30252 I found it to be VERY DISAPPOINTING AND out of date in not acknowledging the large role non-motorized transportation now plays in mobility and protecting our environment. The US Department of Transportation says:

During the 1990s, Congress spearheaded a movement towards a transportation system that favors people and goods over motor vehicles with passage of the Intermodal Surface Transportation Efficiency Act (1991) and the Transportation Equity Act for the 21st Century (1998). The call for more walkable, liveable, and accessible communities, has seen bicycling and walking emerge as an "indicator species" for the health and well-being of a community. People want to live and work in places where they can safely and conveniently walk and/or bicycle and not always have to deal with worsening traffic congestion, road rage and the fight for a parking space. Vice President Gore launched a Livability Initiative in 1998 with the ironic statement that "a gallon of gas can be used up just driving to get a gallon of milk."

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30252 would be consistent with this new direction if it would recognize that pedestrians and bicyclists are the indicator species of a sustainable environment. It might read something like this. My suggestions are in capital letters:

30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision of or extension of transit service AND WALK AND BIKE WAYS, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within AND TO AND OUT OF the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation AND WALK AND BIKE WAYS, (5) assuring the potential for public transit AND BICYCLING for high intensity uses such as high rise office buildings, and by (6) assuring the recreational needs of new residents will not overload nearby coastal recreation areas by CREATING TO AND FROM THEM NETWORKS OF PATHS AND BIKE WAYS TO ENCOURAGE NON-MOTORIZED CIRCULATION and correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities AND WALK AND BIKE WAYS to serve the new development.

I would like to advocate to update 30252 to better reflect the new thinking about healthy forms of circulation which combat auto dependency. Can you suggest how this could be accomplished?

Sincerely,
Barbara Filet
310.396.8950

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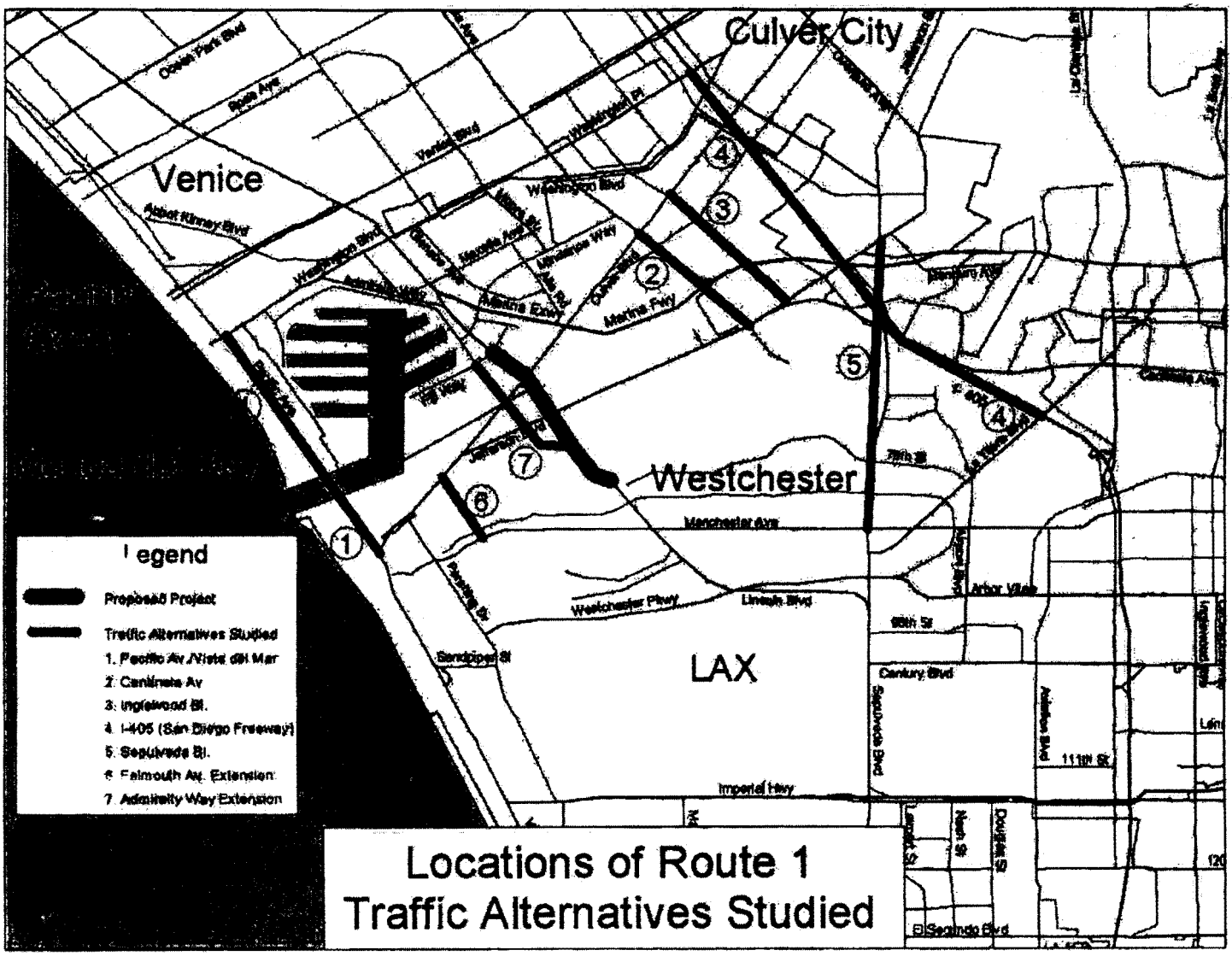

Locations of Route 1 Traffic Alternatives Studied

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Application Number:
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California Coastal Commission