

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



W10e

RECORD PACKET COPY

Filed: 11/12/2003
49th Day: 12/31/2003
180th Day: 5/10/2004
Staff: AJP-LB
Staff Report: 1/29/2004
Hearing Date: 2/18/2004
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-03-478

APPLICANT: Playa Capital Company, LLC.

AGENT: Catherine Tyrell, Playa Capital;
Wayne Smith, Psomas

PROJECT LOCATION: Culver Boulevard and Vista del Mar, Playa del Rey, Los Angeles County

PROJECT DESCRIPTION: Restriping Culver Boulevard to add an additional southbound left turn lane at the Culver Boulevard/Vista del Mar intersection; widening the westerly side of Vista del Mar by 21 feet over approximately 365 feet between Culver Boulevard and Pacific Avenue; 2) construct a sidewalk on west side of Vista del Mar from Culver Boulevard to Pacific Avenue; 3) construct bioswale system within the parkway along the west side of the widened portion of Vista del Mar between Culver Boulevard and Pacific Avenue; 4) implement street lighting, striping, bus stop relocation and other improvements, including relocating and installing a new fence along a portion of the adjacent private property. Approximately 600 cubic yards of grading is also proposed.

SUMMARY OF STAFF RECOMMENDATION:

This project widens a block long stretch of Vista del Mar and improves and intersection in Playa del Rey. The intersection connects Culver Boulevard, a major east/west street with Vista del Mar, a north/south beach-fronting collector street. The intersection is located in a built-out area and is separated from the beach and wetlands by existing development. Both streets are major beach access and commuter routes. Staff is recommending approval with special conditions to address water quality and impacts to beach access and recreation.

LOCAL APPROVALS RECEIVED:

1. City of Los Angeles, CDP No.-03-01

2. City of Los Angeles EIR-90-0200 (SUB)(C)(CUZ)(CUB), September 1993

SUBSTANTIVE FILE DOCUMENTS: See Appendix A

DUAL PERMIT JURISDICTION

Section 30601 establishes that, in addition to a permit from local government pursuant to subdivisions (b) or (d) of Section 30600, a coastal development permit shall be obtained from the Commission for all major public works projects, for developments located within 100 feet of any wetland, estuary or stream, or located between the first public road paralleling the sea and the sea. The project is a major public works project, costing in excess of one hundred thousand dollars. In the City of Los Angeles the city department of public works reviews and issues coastal development permits for public works projects. The City of Los Angeles issued a coastal development permit for this project CDP No. -03-01 on October 16, 2003. The commission received a copy of this notice from the city on November 13, 2003. The Commission established a 20 working day appeal period subsequent to receipt of the notice. There were no appeals. Nevertheless the Commission is required to review this proposal and issue its own coastal development permit. The standard of review for this permit is the consistency of the project with the Coastal Act.

Staff recommendation: Approval with conditions, Staff recommends that the Commission approve this project.

STAFF RECOMMENDATION:

MOTION: *I move that the Commission approve Coastal Development Permit No. 5-03-478 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

1. 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:

- 1) Applicant shall use, install or construct 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 measures shall be required on the project site

prior to and concurrent with the initial grading operations and maintained throughout the development process to minimize erosion and sedimentation from runoff waters during construction.

- 2) The plan shall also include temporary erosion control measures should grading or site preparation cease for a period of more than 30 days. 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. 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.
- 3) The applicant shall test soils for toxicity during excavation according to DTSC rules and RWQCB rules.
- 4) If toxic deposits 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.
- 5) No toxic material excavated shall be stockpiled on site for more than 24 hours.
- 6) Aerially deposited lead 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 A10 above. If it is not soluble, it may be properly capped and used under the improved roadway, if consistent with DTSC approvals.
- 7) The applicant or its contractors shall not use lead-contaminated materials from off-site as road fill.
- 8) 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.

2. POST CONSTRUCTION WATER QUALITY MITIGATION.

- A. The applicant shall install the bioswale consistent with the "Proposed Post Construction Water Quality Management Plan" prepared by Geo-Syntec Consultants, dated March 20, 2003, which includes the bioswale system with the parkway along the west side of the widened portion of Vista del Mar between Culver Boulevard and Pacific Avenue. Prior to issuance of the permit the applicant

shall provide a planting list to assure that as proposed locally native grasses and no invasive species will be used to plant the bioswale system or the parkway area adjacent to the sidewalk. 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, and those species listed by the California Exotic Pest Plant Council on any of their watch lists as published in 1999.

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

3. **BEACH ACCESS, TIMING OF CONSTRUCTION**

A. Prior to issuance of the coastal development permit, the applicant shall agree in writing to the following: To minimize impacts to beach access during the peak summer season, construction activities for the proposed improvement shall be limited such that no lane closures shall be permitted on weekends and holidays during the peak beach use season (Memorial Day through Labor Day).

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

IV. **FINDINGS AND DECLARATIONS:**

The Commission hereby finds and declares:

A. **Project Description and Location**

This project would improve the intersection of Vista del Mar and Culver Boulevard by 1) restriping Culver Boulevard to add an additional southbound left turn lane at the Culver Vista del Mar intersection, 2) widening the westerly side of Vista del Mar by 21 feet between Culver Boulevard and Pacific Avenue, 3) construction of a sidewalk on the west side of Vista del Mar extending from Culver to Pacific Avenue and 4) construction of a bioswale system within the parkway along the west side of the widened portion of Vista del Mar between Culver Boulevard and Pacific Avenue, draining the new roadway and approximately 16,000 square feet of existing road way; 4) additional lighting, striping and bus stop improvements. The widening will extend onto a vacant parcel that was previously occupied by a gas station and a restaurant. An existing property line fence will

be relocated on the adjacent private property. The street widening along Vista del Mar is expected to create an additional 13-foot wide southbound lane along Vista del Mar while will accommodating the additional left turn lane from Culver Boulevard, however final lane widths may be adjusted by the City of Los Angeles Department of Transportation in response to concerns about the safety of the present lane widths on the eastern (inland) side of northbound Vista del Mar.

The project is a required mitigation measure for the first phase of the Playa Vista project and was required in the City's conditions of approval for Vesting Tentative Tract Map 49104 and in the mitigation measures required in the Environmental Impact Report for the first phase of the Playa Vista project. The City cites this requirement in its review as an indication of the purpose and need of the project, indicating that the project is necessary to maintain traffic flow once this approved development is complete.

B. PUBLIC SHORELINE ACCESS AND PUBLIC RECREATION.

Once completed, this project will improve access from Jefferson and Culver Boulevards to Vista del Mar, which is adjacent to and provides access to Dockweiler State Beach. The northerly end of Dockweiler State Beach in Playa del Rey is located 500-600 feet directly west of the project. While a small portion of the beach is located north of the channel in Venice, most of Dockweiler State Beach is located in Playa del Rey, extending south past Playa del Rey, the Airport and the sewer plant to Manhattan Beach. Over most of its length, access to the beach is provided by Vista del Mar and by the South Bay bike path. Jefferson and Culver Boulevards are major beach access routes from Culver City, and Los Angeles to the coastline. Jefferson Boulevard is a popular bicycle route. Playa del Rey is a popular place to get on the South Bay bicycle trail, which extends from this area south to Torrance, and north, through the Marina del Rey and Washington Boulevard to Pacific Palisades.

Sections 30210 and 30211 of the Coastal Act require the Commission to protect public access.

Section 30210 Access; recreational opportunities; posting

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 Development not to interfere with access

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30221 protects land suitable for public recreation.

Section 30221 Oceanfront land; protection for recreational use and development

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30223 requires the protection of upland areas suitable for recreation

Section 30223 Upland areas

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Once complete, this project will enhance public recreation. It provides a sidewalk along Vista del Mar where no sidewalk existed and widens lanes for safer turning at this busy corner. Increasing the width of Vista del Mar will enhance safety. The project also provides four additional public parking spaces in walking distance of Dockweiler State Beach and Del Rey Lagoon Park, important public recreation areas. However, if work to improve the street is carried out during summer weekends, it could reduce access to the southerly picnic areas of Dockweiler State Beach and to the bike path. For this reason the Commission is imposing Special Condition 3 that restricts lane closure during summer weekends and holidays. The applicant states that most of the work will occur on the existing undeveloped property and not in the roadway. However, the applicant states it may be necessary to have a few short term lane closures, and requests that the Executive Director be allowed to make exceptions in advance if the lane closures are not expected to significantly interrupt beach traffic. In lieu of exceptions, Special Condition 3 would allow lane closures during weekdays and on any day outside of the peak beach season. As conditioned the proposed project is consistent with sections 30210, 30211 and 30222 of the Coastal Act.

C. IMPACTS ON HABITAT.

Section 30240 of Coastal Act requires protection of environmentally sensitive habitat areas. Vista del Mar and Culver Boulevard are presently heavily traveled roads. The widening and associated sidewalk will occur on approximately 6-7000 square feet of a larger parcel that was previously developed with a gasoline station and a restaurant, and which supports no native habitat, and in fact few plants of any kind. The site is surrounded by urban development. The applicant has provided a survey of the site, which shows no biotic resources on site with the exception of common weeds (ruderal vegetation) which are visited by birds common to urbanized areas, including pigeons, starlings, sparrows, house finches and crows. Grading on the site will have no direct impacts. If plants were installed on the site that could prove to be invasive there is some chance of impact to nearby habitat areas. The applicant proposes to introduce no vegetation to the area that might prove invasive, and to use a native grass, Melic grass for its biofiltration system.

Playa del Rey abuts the Ballona wetlands, as does Culver Boulevard through parts of its length. However, the project is located 1,700 feet from the Ballona wetlands and 850 feet from Del Rey Lagoon, a remnant extension of Ballona Lagoon that extends south of the Ballona Creek Channel.¹ Therefore the project is not adjacent to any environmentally sensitive area or wetland. As proposed and conditioned, the project raises no issues of consistency with Section 30240(b) that requires that development adjacent to environmentally sensitive habitat areas be reviewed for impacts on those areas. As proposed, the project is consistent with Coastal Act Section 30240.

D. WATER QUALITY

Sections 30230 and 30231 require protection of marine resources

Section 30230 Marine resources; maintenance

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 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.

The major potential impact of widening this street is the potential runoff from the creation of an additional 5,922 square feet of impervious area. Runoff from this area flows directly to the ocean, where it can reduce water quality and adversely effect marine life. In

¹ The applicant's representative, Wayne Smith of Psomas, responded to questions about the distance from the wetlands: "As we discussed on the phone, the nearest wetlands to the proposed widening are the Del Rey Lagoon, located to the northwest, and the Ballona Wetlands located northeast of the project site along Culver past The Inn at Playa Del Rey. Per your request I've measured the distance to these wetlands from the intersection of Culver & Vista Del Mar. The Del Rey Lagoon is approximately 850 ft. to the northwest. (FYI, the Dunes are a similar distance to the north). The Ballona wetlands are approximately 1,700 ft. to the northeast along Culver Boulevard. Each of these sensitive areas is separated from the proposed widening by buildings and other urban development such that there is no direct line of site from the construction area to the resources of concern. This, in addition to the significant distances separating the areas as described above, assure that no impacts from additional street lighting or construction noise would result from the project (Electronic communication, January 28, 2004.)

response to this issue, the applicant proposes to install a bio-swale along the length of the improvements that will accommodate run off from 16,000 square feet of roadway, discharging to a filtered catch basin. The swale will be seeded with melic grass, a native grass common to the Ballona wetlands. The applicant asserts that the catch basin and swale comply with current Regional Water Quality Board SUSMP requirements. The drain and catch basin will intersect with and discharge into an existing regional storm drain at the end of Culver Boulevard that discharges to the ocean.

The swale will include a perforated underdrain. The whole area will flow into the Culver storm drain, which drains to the ocean. The applicant provides the following calculations comparing the design of the proposed swale with the SUSMP design criteria for bio-filtration swales.

Parameter	Optimal Criteria	Minimum Criteria	Vista del Mar Bio-Swale
Retention Time	9 minutes	5 minutes	10-4 minutes
Maximum velocity	0.9 ft/s		0.3 ft/s
Swale Width	8 ft.	2 ft.	2 ft.
Swale Length	200 ft.	100 ft.	365 ft.
Swale Slope	2-6%	1%	0.5%

Source: Post-construction Stormwater Quality Management Plan; Culver/Vista Del Mar Intersection Improvement, GeoSyntec Consultants, March 20, 2003

Based on this information that it appears as if the proposed bio swale will improve runoff from the site, but is slightly below optimum design standards. The applicant however notes that the swale is sized to serve a larger area, 16,000 square feet, than the area of new pavement, which is 5922 square feet. In addition, the applicant proposes to couple the bioswale with an improved filtering catch basin so that all runoff from the new land and the existing street will be treated.

The site is relatively flat; however, it is a former gas station. The applicant proposes standard water quality measures during construction to control siltation and runoff. The applicant proposes about 600 cubic yards grading, of which all but 100 yards will be cut. The applicant proposes to export about 500 yards outside of the Coastal Zone to the Playa Vista Phase I development area, for use as fill. The Commission finds that In order to project offshore water quality, the Commission requires that the applicant protect adjacent areas from siltation and that the applicant also not export any soil that proves to be contaminated for use as fill. In addition, the Commission requires the applicant to carry out these water quality protection measures and to install the swale and filtered catch basin as it has proposed. As proposed, and as conditioned, the project is consistent with Sections 30230 and 30231 of the Coastal Act.

E. HISTORIC AND PALEONTOLOGICAL RESOURCES

Section 40244 requires the protection of historic, archaeological and paleontological resources

Section 30244 Archaeological or paleontological resources

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

The applicant employed an archaeologist and a Native American monitor during demolition of the restaurant and gas station that previously occupied the site. They determined that the site contained no historical or paleontological resources, with the exception of a few shards that had probably "washed down" from the bluffs above. As proposed the project will have no impacts on archaeological or paleontological resources and is consistent with Section 30244 of the Coastal Act.

F. California Environmental Quality Act

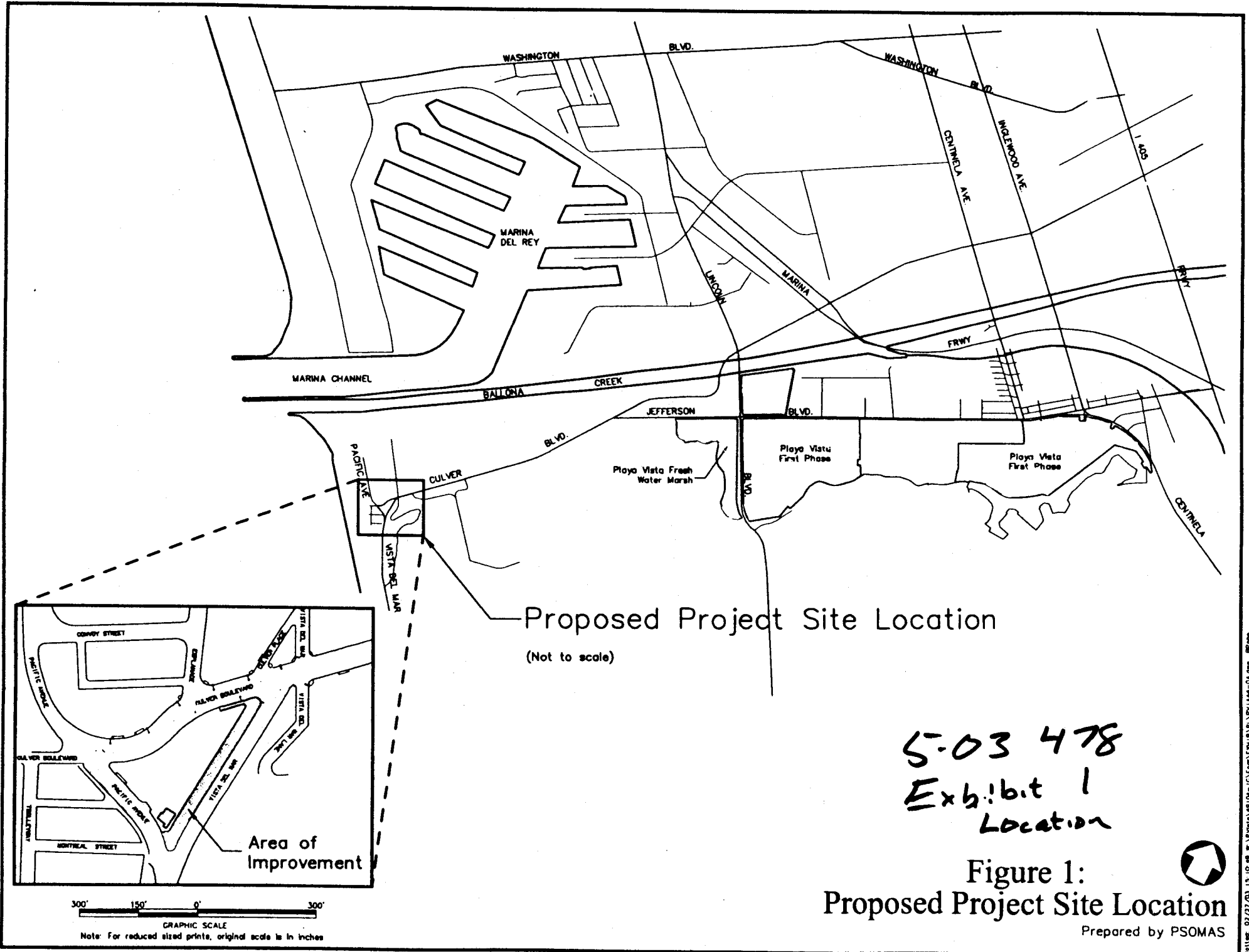
Section 13096 of the Commission's regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality 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.

The Commission has required the applicant to minimize impacts on beach access during construction. The applicant has proposed and the Commission required measures to prevent impacts to water quality during and after construction as a result of the project. The applicant has surveyed the area for biotic and archeological and historic resources and has demonstrated that the project will not impact such resources.

As proposed and conditioned the project will not have any significant adverse effect on the environment.

Appendix A
Substantive file documents:

1. City of Los Angeles, CDP No.-03-01
2. City of Los Angeles City Council: Conditions of Approval, Vesting Tentative Tract Map 49104 (As Revised December 8, 1995)
3. City of Los Angeles City Council: Conditions of Approval, Vesting Tentative Tract Map 52092 (December 8, 1995)
4. California Department of Fish and Game, Memorandum: "Extent of Wetlands in Playa Vista, December 1991."
5. LADOT Inter-departmental correspondence --Amendment of Initial Traffic Assessment and Mitigation Letter dated September 16, 1992 --Revised May 24, 1993.



Proposed Project Site Location

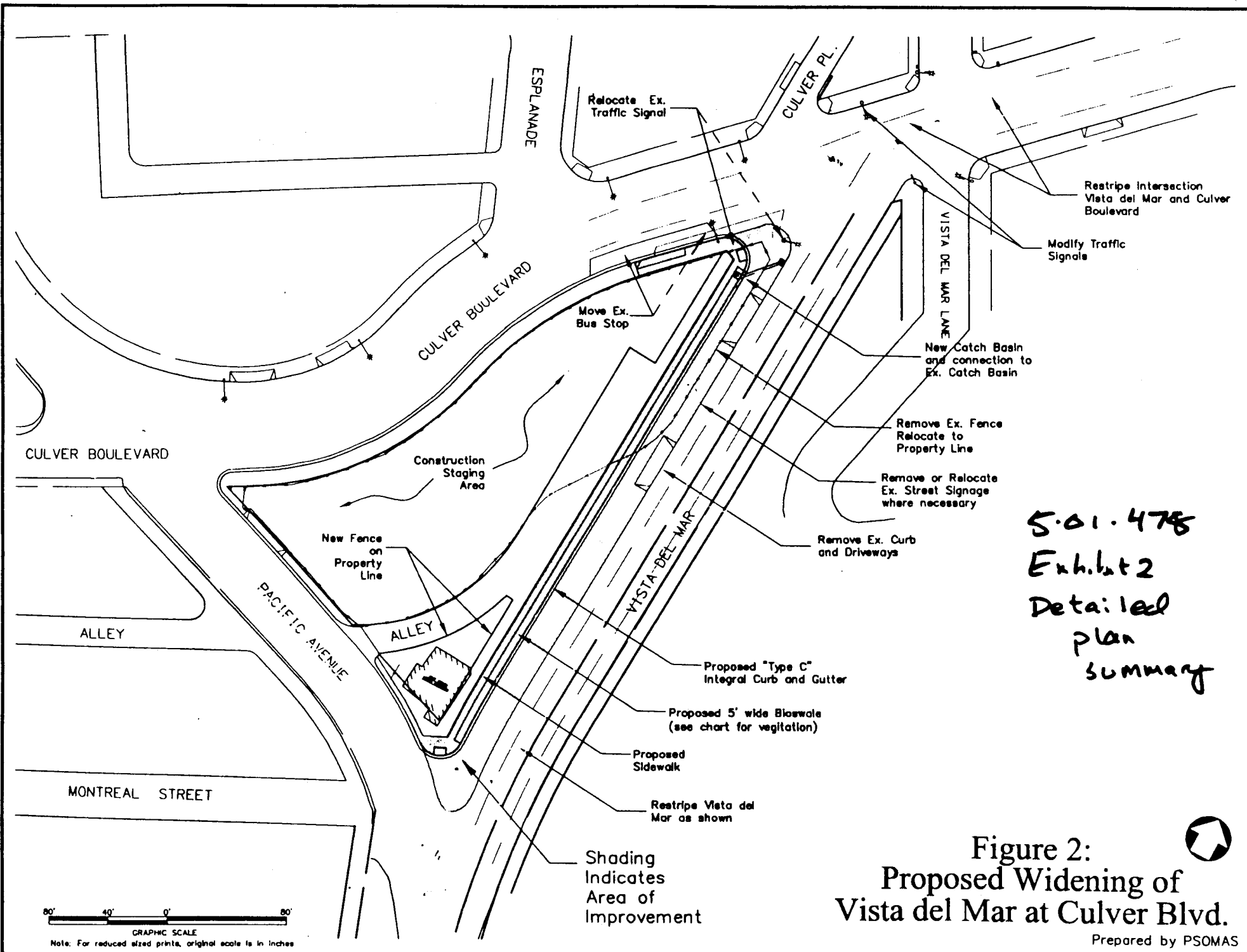
(Not to scale)

5-03 478
 Exhibit 1
 Location

Figure 1:
 Proposed Project Site Location

Prepared by PSOMAS

Path: 02/27/03 15:10:48 \\Psmas\1444-04\Map\2501\B\2\1444-04.dwg 8/26/03



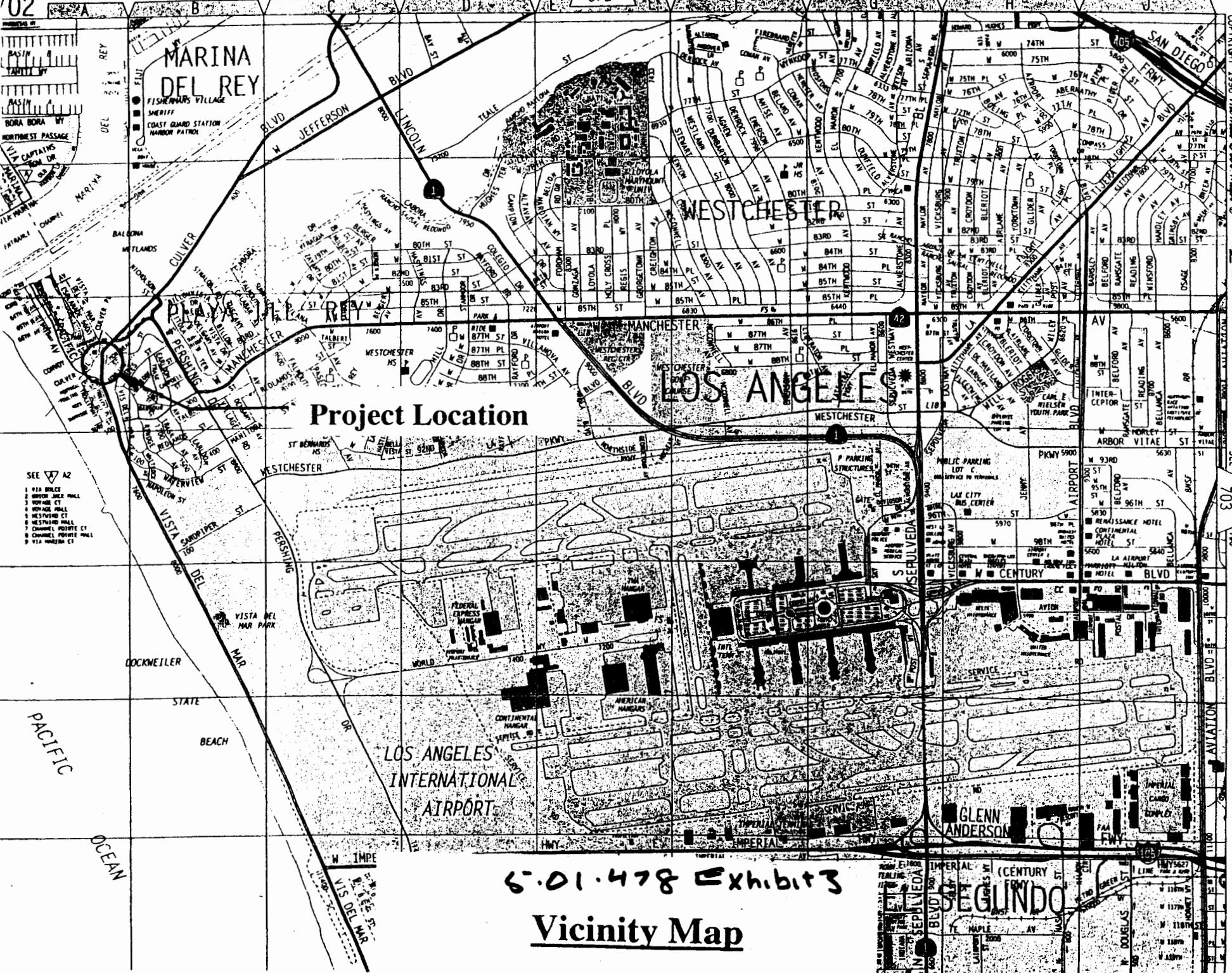
5.01.478
 Exhibit 2
 Detailed
 plan
 summary

Figure 2:
 Proposed Widening of
 Vista del Mar at Culver Blvd.

Prepared by PSOMAS

80' 40' 0' 80'
 GRAPHIC SCALE
 Note: For reduced sized prints, original scale is in inches

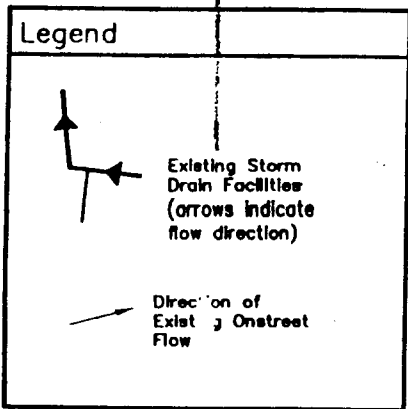
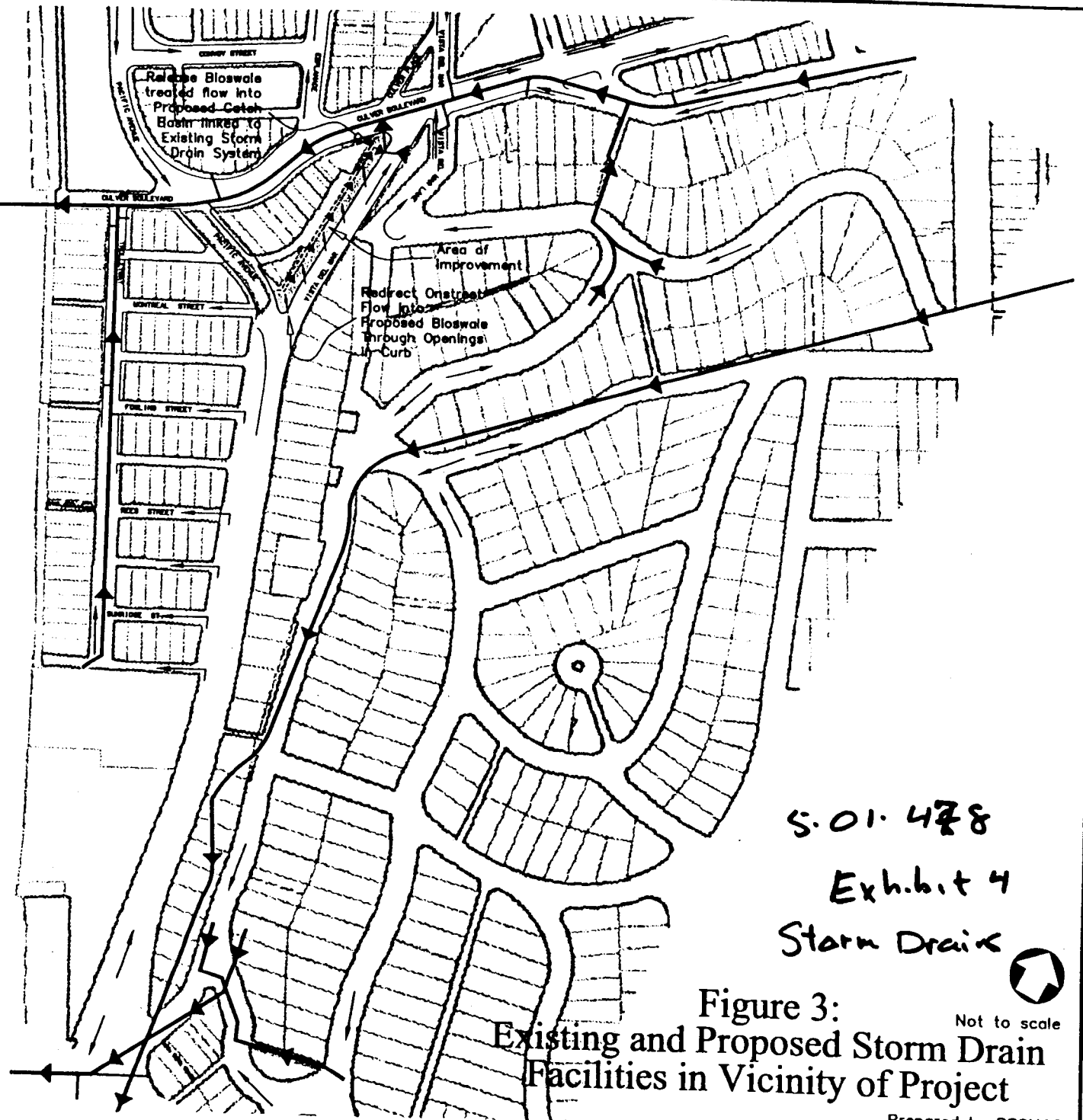
Path: 03/19/03 15:10:48 \\pvs01\4800\04-10\Draw\1818\VP\PV1444-01.dwg B:\p



Project Location

- SEE A2
- 1 VIA BRIDGE
 - 2 BRIDGE
 - 3 BRIDGE
 - 4 BRIDGE
 - 5 BRIDGE
 - 6 BRIDGE
 - 7 BRIDGE
 - 8 BRIDGE
 - 9 BRIDGE
 - 10 BRIDGE

6-01-478 Exhibits
Vicinity Map



S.01.478
 Exhibit 4
 Storm Drains

Figure 3:
 Existing and Proposed Storm Drain
 Facilities in Vicinity of Project

Not to scale

Prepared by PSOMAS

5-01-478

Exh. b. 1 5

Applicant's
Statement

Attachment I

Coastal Development Permit Application Supplemental Information

**Supplemental Information for Section II of the Application
Detailed Description of the Project (Section II, Item 2)**

I. Summary

The proposed project is a traffic improvement to the intersection of Culver Boulevard and Vista del Mar in the community of Playa del Rey. Currently, the Vista del Mar roadway provides two travel lanes in each direction, with substandard lane widths of 10 feet per lane. The proposed project will provide three lanes in the southbound direction (one 13-foot-wide lane adjacent to the curb and two 12-foot-wide lanes) and two lanes in the northbound direction (one 13-foot wide lane adjacent to the curb and one 11-foot-wide lane). The improvement is a required traffic mitigation measure for the Playa Vista First Phase Project, approved by the City of Los Angeles in September 1993 (See Figure 1 on the following page for Project Location).

The improvement consists of four elements:

1) Restriping Culver Boulevard to add an additional southbound left turn lane at the Culver/Vista del Mar intersection and widening the westerly side of Vista del Mar by 21 feet between Culver Boulevard and Pacific Avenue (including the dedication of any necessary adjacent property owned by the applicant). The street widening along Vista del Mar will create an additional 13-foot-wide southbound lane along Vista del Mar which will accommodate the additional left turn lane from Culver and will also improve existing substandard 10-foot-wide lanes along Vista del Mar by widening these existing lanes to 12 feet and 12 feet in the southbound direction and 13 feet and 11 feet in the northbound direction;

2) Constructing a sidewalk on the west side of Vista del Mar extending from Culver to Pacific Avenue, which will provide safe and reliable pedestrian access along this segment of Vista del Mar. Existing sidewalk access along Vista del Mar is inadequate and extends only about half of the distance between Culver Boulevard and Pacific Avenue;

3) Constructing a bio-swale system within the parkway along the west side of the widened portion of Vista del Mar between Culver Boulevard and Pacific Avenue. This bio-swale will treat runoff from the widened portion of Vista del Mar and the new sidewalk, as well as approximately 16,000 sq. ft. of existing roadway adjacent to the widening that currently receives no treatment; and,

4) Implementing other street lighting, striping, traffic signal modification, bus stop relocation and/or other improvements associated with the widening of Vista del Mar (see photographs of the project site attached as Appendix 1 to this application). Due to the street

widening, the project will also relocate a fence along the Vista del Mar property line of a portion of the property, and will install a new fence around the perimeter of the currently unfenced portion of the property located adjacent to the Vista del Mar/Pacific Avenue intersection.

The proposed improvement is within the dual jurisdiction area within the Coastal Zone of the City of Los Angeles, and therefore, a Coastal Development Permit (CDP) is required from both the City of Los Angeles and the California Coastal Commission

The specific City of Los Angeles requirements for this mitigation, a more detailed physical description of the improvements, and a discussion of the features of the proposed project and its potential impacts and benefits follow below.

II. Project Description

Background and Mitigation Measure Requirements

Mitigation Measure Requirements. The proposed intersection improvement is a traffic mitigation measure adopted by the City of Los Angeles in connection with the City Council's prior approval of the Playa Vista First Phase Project in September 1993. Concurrent with its approval of vesting tentative tract map ("VTTM") 49104, the City Council certified an Environmental Impact Report (EIR) for the First Phase Project in September 1993 (EIR No. 90-0200-SUB (C) (CUZ) (CUB), State Clearinghouse No. 90010510), and incorporated herein by reference. The Culver Boulevard/Vista del Mar intersection improvement was identified and analyzed as a required traffic mitigation measure in the Transportation section of the EIR, and in the Final Mitigation Monitoring and Reporting Program ("MMRP") for the First Phase Project (copies of both of these documents are attached as Appendices 2 and 3 to this application, respectively).

Condition F.18 of the MMRP and Section V.L.1 of the EIR state the following:

Culver and Vista del Mar

Add a southbound left turn lane on Culver. This lane would be created by restriping the westbound through lane on Culver to a through/left turn lane. Downstream widening on the west side of Vista del Mar would be necessary to accept the triple left turn that this restriping will create.

Project Site. The road improvement will occur along a flat area, much of which is paved. along Vista del Mar will occur along a vacant and predominantly paved triangular shaped lot, which is owned by the project applicant (see Figure 2 on the following page). The project site was the former site of a gasoline station and restaurant.

Purpose and Benefits of the Project

The proposed improvement is shown on the attached engineering plans prepared by Psomas (attached as Appendix 4 to this application). These plans are based upon City of

Los Angeles street design standards and the mitigation requirements described above. The proposed project has the following purpose and benefits:

1. Improves Traffic Efficiency and Safety

Existing Lane Widths are Substandard. The existing Vista del Mar roadway provides two travel lanes in each direction, but those travel lanes are substandard in width at only 10 feet per lane. The narrow width of these existing lanes presents significant safety issues which will be alleviated by the redesign of this portion of Vista del Mar. The narrow width is particularly problematic because of the high volumes of traffic that use the Culver/Vista del Mar corridor, and also because all four lanes are utilized for turning movements.

The Proposed Project will Provide Wider, Safer Lanes. The design of the proposed improvement will provide one new 13-foot-wide southbound lane adjacent to the curb and the two existing southbound lanes will be widened to 12 feet to allow adequate width to safely accommodate the triple left turn configuration provided for in the southbound direction. In the northbound direction the existing lanes will be widened to provide a 13-foot-wide lane adjacent to the curb, and a second lane that will be 11 feet wide. As a result of the improvement, the total curb-to-curb width of Vista del Mar will be increased from 40 feet to 61 feet, with 13 feet of this additional width required for the added southbound lane and 8 feet of the additional width required to increase the width of the existing travel lanes as described above to conform to LADOT requirements and to provide for safer operation of the intersection turning movements (See Figure 3 attached). *(note City may adjust) per CCC sheet*

The Proposed Project will Increase Operating Efficiency and Traffic Flow. In addition to providing safer operation of the intersection turning movements, the improvement is also designed to increase the operating efficiency of the intersection. Providing an additional southbound lane on Vista del Mar between Culver Boulevard and Pacific Avenue, together with re-striping the southbound Culver Boulevard approach to the intersection to add an additional left turn lane, would allow for improved traffic flow during the critical P.M. peak hour and would reduce queuing on Culver Boulevard at the Vista del Mar intersection. Currently, the southbound Culver Boulevard approach provides one dedicated left turn lane (connecting to southbound Vista del Mar), one shared through/left turn lane, and one shared through/right turn lane. The re-striping would modify this to provide two dedicated left turn lanes and one shared through/left/right turn lane, thus allowing additional left turn capacity in the southbound direction. The additional left turn lane is accommodated by the widening of southbound Vista del Mar between Culver Boulevard and Pacific Avenue to add a third lane. At the Pacific Avenue intersection, Vista del Mar would then narrow back to its current two-lane width in the southbound direction.

SUSMP design criteria and will provide a higher level of treatment than one designed per the minimum SUSMP criteria. In addition, a swale is a much more robust treatment system than other systems that are allowed under the SUSMP program. Implementation of this plan is expected to result in improved water quality of stormwater discharged from the site over current conditions.

4. Improves Aesthetics and Provides Landscaping

The proposed project includes the addition of a 5-foot-wide parkway between the westerly curb of Vista del Mar and the new sidewalk. This landscaped parkway will improve the aesthetics of the west side of the street, which currently lacks landscaping and is either paved or dirt, as shown in Appendix 1. The bio-swale will be planted with a perennial grass native to the region – coast range melic (*Melica imperfecta*). Hydroseeding is proposed. The planting for the bio-swale is called out in the notes on the construction drawings.

5. Provides a Net Increase of Ten On-Street Parking Spaces

The proposed project provides a net addition of ten on-street public parking spaces along Pacific Avenue and Culver Boulevard. This is accomplished through the closure of numerous existing driveway curb cuts along the applicant's property line and constructing new curb in these areas to allow legal parking, as well as repainting existing red curb areas where appropriate to allow additional parking. These measures result in the addition of 12 new parking spaces while two existing spaces are eliminated due to the physical roadway improvements, or a net addition of ten on-street parking spaces (See Figures 8 and 9 attached for an illustration of Existing and Proposed On-Street Parking).

Construction Provisions

Construction of the proposed improvements will be conducted in conformance with applicable City standards pertaining to the maintenance of public access, safety and convenience as specified in the Standard Specifications for a Public Works Construction and the Department of Public Works' corresponding issue of Standard Plan S-610. These standards provide that:

- Construction activities shall cause no unnecessary inconvenience to the public. Unless otherwise authorized, traffic shall be permitted to pass through the work during construction where feasible. Road closures shall be permitted where necessary, subject to an approved detour plan. Closure of streets shall comply with all applicable State, County and City requirements.
- Where required by the Department of Transportation, signs giving advance notice of traffic disruption shall be placed at least 7 days before start of construction.
- At least 40 hours in advance of closing, partially closing or reopening any street, the contractor shall notify the Police, Fire, Transportation and Engineering departments of the City of Los Angeles, and Caltrans, and comply with their requirements.

S:01. 4178
Exhibit 5 p 5

- The contractor shall provide barriers, guard lights, signs, flagpersons and/or watchpersons as necessary, advising the public of detour and construction hazards.
- Safe and adequate pedestrian and public transportation stops, as well as pedestrian crossings of the work shall be maintained.

Construction staging will occur on the portion of the adjacent vacant property owned by the applicant bounded by the existing fence on the site as shown on Figure 1.

Additional Information:

Biological Resources Report. A survey of the biological resources present on the project site of the proposed widening was conducted by Dr. Edith Read of Psomas. The report concludes that none of the plant or wildlife species observed during the survey are threatened or endangered, and none of the wildlife species appear on the Special Animals list produced by the California Department of Fish and Game (January 2003). The full report is attached as Appendix 6 to this application.

Archeological Resources Report. A survey of potential cultural resources within the proposed project site and vicinity was conducted by Statistical Research, Inc. (SRI). The report concludes that no cultural resources meeting the criteria of unique archeological resources as defined by Section 21083.2 of the California Public Resources Code lie in the project area. The full report is attached as Appendix 7 to this application.

