

## **CALIFORNIA COASTAL COMMISSION**

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# **F15d**

**A-5-VEN-17-0012 (CITY OF LOS ANGELES)**

**MAY 11, 2017**

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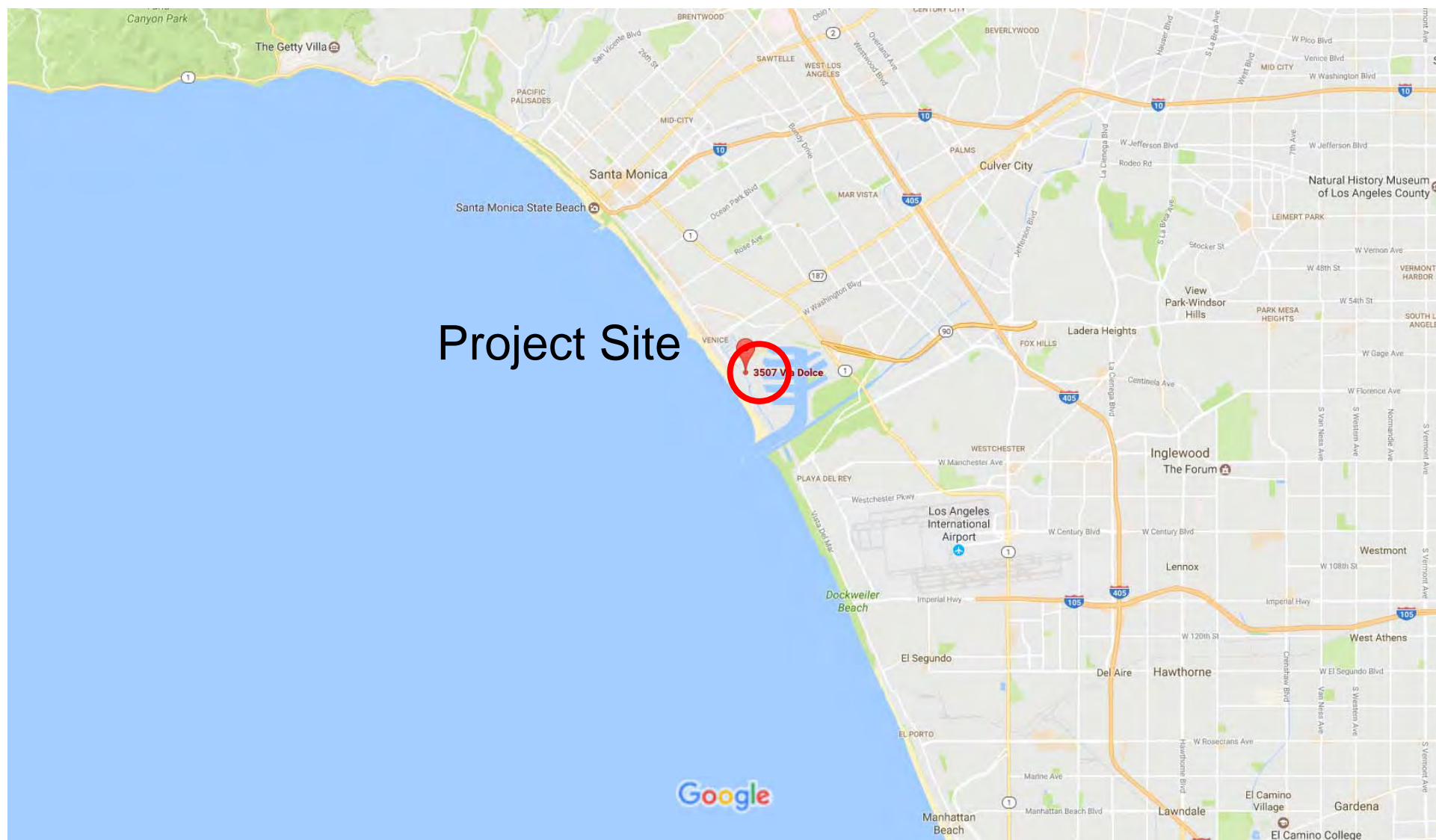
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Google Maps 3507 Vía Dolce



Map data ©2017 Google 1 mi

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Google Maps 3507 Vía Dolce

## Project Site



Imagery ©2017 Google, Map data ©2017 Google 200 ft

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Project Site





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Improved  
Sidewalk

Project Site

Pedestrian  
Path

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**Play Area**

**Vegetation  
Area**

**Pedestrian Path  
Covered up  
with Vegetation**

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**COASTAL DEVELOPMENT PERMIT APPLICATION NO. 16-02**  
**FINAL STAFF REPORT 2/28/17**

*(Under authority of the California Coastal Act, Section 30600(b) of the California Public Resources Code and Chapter 1, Article 2, Section 12.20.2 of the Los Angeles City Municipal Code)*

**I. PROJECT DESCRIPTION**

**Project Title:** Via Dolce Park  
(E1907606)

**Applicant:** City of Los Angeles,  
Department of Public Works, Bureau of  
Engineering

**Project Location:**  
Council District: 11  
Community: Venice  
District: West Los Angeles

**A. Project Description:**

The project site consists of two vacant City-owned properties, located at 3503 and 3507 Via Dolce. The property is located south of Dell Avenue and north of Marquesas Way on the west side of Via Dolce. (See Figure 1 – Regional Map and Figure 2 – Project Aerial).

The Department of Recreation and Parks (RAP) will develop the existing vacant six thousand three hundred square foot lot into a pocket park. The proposed project will include approximately four thousand one hundred and fifty square feet of landscape

area (native plants) and approximately two thousand and fifty square feet of hardscape area. (Figure 3 – Project Site Plan and Figure 4 – Via Dolce Park Project – Landscaping Plan) The park's infrastructure will include:

- Children's play area (i.e., wall climber; crunch bar; spiral slide; wave climber; tree climber; rumble and roll zip slide; platforms; covers for shading, a language panel, etc.)
- Resilient surface (of different colors) will be poured in-place, under the play area;
- Handicapped accessible picnic table;
- Two ADA compliant benches with center arm rests and three short benches (Bowery Benches);
- Bike rack;
- 50 gallon trash receptacle ;
- A 36-inch split rail fence will be installed to protect the planting area by those visiting or passing through the playground;
- The remaining area of the property will be landscaped with native vegetation, with a Smart Irrigation System being installed to irrigate the vegetation;





- Park signage (i.e., name, park rules, etc.) and banners;
- Replace the existing sidewalk along Via Dolce; and
- Create a single, limited time, no parking space adjacent to the project site on Via Dolce to permit parking of a Recreation and Park Maintenance Vehicle, to perform maintenance activities at the Park (i.e., trash removal, park clean-up, etc.). At other times the space would be available for use by the general public.

## **B. Project Background:**

The Grand Canal is two blocks from the beach, a third of a mile long and fifty to seventy five-feet wide. It is the westernmost of the six canals remaining from Abbot Kinney's "Venice of America", which opened in 1905. All the canals except the southern half of the Grand Canal form a rectangle between Venice and Washington Boulevards.

The Grand Canal extends south of Washington Boulevard and merges with the Ballona Lagoon Marine Preserve, a sixteen-acre saltwater estuary that connects to the Marina Del Rey Entrance Channel and the ocean. This area was historically the northern end of a large marsh and lagoon ecosystem created by the confluence of four regional waterways.

On May 20, 2009, the City of Los Angeles Board of Recreation and Park (RAP) Commissioners approved a resolution that transferred title of the property from the Department of General Services (GSD) to RAP and that the site was to be set apart and dedicated as park property in perpetuity. At that time, Council Office 11 wanted the parcel to become part of the Grand Canal Restoration Project.

The concept report at the time of the transfer of land cited the potential for the vacant parcel to become a "gateway" park since it is at the midpoint of the restoration project. As such, the park might have interpretive signage about the project and local wetlands together with a footbridge to facilitate access to the walkways along the canal banks.

Subsequently, the neighborhood association and community members approached Council District 11 with the desire to have more activities occurring at the park, while keeping the natural design as much as possible. Council District 11 liked the new idea and supported the new design. This resulted in a compromise, about one-third of the property would be for more interactive uses (i.e., playground, tables, benches, etc.) and about two-thirds of the property would be planted with native vegetation.

In August, 2012, the Via Dolce Park property was designated as part of the 50 Parks Initiative. The purpose of this Initiative is to substantially increase the number of parks and facilities available across the City, with a specific focus on densely populated neighborhoods and communities that lack sufficient open space and recreational services.

In July, 2015, in keeping with the goal of the *50 Parks Initiative* to increase the number of parks in densely populated communities, The Via Dolce Park project consist of the design and construction of a park adjacent to the Grand Canal. The park would provide a new neighborhood park where City residents do not have sufficient access to improved green spaces or neighborhood parks.

On February 15, 2017 the Architecture Division of the Bureau of Engineering presented the amended plan to the City of Los Angeles, Recreation and Parks Department Commission's Task Force on Facility Repair and Maintenance for their comments on the amended project design.

### **C. Project Cost:**

The overall project cost will be approximately \$466,900. The construction cost of the project (i.e., playground, landscaping, etc.) is approximately \$185,000.

### **D. Previous Coastal Commission Actions:**

There were no previous Coastal Commission actions found at the project site. There have been permits approved to the north, south, and west.

In 1982, the Coastal Commission approved a permit for the construction of a 70-unit housing complex for the County of Los Angeles Housing Authority directly to the north of the project site. (5-82-479, 3405 Via Dolce)

In 2001, the Coastal Commission approved a permit for work to be accomplished along the east and west banks of the Grand Canal, to include an area adjacent to the project site. (5-01-289)

In 2002 the Coastal Commission approved a permit for a three-story residential building directly to the south of the project site. (5-00-351, 3511 Via Dolce)

In 2009 the Coastal Commission approved a permit for a habitat restoration for the East Bank of the Grand Canal for

an area adjacent to the project site. (5-09-035)

In 2015 the Coastal Commission approved a permit for the Venice Dual Force Main Project. The Venice Dual Force Main is located south of the Via Dolce project site. (5-15-0810)

The Coastal Commission made a finding of an immaterial amendment for the Washington Boulevard Culvert Replacement and the Washington Boulevard Tidegate Telemetry Projects in 2015. The Projects are located to the north of the project site, at the intersection of Washington Boulevard and the Grand Canal. (5-09-093-A1, A2).

## **II. STAFF FINDINGS**

### **A. Regulatory Basis of Review**

*Los Angeles City Municipal Code*, (LAMC) Chapter 1, Article 2, Section 12.20.2.G gives the City Engineer the authority to approve, conditionally approve or disapprove any application for a Permit under the provisions of the *California Coastal Act of 1976*; standards as established by Division 5.5 Title 14 of the *California Administrative Code* (CAC); and, by the passage of the City of Los Angeles Ordinance No. 151,603 on November 25, 1978.

Six findings are required in order for a Coastal Development Permit to be issued. The six findings are:

(1) That the development is in conformity with Chapter 3 of the California Coastal Act of 1976 (commencing with Section 30200 of the *California Public Resources Code* (PRC)).



(2) That the permitted development will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program that is in conformity with Chapter 3 of the *California Coastal Act of 1976*.

(3) That the *Interpretative Guidelines for Coastal Planning and Permits* as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed, and considered in the light of the individual project in making its determination.

(4) That the decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the *Public Resources Code*.

(5) If the development is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone that the development is in conformity with the public access and public recreation policies of Chapter 3 of the *California Coastal Act of 1976*.

(6) Any other finding or findings as may be required for the development by the *California Environmental Quality Act* (CEQA).

## **B. Issues of Legal Adequacy of the Application**

PRC Section 3600(b) allows local governments to assume authority to issue coastal development permits within its jurisdiction before certification of its local coastal program and the Project is within the City Engineer's jurisdiction (LAMC Section 12.20.2 et seq.). The application filed with the City Engineer was deemed

adequate.

The project is located entirely within the California Coastal Zone and is considered 'dual coastal jurisdiction' (i.e., within the jurisdiction of the City of Los Angeles and the State Coastal Commission). Within this dual jurisdiction, Coastal Development Permits (CDP) must be issued by the City of Los Angeles and the State of California. This coastal development permit is processed pursuant to the requirements of the California Coastal Act. The proposed improvement, located in the coastal zone, is considered a development, as defined in Section 30106 of the Coastal Act. Section 30106 states that:

*'Development' means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provision of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing*

with Section 4511).

### C. Findings

The Venice Community of the City of Los Angeles does not have a certified Local Coastal Program. However, after certification of the Local Coastal Program, permit processing procedures for coastal permits in the Venice coastal zone are controlled by the Coastal Act and the *California Code of Regulations*. The City's permit issuing ordinances must be certified as part of the Local Implementation Plan. After certification of the Local Coastal Program by the Coastal Commission, the authority of the Coastal Commission is limited to development within the retained or original jurisdiction and to appeals of locally issued coastal development permits. The Coastal Commission will also retain jurisdiction over amendments to coastal development permits that it approved before certification of the Local Coastal Program. Section 30519(a) of the Coastal Act provides that, except for appeals to the commission (as provided in Section 30603) after a Local Coastal Program, or any portion thereof, has been certified and all implementing actions have become effective, the development review authority provided for in Chapter 7 (commencing with Section 30600) of the Coastal Act shall no longer be exercised by the Coastal Commission and shall at that time be delegated to the local government that is implementing the Local Coastal Program. Section 30519(b) states that 30519(a) does not apply to development proposed or undertaken on any tidelands, submerged lands, or on public trust lands. The Commission also retains jurisdiction over coastal development permits that were previously approved by the Commission as well as amendments to such permits.

Staff finds as follows:

**1. The development is in conformity with Chapter 3 of the *California Coastal Act of 1976* (commencing with Section 30200 of the *California Public Resources Code*).**

In addition to the policies discussed above, Chapter 3 of the *California Coastal Act of 1976* provides for the following policies:

**a) MARINE ENVIRONMENT (Article 4, of Chapter 3 of *Public Resources Code*, Sections 30230 through 30237).** Sections 30230 and 30231 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 proposed project is not expected to impact any coastal waters, wetlands, estuaries or lakes. No marine resources exist within or adjacent to the project site.*

The proposed project is not expected to impact any coastal waters, wetlands, or estuaries. The Grand Canal is an existing marine resource which is adjacent to the project site. The project is set back from the edge of Grand Canal up to ten-feet. The operation of the project would not impact these resources. This is consistent with PRC Section 30230.

The proposed project is designed to enhance the biological productivity and the quality of coastal waters, wetlands, and estuaries, to maintain optimum populations of marine organisms and for the protection of human health through, controlling runoff by the use of pavers; preventing depletion of ground water supplies by the use of native vegetation; and maintaining native vegetation buffer areas that protect riparian habitats. These goals fulfill the requirements stated in PRC Section 30231.

The proposed project will not alter the natural shoreline of the Grand Canal. A buffer ranging up to ten-feet will be maintained between the Grand Canal and the proposed native plant area of the park is proposed. This would fulfill the requirements stated in PRC Section 30235.

Project construction will not involve transport of hazardous substances and, thus, there will be no spillage of crude oil,

gas, petroleum products, or hazardous substances as prohibited by PRC Section 30232. The project will not involve the diking, filling, or dredging of open coastal waters (PRC Section 30233), commercial fishing and recreational boating facilities (PRC Sections 30234 and 30234.5), constructing revetments, breakwaters, or other construction altering the natural shoreline (PRC Section 30235). The project does not alter rivers or streams and, therefore, does not affect water supply and flood control (PRC Section 30236). PRC Section 30237 relates to Orange County wetlands and therefore does not apply here.

**b) LAND RESOURCES –  
ARCHEOLOGICAL OR  
PALEONTOLOGICAL RESOURCES**

(Article 5 of Chapter 3 of *Public Resources Code*, Sections 30240 through 30244). Sections 30240 and 30244 state:

*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 30244. Where development would adversely impact archeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.*

Los Angeles County has designated the Grand Canal as an Environmentally Sensitive Habitat Area (ESHA). The Grand Canal is located adjacent to the project site. A buffer of up to ten-feet will be maintained between the Grand Canal and the native vegetation area. This area will be protected and will not be damaged. This is considered a public benefit project that is consistent with the land resources policies of the Coastal Act.

The Grand Canal and its banks were also included within an ecological restoration plan, located south of Washington Boulevard. A small portion of the east bank of Grand Canal has also been restored based upon that restoration plan. Habitat restoration along the east and west banks of the Ballona Lagoon have been completed.

The proposed project is not expected to impact any coastal waters, wetlands, or estuaries. The Grand Canal is an existing marine resource which is adjacent to the project site. The project is set back from the Grand Canal, with a varying depth ranging up to ten feet, from the edge of the Grand Canal. The operation of the project would not impact these resources.

According to the Biological Assessment Report for the Via Dolce Park Project (E1907606) (*Biological Assessment with respect to Coastal Development Permit Application to the California Coastal Commission.*) no species that have been listed, or are candidates for listing, by the state or federal government as rare, threatened or endangered are found at the project site, at the time of the site visit for the Biological Assessment (2016).

A review of NavigateLA indicates that the project site is not located within a designated Historic Cultural Monument area or a Historic Preservation Overlay Zone. North of Washington Boulevard is the Venice Canal system, which is part of the Venice Canal Historic District (Federal Monument No. 2370), and the Grand Canal itself (City Monument No. 270). These canals are considered an historic resource. However, the proposed project is located southerly of Washington Boulevard and is not within the historic district or historic monument.

Project operations will not disrupt habitat values; nor will it degrade these areas; nor will it adversely affect any archaeological or paleontological resources.

**c) DEVELOPMENT** (Article 6 of Chapter 3 of *Public Resources Code*, Sections 30250 through 30255). Coastal Act Sections 30251, 30252, 30253 and 30254 states:

*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 project consists of improvements to a vacant property to create a pocket park, for the use of community residents and an open space planted with native plant species. Project construction activities will temporarily alter the scenic and visual quality from the project site. Once construction activities are complete, there should be no change in the scenic and visual quality from the project site and may be increased with the planting of native vegetation.

*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*

*(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.*

The project does not interfere with any existing coastal access roadways, bikeways, pedestrian paths or walkways. There is an existing sidewalk located on the east side of the Grand Canal, which provides access from Via Dolce, northerly along the Grand Canal, to Washington Boulevard. This sidewalk will remain open

during construction. During construction activities, the sidewalk and roadway adjacent to the project site may be closed temporarily to permit parking of construction vehicles and delivery of construction materials. As needed, pedestrians and bicyclists would be able to use the sidewalk and roadway on the east side of Via Dolce to get around the construction site.

*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 land forms along the bluffs and cliffs.*

*(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*

*(4) Minimize energy consumption and vehicle miles traveled.*

*(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

The following environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies are found in the project area: Liquefaction; Tsunami Inundation Zone; Playa del Rey Oil Field; 500-year flood plain; Methane Buffer Zone; Sea Level Rise, 4.5 meters; and a Los Angeles County Designated Environmentally Sensitive Habitat Area

(ESHA).

As there are no structures proposed for habitation, there will be no impact to or impact from the following environmental resource: Tsunami Inundation Zone, 500-year flood plain, and Sea level rise, 4.5 meters.

The following environmental resource will not cause an impact, for the reasons noted:

Playa del Rey Oil Field – Due to the depth of the oil field, the construction activities would not impact or be impacted by the oil field.

Oil Wells – No oil wells are expected to be found on the property. Per NavigateLA, there is a potential well site on the property at 3507 Via Dolce. Staff discussed this well issue with the California Division of Oil, Gas, and Geothermal Resources (DOGGR), it appears the well site may be mis-mapped and no well site will be found at this location.

Methane Buffer Zone - No structures are proposed for habitation, as such the project would be exempt from *Los Angeles Municipal Code* (LAMC) Ordinance Numbers 175790 and 180619.

Los Angeles County Designated Environmentally Sensitive Habitat Area (ESHA) - The ESHA encompasses the Grand Canal only. The project site itself is not within the ESHA. The project plans have been designed to complement the ESHA. There will be a buffer of up to ten feet between the project area and the Grand Canal.

Liquefaction - As it relates to liquefaction, the design of the park infrastructure (i.e.,

walkways, fencing, playground equipment, etc.) and construction methodology will take this into account.

The project would not affect geologic, flood, or fire risks (30253(1) (2)), would not conflict with any requirements of the State Air Resources Control Board or South Coast Air Quality District (30253(3)), would not affect energy consumption and vehicle miles traveled (30253(4)), and would not permanently affect the local community (30253(5)).

*Section 30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.*

The project itself is a public works project that will improve the existing public recreational needs and infrastructure in this area of the City. The playground facilities were designed to meet the needs of the community, and its sized was kept to the minimum necessary to include these facilities at the project site.



**d) INDUSTRIAL DEVELOPMENT**  
(Article 7 of Chapter 3 of *Public Resources Code*, Sections 30260 through 30265.5).

The proposed project does not involve the development or expansion of industrial developments as addressed in Article 7, and as such, Section 30260 through 30265.5 are not applicable to the proposed project.

**2. The permitted development will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program that is in conformity with Chapter 3 of the California Coastal Act of 1976.**

The project site is located within the *Venice Community Plan*. Goal 4 of the *Recreational and Park Facilities Chapter* calls for adequate recreation and park facilities which meet the needs of the residents of the plan area.

The project site is located within the *Venice Local Coastal Program Land Use Plan*, and is located within the Ballona Lagoon (Grand Canal) East Bank Subarea. lagoon shall be habitat restoration, single-family dwellings, public parks and walkways, subterranean or surface public parking lots, maintenance activities and emergency repairs. New construction along the Canals, and Ballona Lagoon shall comply with standards for setbacks, noise barriers, landscape plan, pervious surfacing with drainage control measures to filter storm run-off and direct it away from environmentally sensitive habitat areas, buffer areas in permanent open space, land dedication for erosion control, and wetland restoration including off-site drainage improvements.

Within the *Pedestrian and Bicycle Access Section* of the Plan, Policy II. C. 15. (*Bicycle Support Facilities*) calls for convenient and secure bicycle parking and storage facilities shall be provided at transit centers and public buildings, retail developments, theaters, parks and similar trip generators. A bicycle storage facility is to be provided.

According to *Recreational Opportunities Policy III. A. 1. B. of the General Section of the Plan's Land Use Plan Policies and Implementation Strategies*, new recreational opportunities should be provided, with the acquisition, expansion and improvement of parks and facilities throughout the Venice Coastal Zone shall be encouraged and accelerated, subject to the availability of funds. This new recreational facility meets this policy.

The project complies with the *Venice Community Plan* as it aids in meeting Goal 4 which calls for adequate recreation and park facilities which meet the needs of the residents of the plan area

The project complies with the *Venice Local Coastal Program Land Use Plan* and *Venice Community Plan* and provides for habitat restoration, public park and walkway, a landscape plan utilizing native plants, provision of pervious surfacing, a buffer areas adjoining a permanent open space, provision of bicycling parking, and this is a new recreational opportunity that is using available funding.

Since the project conforms to the applicable Community Plan, Specific Plan, Local Coastal Program Land Use Plan, and relevant provisions and policies of the Coastal Act, the Project will not prejudice the ability of the City to prepare a Local Coastal Plan in conformity with the Coastal

Act and amendments.

**policies of Chapter 3 of the California Coastal Act of 1976.**

**3. The Interpretative Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed, and considered in the light of the individual project in making the City Engineer's determination.**

As noted in the preceding Sections, the California Coastal Commission's interpretive guidelines (State and Regional) for the Venice area have been reviewed and considered in preparation of these findings and recommendations. However, following prevailing case law (e.g., *Pacific Legal Foundation v. Coastal Commission* (1982) 33 Cal.3d 158), the City Engineer's determination is based on the cited provisions of the *California Coastal Act* and other legally established laws and regulations.

**4. The decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code.**

The decision of the permit granting authority, as evidenced in the staff report of this project, has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the *Public Resources Code*.

**5. If the development is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, the development is in conformity with the public access and public recreation**

**a) PUBLIC ACCESS** (Article 2, of Chapter 3 of the *Public Resources Code*, Sections 30210 - 30214). Sections 30210 and 30211 state:

*Section 30210. 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 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.*

This project is located between the nearest public road (Via Dolce) and shoreline of a body of water located within the coastal zone (Grand Canal). The Coastal Act requires that public access to the coast be protected. Along the east side of the Grand Canal is a sidewalk that provides north/south route for pedestrians from Washington Boulevard to the north property line of the project site. The sidewalk then turns east, and connects to Via Dolce. The project will not impact this sidewalk alignment along the Grand Canal during construction activities.

Construction activities will have a temporary effect on coastal access, as the sidewalks along the Grand Canal and along Via Dolce may be closed during construction activities. For those



pedestrians and bicyclists that would be traveling northerly on Via Dolce, they would be directed to use the sidewalk and bicycle lane on the east side of to Washington Boulevard, where they could get access to the beach. For those traveling southerly, they too would be directed to use the sidewalk and bicycle lane on the east side of Via Dolce.

For purposes of on-street parking, there will be no change in the number of spaces provided. However, during construction activities, there would be a temporary loss of approximately three (3) on-street parking spaces that are directly adjacent to the project site, as they will be used by construction vehicle parking and equipment and materials delivery. The project does not propose the provision of additional on-street parking at the project site.

Via Dolce will be temporarily impacted during construction activities, which will be limited generally to the hours of 8 a.m. – 3 p.m., Monday through Friday, for approximately nine (9) months. Per the project's proposed schedule, they hope to begin construction in March 2017 and have construction completed in December 2017.

The Contractor shall maintain access to all driveways found along Via Dolce in the area near the project site during times when construction is not taking place and shall coordinate with residents any closures/limited access to their driveways, as necessary.

In reviewing the available on-street parking near the park site, it was observed that it is very limited in the area. This due the number of residential units in the area. While temporary no parking signs will be installed during construction activities,

there may be a limitation as to the availability of on-street parking for Recreation and Park Maintenance Vehicles near the Via Dolce Park, to permit Park maintenance activities. Park maintenance activities generally occur between 6:30AM and 2:00PM.

It was initially proposed that a 'loading' zone type restriction might be used to make available on-street parking near the project site for Park Maintenance Vehicles. This would be for 24-hours a day, seven days a week. However this was discounted as there is a need for on-street parking in the general area.

For this project, it is proposed to create a single, limited time, no parking space adjacent to the project site on Via Dolce to permit parking of a Recreation and Park Maintenance Vehicle, to perform maintenance activities at the Park (i.e., trash removal, park clean-up, etc.). This would be coordinated through the City Department of Transportation (LADOT). Outside of this no parking time the parking space would be available on a first-come, first-serve basis to the general public.

Currently there is a parking limitation on Via Dolce at this location. No parking is enforced on Monday's from 10:00AM to Noon (12:00PM), for the purpose of Street Cleaning.

The Regional Interpretative Guidelines for Los Angeles County were adopted by the California Coastal Commission to supplement the Statewide Interpretive Guidelines. Both regional and statewide guidelines, pursuant to Section 30620(b) of the Coastal Act, are 'designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this

chapter in determining how the policies of this division shall be applied in the coastal zone prior to certification of local coastal programs.' The project is in conformance with these Guidelines.

**b) RECREATION** (Article 3, of Chapter 3 of *Public Resources Code*, Sections 30220 through 30224). Sections 30220 and 30223 state:

*Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

The project will not interfere with or impair any oceanfront or other land suitable for water-oriented recreational activities. The project will provide for water-oriented recreational activities, a place to site to observe activities within the Grand Canal.

*Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

The proposed project will not affect any currently undeveloped upland areas that might be approved for coastal recreation uses. There are no existing coastal-dependent recreational uses on or at the project site. The land adjacent to the project site will not be affected by the project.

**6. Any other finding or findings as may be required for the development by the *California Environmental Quality Act* (CEQA).**

On May 20, 2009, RAP Commissioners approved a resolution that transferred title of the property from the City Department of General Services (GSD) to RAP and that

the site was to be set apart and dedicated as park property in perpetuity. Pursuant to the *California Environmental Quality Act* (CEQA), the RAP Commissioners adopted a Notice of Exemption (NOE) for this action. The project was determined to be categorically exempt from the provisions of CEQA pursuant to: State CEQA Guidelines Section 15303 (*New Construction or Conversion of Small Structures*) and City of Los Angeles CEQA Guidelines Article III, Section I, Class 25 (*Transfers of Ownership of Interests in Land to Preserve Open Space*). No additional evaluations required by CEQA in connection with the approval of this permit were conducted at that time.

Because of the addition of the playground equipment to the project description the Department of Public Works, Bureau of Engineering, Environmental Management Group is proposing a Notice of Exemption for the new project description. This new project falls under Class 4 (Section 15304 (b)) and Class 11 (Section 15311) exemptions under CEQA and as well as Class 4, Category 3 and Class 11, Category 3 exemptions of the LA CEQA Guidelines. Section 15304 and Class 4 consists of minor public or private alterations to the condition of land, water and/or vegetation which do not involve removal of mature, scenic trees except for forestry and agricultural purposes. Class 4, Category 3 consists of new gardening, tree planting, or landscaping, but not including tree removal except dead, damaged or diseased trees or limbs. Section 15311 and Class 11 consists of construction or placement of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities. Class 11, Category 3 consists of game courts, play equipment, drinking fountains, restrooms, fences,



walks, visual screens, or single tennis courts constructed in residential areas.

A Biological Assessment Report (*Via Dolce Park Project (E1907606)). Biological Assessment with respect to Coastal Development Permit Application to the California Coastal Commission.*) Was prepared by William Jones (Environmental Supervisor II Bureau of Engineering, Environmental Management Group) for this project. This report found that there were no endangered or threatened species located on the property. It also found that the project site is not located within a wetland area.

As noted previously there are potential impacts that might affect the project site. However, as noted these impacts will have little or no impact on the proposed project due the location of the project and the type of impact that might occur.

### III. PUBLIC COMMENTS

A public hearing was held on June 29, 2016 at the Westchester Community Room from 2:30PM to 3:30PM Two Hundred Twenty Nine (229) letters and thirteen (13) emails were sent to adjacent property owners, occupants, government agencies, and interested persons inviting them to attend the meeting/hearing or comment on the project.

Bureau of Engineering staff members attending were from the Environmental Management Group and Architecture Division. Representatives from Recreation and Parks Department and from Council District 11 were also in attendance. Eight (8). members of the public also attended the public hearing.

Prior to, during, and after the Public

Hearing, Staff received eighteen (18) comments about the project. These comments were made through phone calls, emails, or comments at the public hearing. These comments concerned a variety of issues being brought forward about the project and its relationship to the Coastal Act.

Comments received were broken down into those related to CEQA, Coastal Act, and Project Design issues. Table 1 (Concerns and Responses – Via Dolce Park Community Meeting/Public Hearing) attached, shows the comments received and responses to these comments.

Based on the comments received, the proposed design was altered slightly. The hardscape area was moved into the northeast corner of the project site, from its initial location somewhat centrally located within the boundaries of the proposed park. This allowed the landscaped area to be a single parcel within the project site, rather than two separate parcels. The hardscape area will take advantage of the existing sidewalk that provides access to the east side of the Grand Canal from Via Dolce.

Concerns were also raised related to the use of an irrigation system to water the native plants. What is proposed is that the remaining area of the property will be landscaped with native vegetation, with a Smart Irrigation System being installed to irrigate the vegetation. With this park being planted with native vegetation, the irrigation system will be used to aid the native vegetation to become established. Once established the system will be set to provide minimal watering on as needed basis.

The goal of this RAP City Smart Water

program is to maximize water savings in our City parks. This is accomplished by: 1) upgrading outdated irrigation systems to newer, more efficient ones; 2) repairing existing systems; 3) reducing the amount of irrigated turf areas. More information on this program can be found at <http://www.laparks.org/water>

Staff reviewed past decisions and recommendations as it relates to irrigation systems on various projects, made by the State Coastal Commission. While none of these projects are exactly the same as this proposal, the decisions and recommendations give a good direction as to what the Coastal Commission is looking for in the area of irrigation systems.

One key area is the use of drippers or misters to irrigate the property. Discussion with the Landscape Architect for this project, due to the alkaline nature of the water that would be used, the dripper or mister can become clogged. This would result in additional maintenance costs to repair/replace the dripper or mister. Also, movement within the planted area to make such replacement could result in damage to the plants. As such, drippers or misters are not recommended for this project.

On February 15, 2017 the Architecture Division of the Bureau of Engineering presented the amended plan to the City of Los Angeles, Recreation and Parks Department Commission's Task Force on Facility Repair and Maintenance for their comments on the amended project design. Comments related to the overall design, surface under the play structure, and trees and shading were made.

#### **IV. STANDARD CONDITIONS OF APPROVAL**

**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 City Engineer's Office.

**Expiration.** If development has not commenced, the permit will expire two years from the permit date as reported from the Coastal 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.

**Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the City Engineer.

**Assignment.** The permit may be assigned to any qualified person, provided assignee files with the City Engineer an affidavit accepting all terms and conditions of the permit.

**Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the City Engineer and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

#### **V. STAFF RECOMMENDATIONS**

Based on the preceding analysis and the comments received prior to, during and after the public hearing, we recommend



that the City Engineer issue a Coastal Development Permit for this project, subject to standard conditions of approval:

  
\_\_\_\_\_  
Maria Martin  
Manager  
Environmental Management Group  
Bureau of Engineering

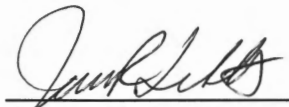
3/1/17  
\_\_\_\_\_  
Date

Database (CNDDDB). 2014

California Department of Conservation,  
Division of Oil, Gas, and Geothermal  
Energy Resources (Web site accessed  
August 10, 2016).

City of Los Angeles, William Jones,  
*Biological Assessment with respect to  
Coastal Development Permit Application to  
the California Coastal Commission*. March  
2016

DOCUMENT PREPARED BY:

  
\_\_\_\_\_  
James R Tebbetts  
Environmental Specialist II

2-28-17  
\_\_\_\_\_  
Date

City of Los Angeles. *Municipal Code*,  
Chapter I, Article 2, Section 12.20.2, et  
seq.

City of Los Angeles. NavigateLA Data  
Base  
(<http://boemaps.eng.ci.la.ca.us/navigate/>)

VI. REFERENCES

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Per Parcel Funds – Authorization to  
Submit Grant Application, Acceptance of  
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Youth Employment Plan, Exemption from  
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*California Coastal Act* -- Public  
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Via Dolce Park (E1907606)

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Silver Strand News, *Good News for  
Silver Strand Park Lovers: "50 Parks  
Initiative"*, October 6, 2012



**FIGURE 1 - PROJECT LOCATION**

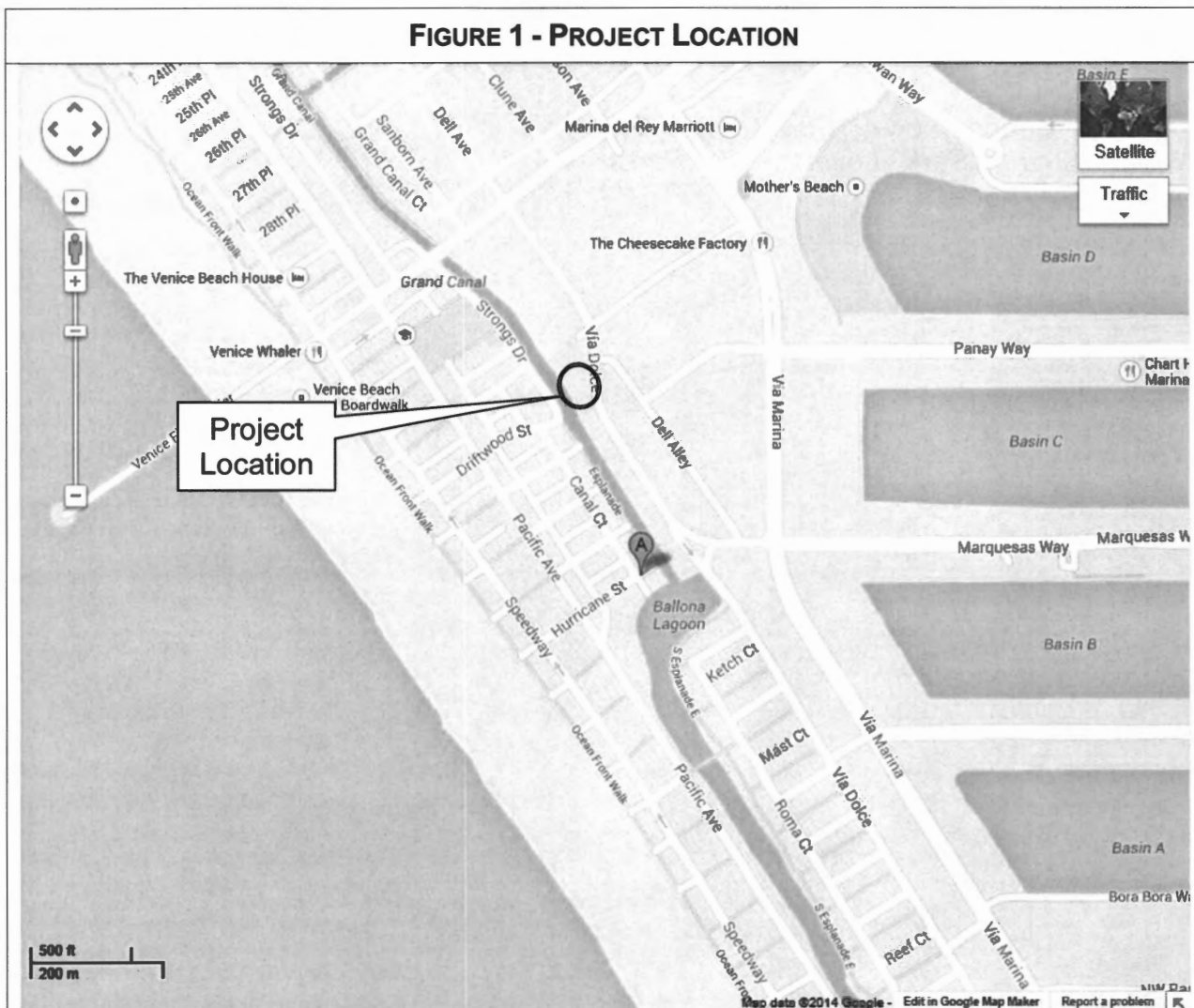


FIGURE 3 – PROJECT SITE PLAN

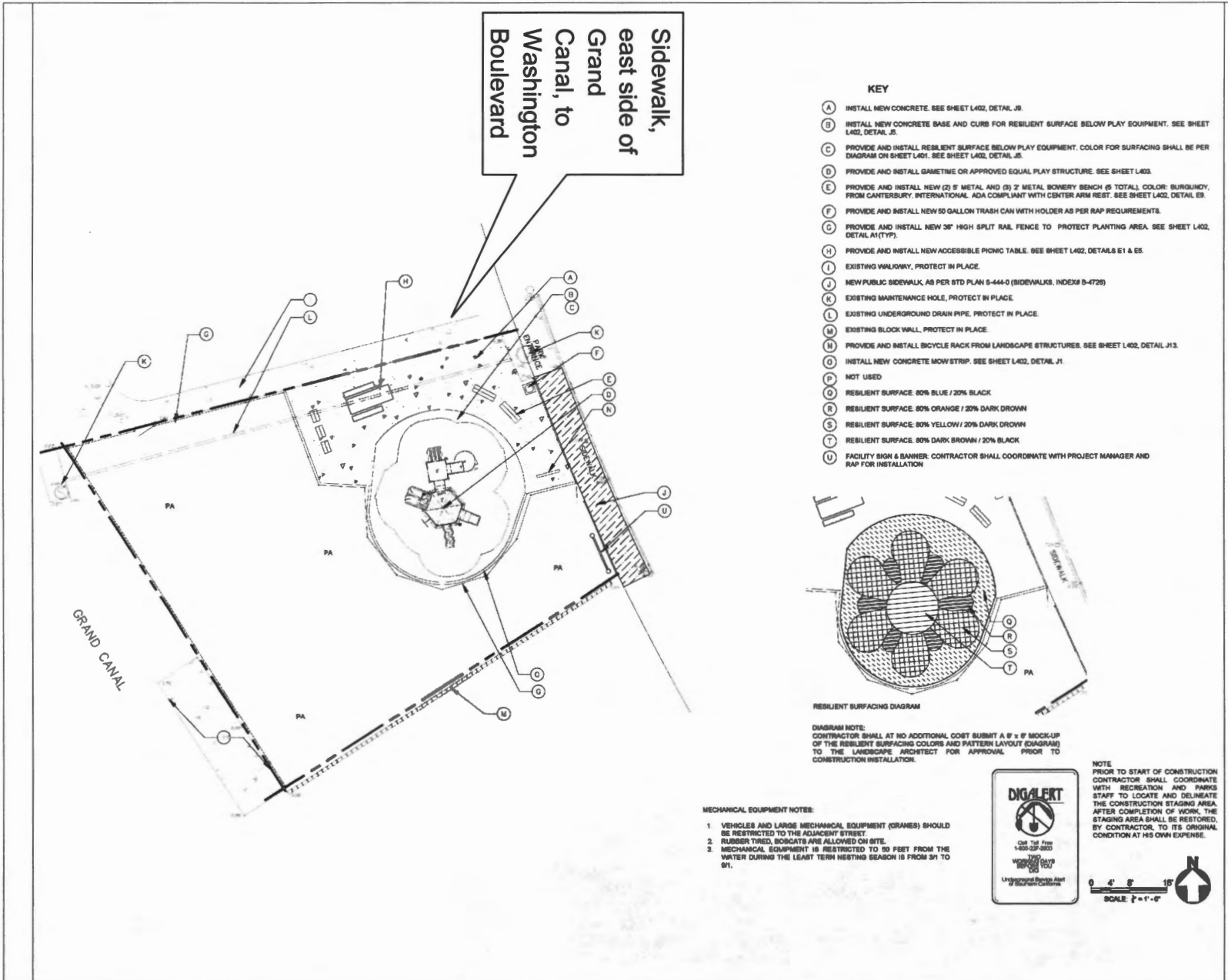


FIGURE 2 – PROJECT AERIAL

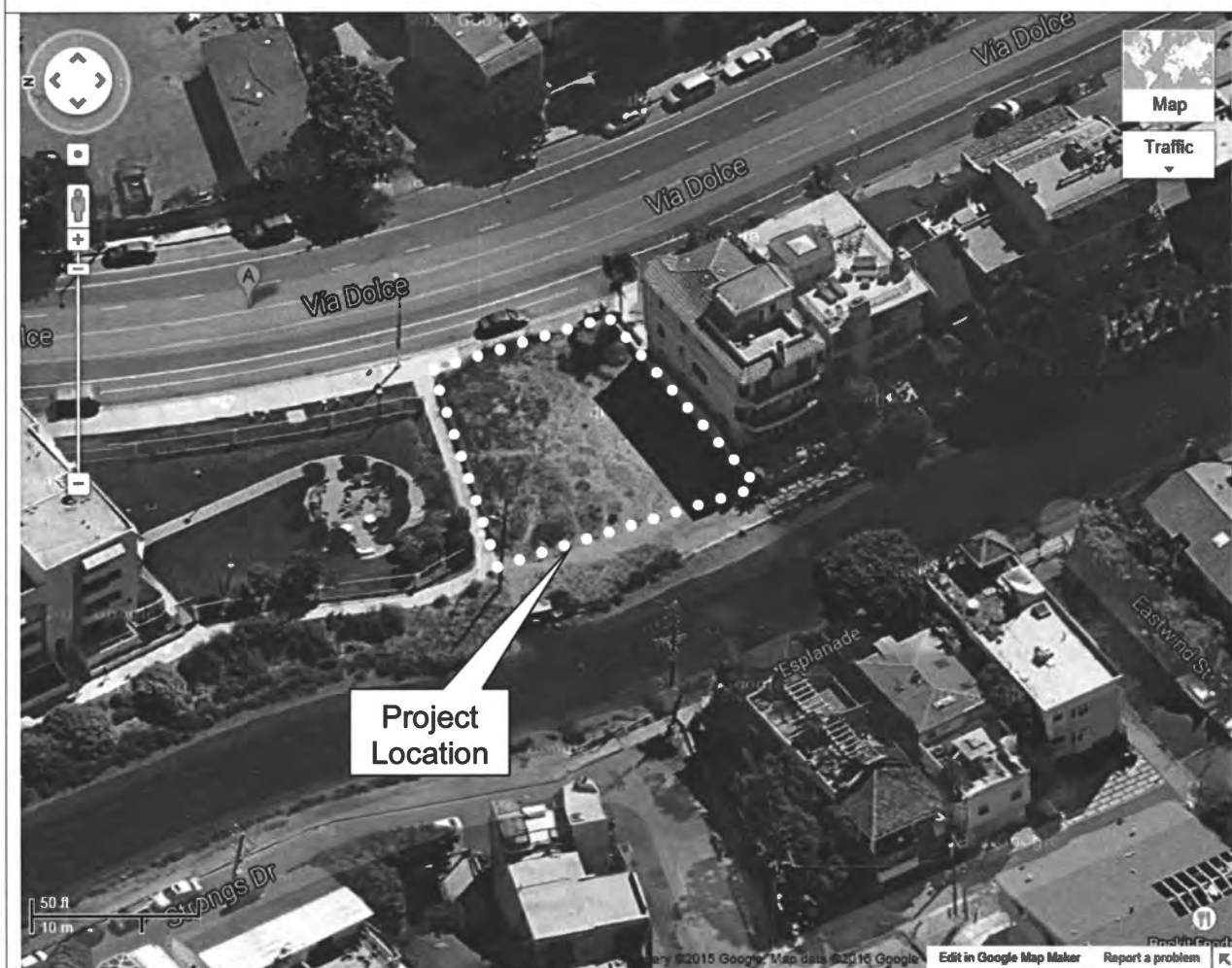
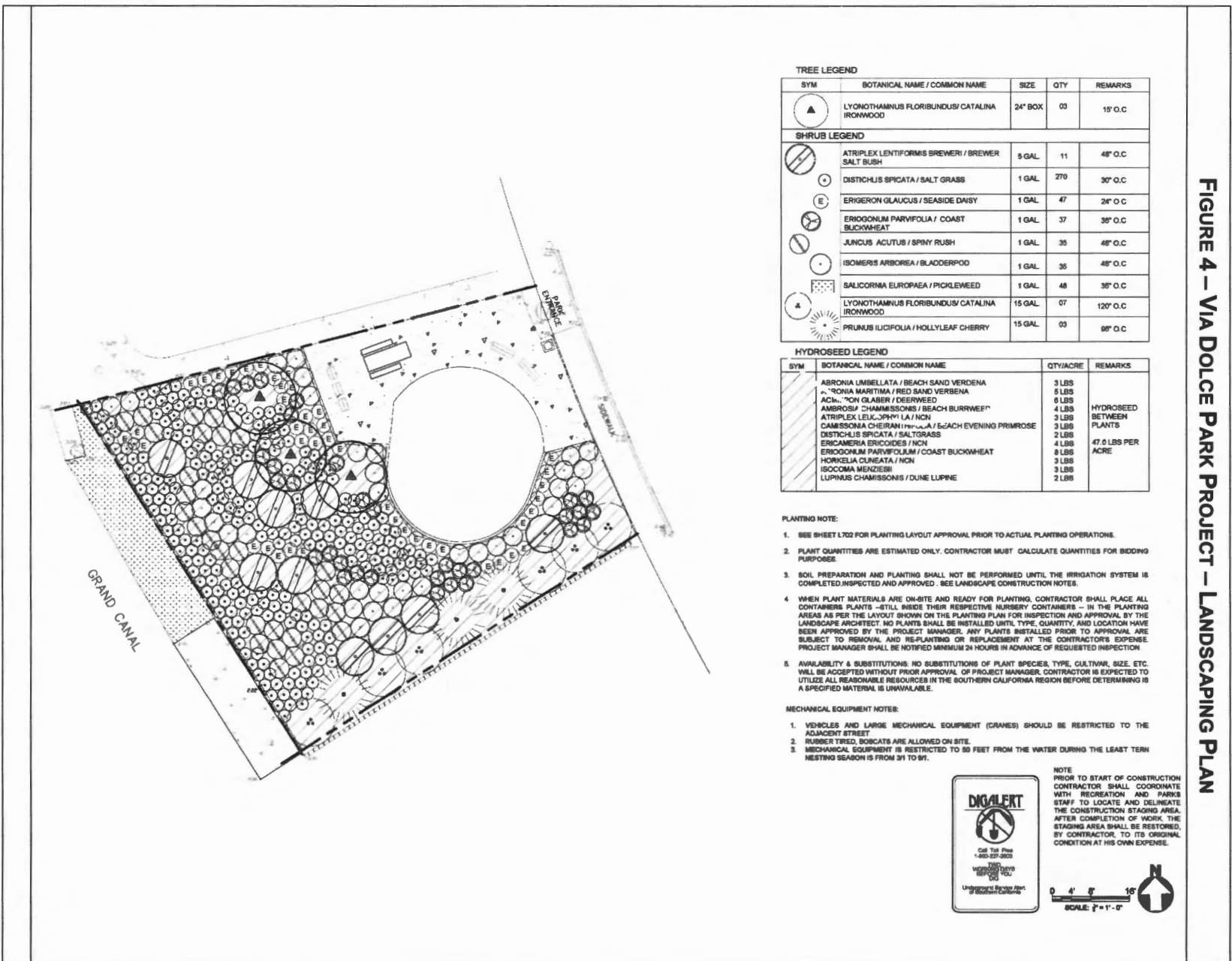
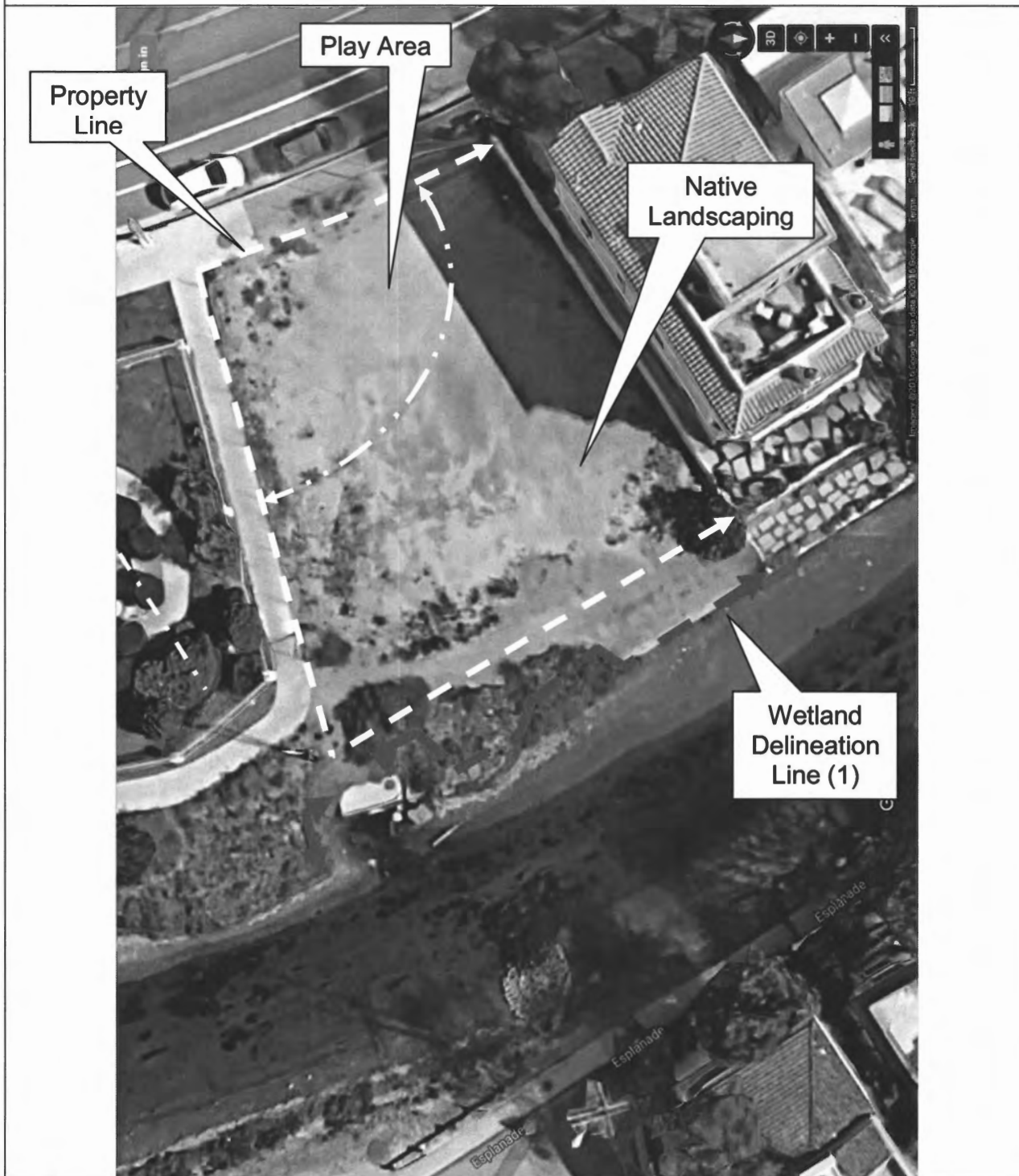




FIGURE 4 – VIA DOLCE PARK PROJECT – LANDSCAPING PLAN



**FIGURE 5 – VIA DOLCE PARK PROJECT – WETLAND DELINEATION MAP**



**Notes:**

1. Delineation line determined in 2014/2015.
2. Image from 2016.

**CALIFORNIA COASTAL COMMISSION**



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

**APPEAL FROM COASTAL PERMIT  
DECISION OF LOCAL GOVERNMENT**

**RECEIVED**  
South Coast Region

**APR 03 2017**

**CALIFORNIA  
COASTAL COMMISSION**

**SECTION I. Appellant(s)**

Name, mailing address and telephone number of appellant(s):

Coastal Commission Executive Director, John Ainsworth  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802 (562) 590-5071

**SECTION II. Decision Being Appealed**

1. Name of local/port government: City of Los Angeles
2. Brief description of development being appealed:  
The Via Dolce pocket park project on the east bank of Grand Canal (hardscape and landscape improvements on City-owned land).
3. Development's location (street address, assessor's parcel no., cross street, etc.):  
3503 and 3507 Via Dolce (east bank of Grand Canal), Venice, City of Los Angeles
4. Description of decision being appealed:
  - a. Approval; no special conditions: \_\_\_\_\_
  - b. Approval with special conditions: XX
  - c. Denial: \_\_\_\_\_

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

**TO BE COMPLETED BY COMMISSION:**

**APPEAL NO:** A-5-VEN-17-0012

**DATE FILED:** April 3, 2017

**DISTRICT:** South Coast



5. Decision being appealed was made by (check one):

- a. Planning Director/Zoning Administrator: \_\_\_\_\_
- b. City Council/Board of Supervisors: \_\_\_\_\_
- c. Planning Commission: \_\_\_\_\_
- d. Other: City Engineer

6. Date of local government's decision: February 16, 2017

7. Local government's file number: Coastal Development Permit No. 16-02

**SECTION III. Identification of Other Interested Persons**

Give the names and addresses of the following parties.  
(Use additional paper as necessary.)

1. Name and mailing address of permit applicant:

City of Los Angeles Bureau of Engineering (Attn: Gary Lam)  
Department of Public Works  
1149 S. Broadway, MS 507  
Los Angeles, CA 90015

2. Name and mailing address of permit applicant's agent:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

a. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

b. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## SECTION IV. Reasons Supporting This Appeal

The City-approved park improvement project would eliminate an existing designated public accessway on the east bank of Grand Canal. The City-approved plan for the pocket park indicates that landscaping would be installed on the accessway, thus obstructing its use and making the existing trail impassable. The accessway, which is currently open for public use, is designated and mapped as an official coastal accessway by the certified Venice Land Use Plan (See LUP Exhibit #19b – Coastal Access Map). Elimination of the accessway is inconsistent with the following policies of the certified Venice LUP and the Coastal Act:

***LUP Policy II. C. 1. General Non-Vehicular Coastal Access Policy.*** *Pedestrian and bicycle access ways are identified on Exhibit 19. Pedestrian Access and Bicycle Trails shall be developed, protected and maintained, and new development adjacent to the coast and coastal waterways shall be required to provide public access in a manner that is consistent with the policies of the Coastal Act. A network of pedestrian and bicycle routes shall be developed, enhanced and maintained to provide linkages within residential neighborhoods and between visitor-serving commercial areas and coastal recreational access points, transit routes, existing and projected parking facilities, and areas of historical significance to facilitate circulation of visitors within the heavily congested areas in Venice.*

***Implementation Strategies - Public Works Projects:*** *To enhance pedestrian access, improvements should establish and reinforce pedestrian connections between Ocean Front Walk, existing walk streets, the Venice Canals, Grand Canal and Ballona Lagoon, West Washington Boulevard, and streets that were part of the original Kinney Canals.*

***Private Developments:*** *Development standards in this LUP and the LIP for the walkways along the canals, lagoon, and designated walk streets shall focus on preserving pedestrian orientation by preserving the walkways and limiting height and types of development permitted adjacent to the walkways. (For more detailed information refer to Policy II.C.10 and 11).*

***LUP Policy II. C. 2. Grand Canal Pedestrian Access.*** *The three existing public rights-of-way from the Grand Canal to Strongs Drive and Pacific Avenue shall be improved and appropriately signed. South of Washington Boulevard, the public walkways that provide public pedestrian access along both sides of Grand Canal shall be improved and appropriately signed.*

***Coastal Act 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. (Amended by Ch. 1075, Stats. 1978.)*

***Coastal Act 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.*

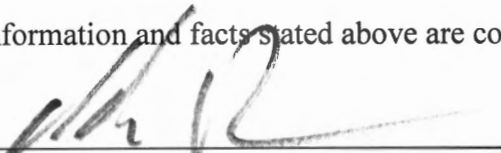
***Coastal Act Section 30212 New development projects***


***(a) Public access from the nearest public roadway to the shoreline and along the shoreline shall be provided in new development projects except where: (1) It is inconsistent with public safety.***

*military security needs, or the protection of fragile coastal resources, (2) Adequate access exists nearby, or, (3) Agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

**SECTION V. Certification**

The information and facts stated above are correct to the best of my/our knowledge.

  
\_\_\_\_\_  
Signature of Appellant(s) or Authorized Agent

  
\_\_\_\_\_  
Date



• Policy II. C. 14. Bikeway South of Washington Boulevard.

The LUP designates a class II bikeway south of Washington Boulevard, along Via Dolce, Marquesas Way and Via Marina. This bike path will provide public access to the Jetty and to the south part of Marina Peninsula Beach. The City should provide for the extension of the beach bicycle path from Washington Boulevard to the marina entrance channel in order to improve public access opportunities on Marina Peninsula beach between the Venice Pier and the Jetty.



Exhibit 19a  
Coastal Access Map  
Pedestrian Access and Bikeways



**Exhibit 19b**  
**Coastal Access Map**  
**Pedestrian Access and Bikeways**

**BOARD OF PUBLIC WORKS  
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MAYOR

**DEPARTMENT OF  
PUBLIC WORKS**

**BUREAU OF  
ENGINEERING**

**GARY LEE MOORE, PE, ENV SP**  
CITY ENGINEER

1149 S. BROADWAY, SUITE 700  
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

**RECEIVED**  
South Coast Region

April 17, 2017

APR 18 2017

John Ainsworth, Executive Director  
California Coastal Commission  
Attn: Charles Posner, Coastal Analyst  
South Coast Area Office  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

**CALIFORNIA  
COASTAL COMMISSION**

Dear Mr. Ainsworth;

Subject: Application 5-VEN-17-0012 and Appeal A-5-VEN-17-0012/  
Via Dolce Pocket Park, Local CDP 16-02  
3505 and 3507 Via Dolce, Venice California

In response to your letter of April 4, 2017 advising the City of Los Angeles that the Coastal Development Permit identified above has been appealed to the California Coastal Commission pursuant to Public Resources Code Sections 30603 and 30625, the following is provided.

The Appellant states that the Appeal is related to the City-approved park improvement project would eliminate an existing designated public Access Way on the east bank of Grand Canal. The City-approved plan for the pocket park suggests that landscaping would be installed on the Access Way, thus obstructing its use and making the existing trail impassable. The Access Way, which is currently open for public use, is designated and mapped as an official Coastal Access Way by the certified Venice Land Use Plan (See LUP Exhibit #19b- *Coastal Access Map*).

As approved, the Project DOES NOT install any landscaping within the Coastal Access Way. A review of Figure 19b of the Venice Land Use Plan (LUP), along with a review of City Databases and Maps (i.e., NavigateLA, ZIMAS, Cadastral Map 103-5A147), a visit to the project site which identified the location of existing sidewalks southerly of the project site, and review of past actions by the Coastal Commission to required adjacent property owners to recognize that a public right-of-way exists between their property and the Grand Canal, shows that the Coastal Access Way is a strip of land, approximately 10-feet wide, located between the Grand Canal and the westerly property line of the project property. As

Coastal Commission  
Exhibit 5  
A-5-VEN-17-0012  
Page 1 of 13



shown in the project plans, NO development is proposed in this area. All proposed development activities will take place within the property lines of the project site, as shown on the project site plans and Los Angeles County Assessor's Map. To support this determination please find the following exhibits, in Attachment 1.

- Figure 1 – *Via Dolce Park Project – Generalized Aerial View*
- Figure 2 – *Via Dolce Park Project – Coastal Access Map – Figure 19b*
- Figure 3 – *Via Dolce Park Project – Coastal Access Map – Close In View*
- Figure 4 – *Via Dolce Park Project – Coastal Access Adjoining Project Site (NavigateLA)*
- Figure 5 – *Via Dolce Park Project – Coastal Access Adjoining Project Site (ZIMAS)*
- Figure 6 – *Via Dolce Park Project – Coastal Access Location*
- Figure 7 – *Via Dolce Park Project – Coastal Access Aerial View*
- Figure 8 – *Via Dolce Park Project – Coastal Access In Relationship to Project Site and Design*
- Figure 9 – *Via Dolce Park Project – Coastal Access In Relationship to Grand Canal and Project Site*

Per your Commission Notification of Appeal letter requirement for additional information, the following is also provided in Attachment 2:

- Table 1 – *Interested Citizens That Attended the Public Hearing and/or Commented on the Via Dolce Park Project*
- Table 2 – *Summary of Comments - Coastal Permit Application – Venice Via Dolce Park*
- Copies of written correspondence received.
- Final Staff Report.
- Copy of the Approved Site Plan.
- Los Angeles County Assessor's Map (APN 4225-013-901)
- City of Los Angeles – Cadastral Map

If you have any questions, please contact James R. Tebbetts at (213) 485-5732.

Sincerely,

Gary Lee Moore, P.E. ENV SP  
City Engineer



By: Maria Martin,  
Environmental Affairs Officer  
Environmental Management Group

MEM:jt

John Ainsworth, Executive Director  
California Coastal Commission  
April 17, 2017  
Page 3 of 3

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**Attachments**

cc: Debbie Dyner-Harris, District Director, CD-11  
Gus Malkoun, Civil Engineer, BOE/ARCH  
Jane Adrian, Landscape Architect II, BOE/ARCH  
Lorena Matos, Landscape Architect Associate, BOE/ARCH  
Paul Davis, Environmental Supervisor, RAP/EMD

## Attachment 1

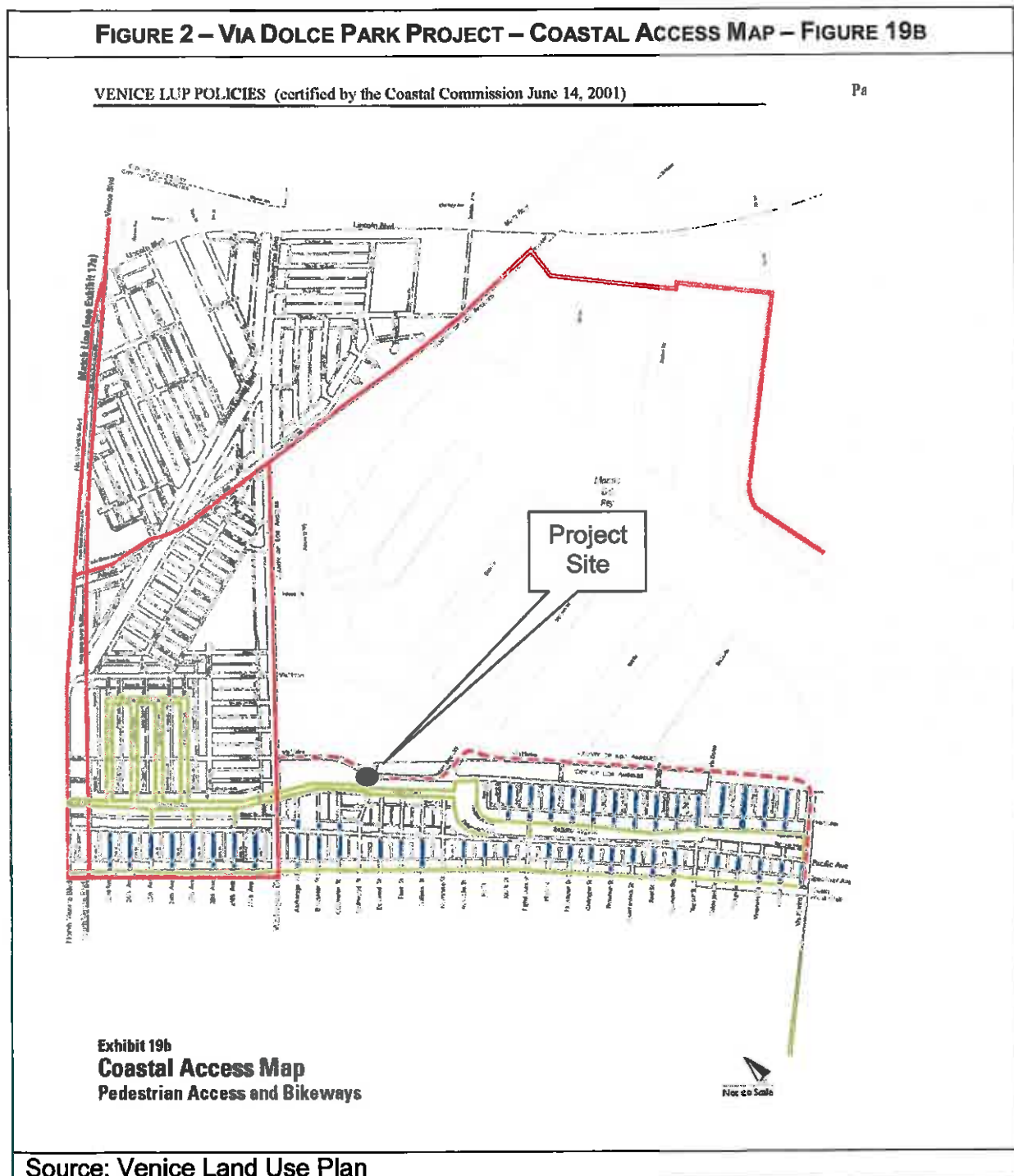
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- Figure 2 – *Via Dolce Park Project – Coastal Access Map – Figure 19b*
- Figure 3 – *Via Dolce Park Project – Coastal Access Map – Close In View*
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- Figure 8 – *Via Dolce Park Project – Coastal Access In Relationship to Project Site and Design*
- Figure 9 – *Via Dolce Park Project – Coastal Access In Relationship to Grand Canal and Project Site*

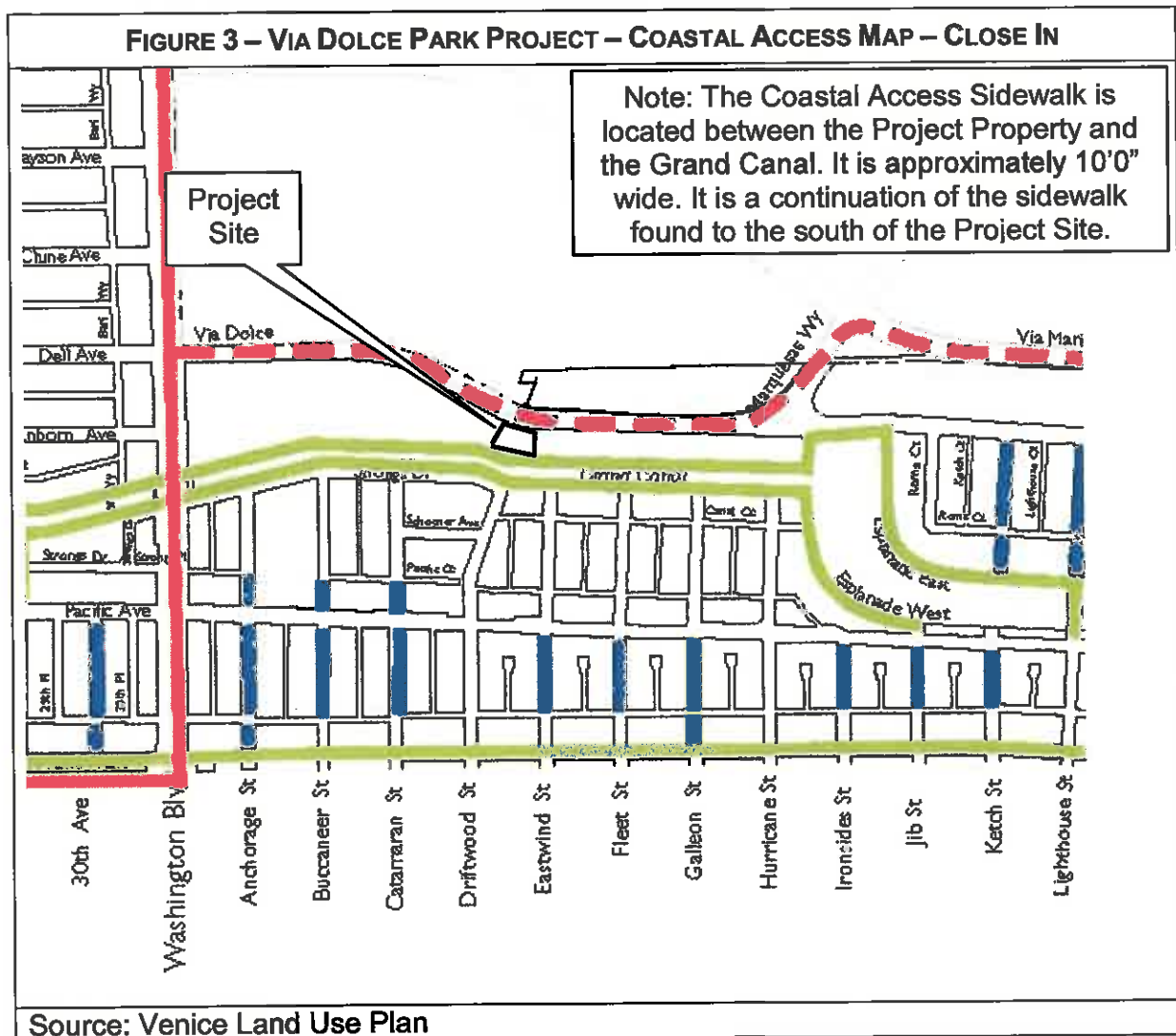


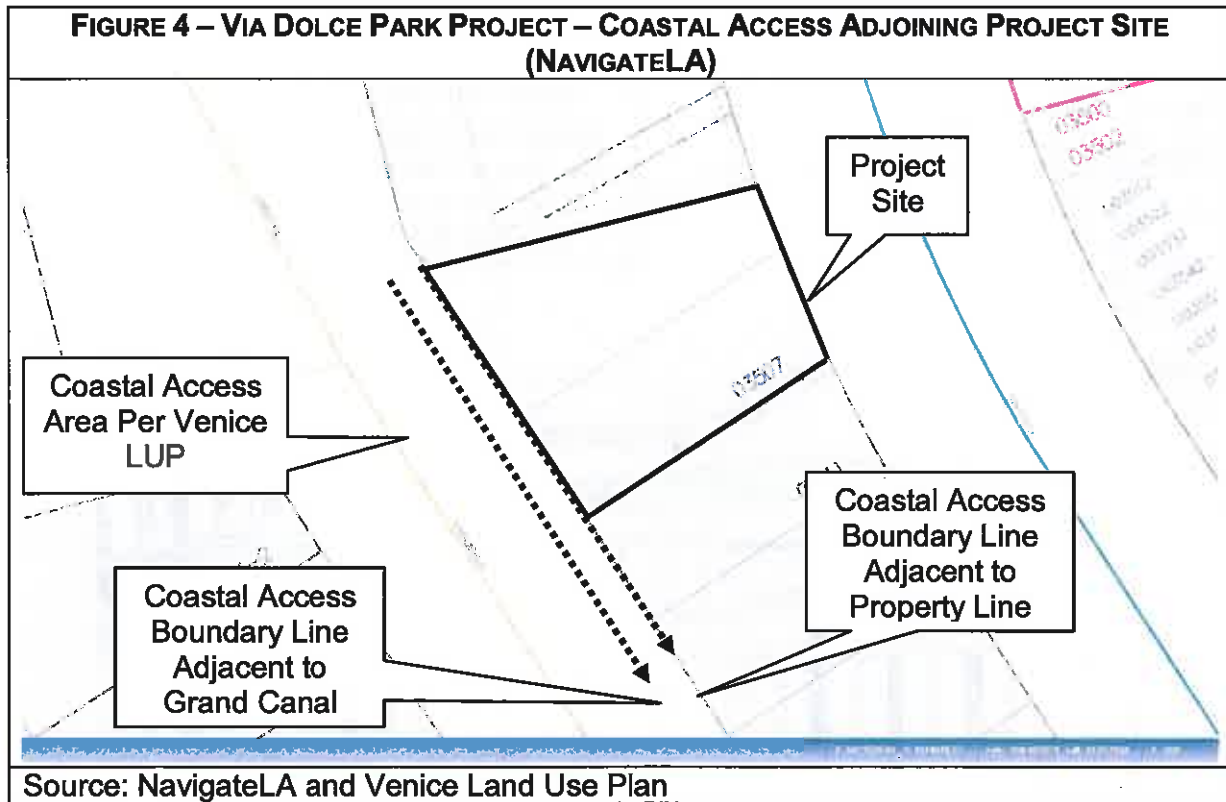
**FIGURE 1 – VIA DOLCE PARK PROJECT – GENERALIZED AERIAL VIEW**



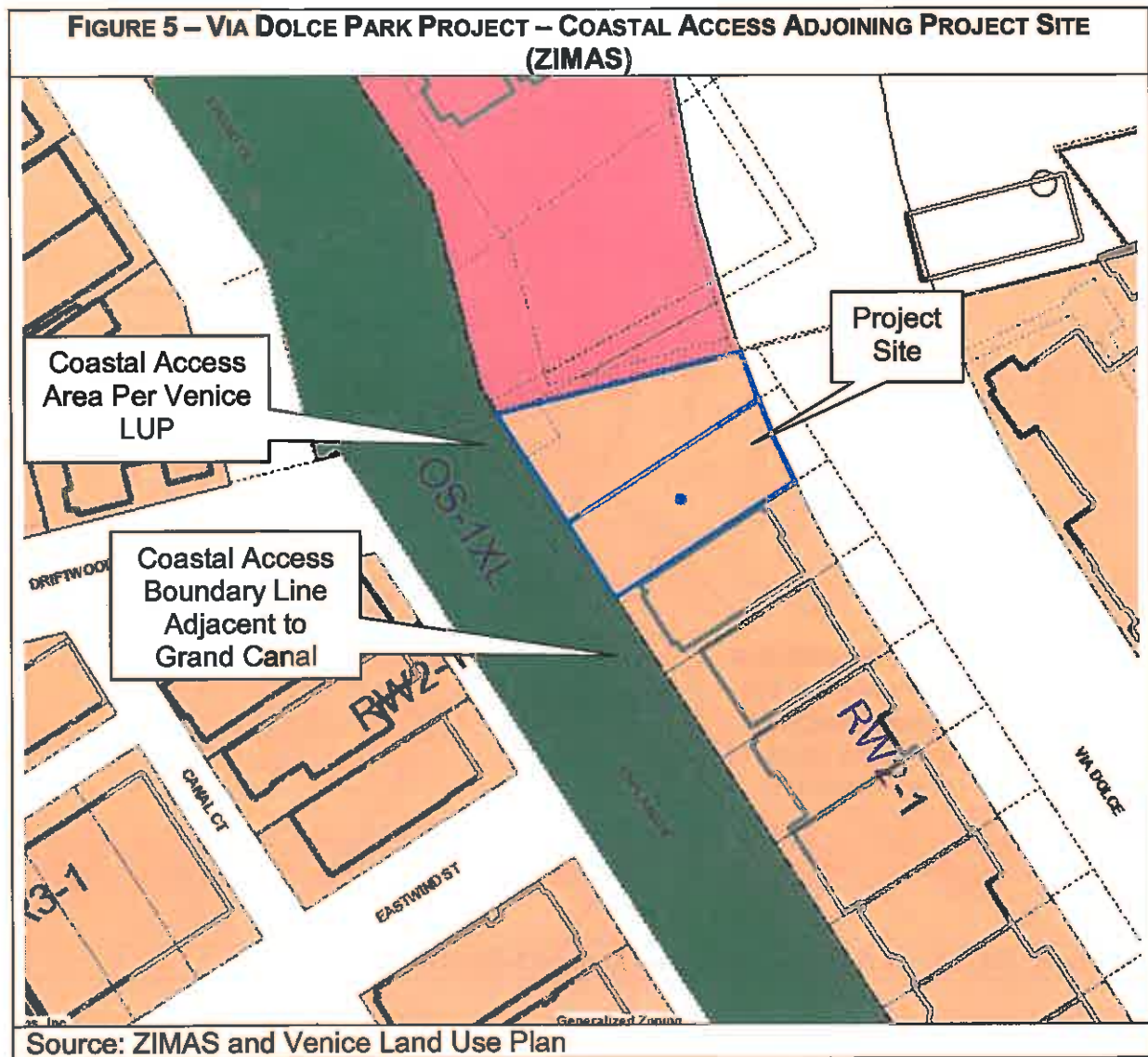
Source: Google Maps

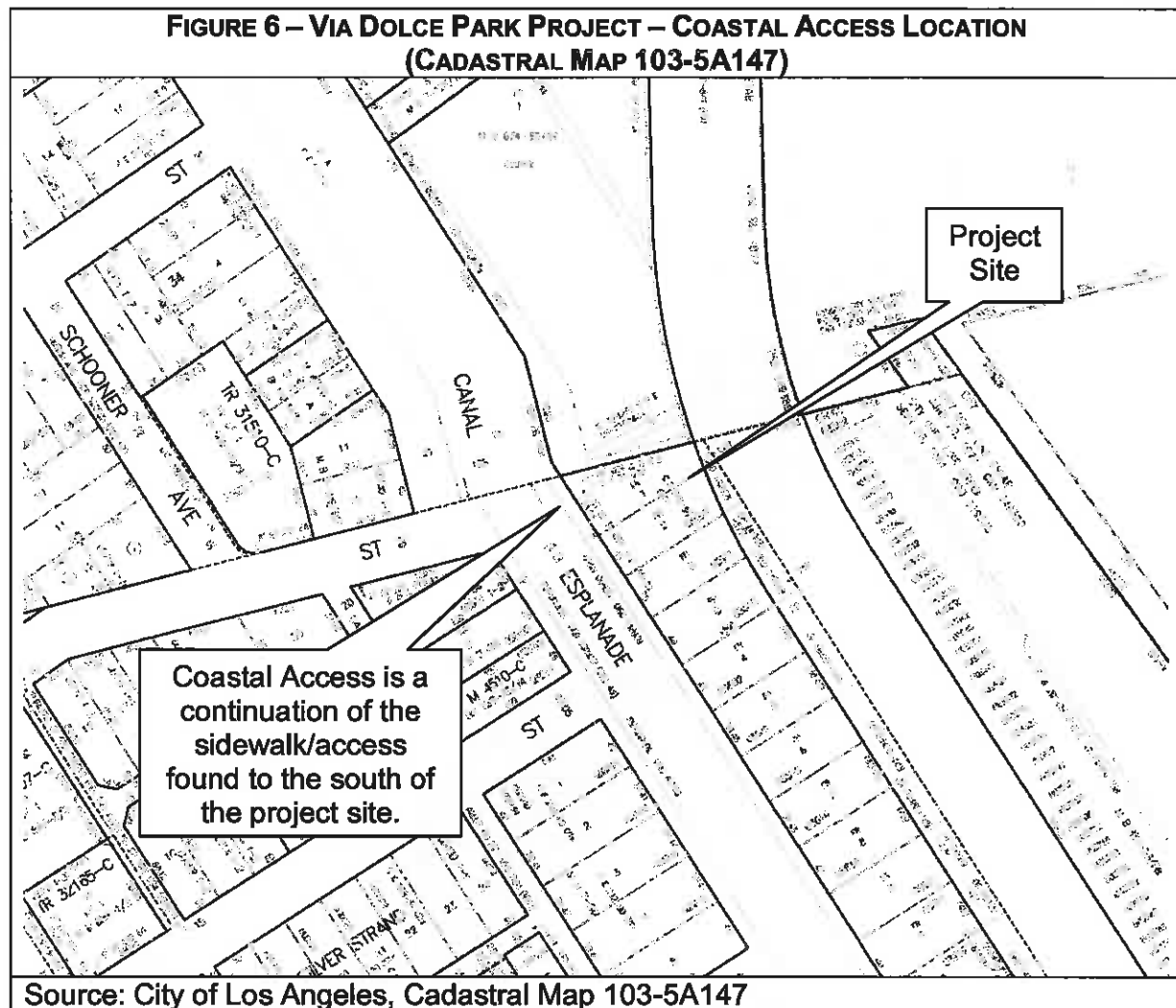














**FIGURE 8 – VIA DOLCE PARK PROJECT – COASTAL ACCESS  
IN RELATIONSHIP TO PROJECT SITE AND DESIGN**

