

5. ROAD MAINTENANCE

ENVIRONMENTAL SETTING

The City of Los Angeles Bureau of Street Services maintains, repairs, and cleans the City's improved roadways, bridges, tunnels, pedestrian subways, and related structures. Additionally, the Bureau of Street Services resurfaces and reconstructs City streets on an as-needed basis. The Bureau of Street Services also provides general maintenance for landscaped islands and embankments, limited maintenance for improved roadways, and cleans unimproved lots.¹⁰

The Bureau of Street Services consists of six operation divisions: Engineering Division, Resurfacing Division, Street Maintenance Division, Street Tree Division, Lot Cleaning Division, and Street Use Inspection Division.¹¹ The Street Maintenance Division is responsible for the cleaning, maintenance and repair of streets and alleys. This division also issues grading permits for the import/export of soil. As a requirement of the grading permit, the project applicant is responsible for repairing damages to streets resulting from the import/export of soil during project construction.

The Engineering Division and the Resurfacing Division work in partnership with the Street Maintenance Division to repair and maintain roadways and related structures. The Engineering Division provides engineering services for the following improvements: curb ramps, pedestrian facilities, bus landing facilities, landscape and streetscape, bikeways, street safety-related projects, street widening, and street reconstruction. The Resurfacing Division provides resurfacing, repair, and reconstruction of roadways.

The Street Tree Division maintains trees and landscaping in public areas; trims trees for traffic clearance; removes dead or hazardous parkway trees; issues permits for the planning and removal of trees within parkways; investigates inquiries concerning trees and plants; and enforces street tree ordinances.

The Lot Cleaning Division removes illegally deposited debris from lots to abate potential nuisance, fire, health, and safety-related hazards City-wide from improved and unimproved public and private property (property owners are assessed for cost), and from unimproved streets and alleys. This division also enforces the Annual Weed Abatement Ordinance requiring property owners to keep their property free of weeds and debris.

¹⁰ City of Los Angeles Bureau of Street Services Website, June 24, 2002.
<http://www.lacity.org/BOSS/Administration/Servicesprovidedbytheboss.htm>.

¹¹ City of Los Angeles Bureau of Street Services Website, June 24, 2002.
<http://www.lacity.org/BOSS/index.htm>.

Finally, the Street Use Inspection Division inspects all public ways to ensure the correction of defective and potentially hazardous conditions relating to public safety; inspects the movement of houses or oversized loads on streets; enforces certain private property ordinances, including those pertaining to imperilment of lateral support to public streets, excavations in public streets, hazardous private streets, and visibility obstructions at intersections; and removes illegally posted signs and handbills on a City-wide basis. As the law enforcement agency of the Bureau of Street Services, this division enforces street use ordinances and the numerous sections of the Los Angeles Municipal Code governing the use and misuse of public rights-of-way.

Roadways in the Pacific Palisades community that provide access to the project site include Tramonto Drive to the north, Los Lions Drive to the east, Sunset Boulevard to the south east, and the Pacific Coast Highway to the southwest. According to the Bureau of Street Services, staff and equipment availability are sufficient to accommodate current demands for road maintenance.¹² Castellammare Drive does not receive road maintenance services from the Bureau of Street Services.¹³ In the 1940s, the City of Los Angeles stopped providing road maintenance service to Castellammare Drive due to the landslides in the area that continuously caused roadway damage. In addition, streets that are private and are gated do not receive road maintenance service from the Bureau of Street Services. This includes portions of Revello Drive and Quadro Veccho Drive. Tramonto Drive routinely receives road maintenance services from the Bureau of Street Services.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Impacts on road maintenance service would be considered significant if the proposed project would create a demand for road maintenance that could not be accommodated by existing road maintenance staff and equipment.

Project Impacts

Demolition, grading and construction activities associated with the proposed project are planned to occur over a period of three years. Development of the project site would involve the use of an 18-wheel semi-trailer truck during construction to transport heavy equipment (i.e., bulldozers, graders, backhoes, etc.) and building materials to the project site. The number of trips necessary to transport heavy equipment used in the construction and grading of the proposed project would generally be limited to two trips per piece of heavy equipment, one to the project site and one back to the

¹² *The City of Los Angeles Bureau of Street Services, Greg Hanson, telephone conversation, June 24, 2002.*

¹³ *The City of Los Angeles Bureau of Street Services, Eva Chan, telephone conversation, September 10, 2002.*

equipments owner's storage area.¹⁴ All heavy equipment used in the construction and grading of the proposed project would be stored at the project site during the construction phase.

Under the conceptual grading plan, the proposed project would require 30,000 cubic yards (cy) of cut and 5,000 cy of fill. The maximum amount of soil to be exported for landslide repair would be 100,000 cy and the maximum amount of soil to be imported for landslide repair would be 75,000 cy. Grading of the project site would require 3,500 cy of exported soil per day. Exported soil is not suitable for backfill, therefore, ten-wheel dump trucks would export the soil from the project site down the Santa Monica Freeway to the nearest landfill facility, such as the Calabasas, Azusa, or Bradley Landfills, (via Tramonto Drive/Los Lions Drive/Sunset Boulevard/Pacific Coast Highway). Dump trucks would be used Monday-Friday, 9 a.m. to 5 p.m. for the 120 day project duration. However, depending on the hauling distance, hauling may occur only 7 hours a day. Grading of the project site would also require 2,500 cy of imported soil per day.

Due to the weight of the various trucks in the transportation of construction debris, soil, heavy equipment, and building materials (particularly the number of trips necessary for the soil exportation), roads used for the proposed truck haul route (i.e. Tramonto Drive, Los Lions Drive, Sunset Boulevard, and the Pacific Coast Highway) could be damaged, increasing the demand for road maintenance services provided by the Bureau of Street Services.¹⁵ Additionally, the extent to which the roads could be damaged would also depend upon the condition of the roads prior to usage by the trucks. As a condition of each grading permit required of the project applicant by the City, the applicant would be responsible for the repair of any damage to roads from the heavy trucks used for the proposed project. Compliance with such conditions would ensure potentially significant road maintenance impacts are less than significant.

The City of Los Angeles Bureau of Engineering will require that Tramonto Drive be dedicated and improved with standard street improvements by the applicant. The Bureau of Engineering will also require that a strip of land adjacent to Castellammare Drive be dedicated for future street improvements to comply with the standard street width of the Bureau's Standard Street Dimensions guidelines.

CUMULATIVE IMPACTS

Development of the proposed project in conjunction with the related projects listed in Section II.B could increase the demand for road maintenance services provided by the Bureau of Street Services. As shown in Figure II-12, the related projects are located in close proximity to the project site. It is not

¹⁴ The reader is referred to Section IV.B Traffic for a detailed discussion on construction traffic.

¹⁵ Each ten-wheel dump truck loaded with 14 cubic yards of soil weighs approximately 31 tons.

known which (if any) of these projects would require the use of trucks for the import/export of soil. It is possible that those related projects requiring the import/export of soil may also use the same roads as the proposed project soil haul trucks (e.g. Tramonto Drive, Los Lions Drive, Sunset Boulevard, Pacific Coast Highway). However, as a condition of grading permits required by the City for projects involving the import/export of soil, repairs to streets damaged as a result of the hauling of soil would be the responsibility of the respective related projects' applicants. Therefore, cumulative impacts to road maintenance by the proposed project and the related projects would not be significant.

MITIGATION MEASURES

1. As a condition of each grading permit required of the project applicant by the City, the applicant would be responsible for the repair of any damage to roads resulting from the delivery of heavy machinery, equipment, and building materials to or from the project site, as well as the import and export of soil to and from the project site. Such roadway repair shall be to the satisfaction of the City of Los Angeles Bureau of Street Services.
2. If construction or haul trucks driving to and/or from the project site cause any substantial damage to private driveways in the immediate vicinity of the project site, such damage shall be repaired by, or paid for by, the project applicant.
3. Tramonto Drive shall be dedicated and improved with standard street improvements by the applicant. A strip of land adjacent to Castellammare Drive shall also be dedicated for future street improvements to comply with the standard street width of the City of Los Angeles Bureau of Engineering's Standard Street Dimensions guidelines.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the above mitigation measures, development of the proposed project would not create a significant impact to road maintenance service.