

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, 10th Floor
Long Beach, CA 90802-4302
(562) 590-5071



W17d

RECORD PACKET COPY

Filed: 3-4-97
49th Day: 4-22-97
180th Day: 8-31-97
Staff: JLR
Staff Report: 10-9-97
Hearing Date: Nov. 4-7, 1997
Commission Action:

STAFF REPORT: PERMIT AMENDMENT

APPLICATION NO.: 5-96-185-A1

APPLICANT: California Department of Transportation

PROJECT LOCATION: 15040-15054 Corona del Mar, Pacific Palisades

DESCRIPTION OF PROJECT PREVIOUSLY APPROVED: Slope stabilization of a landslide adjacent to Pacific Coast Highway to include demolition of two single-family residences, removal of 80,000 cubic yards of soil to be deposited in Potrero Canyon, contour grading and slope reconfiguration, landscaping with native plants and installation of drainage pipes.

DESCRIPTION OF AMENDMENT: The applicant proposes to remove and haul most of the cut soil from the top of the slope rather than the toe of the slope, reduce the amount of grading from 80,000 to 53,000 cubic yards and transport the material to be used as fill material for the reconstruction of Kanan-Dume Road rather than transporting the material to the Potrero Canyon landfill.

LOCAL APPROVALS RECEIVED:

1. Approval in Concept - California Department Transportation
2. City Adopted Brentwood-Pacific Palisades Community Plan.

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission determine that the proposed development, along with the proposed amendment, subject to the conditions below, is consistent with the requirements of the Coastal Act. A Special Condition requires the applicant to comply with the Commission's previously approved Special Conditions addressing erosion control, landscaping and urban runoff.

PROCEDURAL NOTE: The Commission's regulations provide for referral of permit amendment requests to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or

3) the proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. 14 Cal. Admin. Code 13166.

SUBSTANTIVE FILE DOCUMENTS:

1. Geotechnical Design Report prepared by the California Department of Transportation dated March 1996.
2. Coastal Development Permit No. 5-96-185.

STAFF RECOMMENDATION:

Staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions

The Commission hereby grants, subject to the conditions below, an amendment to the permit for the proposed development on the grounds that the development, as conditioned, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, 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 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Special Conditions

1. Commission's Previously Imposed Permit Special Conditions

All Standard and Special Conditions imposed by the Commission on the previous permit (5-96-185) are still in effect.

III. Findings and Declarations

The Commission hereby finds and declares as follows:

A. Project Description and Background

In June 1996, the applicant received a conditionally approved Commission coastal permit for slope stabilization of a landslide adjacent to Pacific Coast Highway to include demolition of two single-family residences, removal of 80,000 cubic yards of soil to be deposited in Potrero Canyon, contour grading and slope reconfiguration, landscaping with native plants and installation of drainage pipes. The project description was changed at the public hearing in response to public testimony. At the hearing the applicant stated that the soil removal would occur at the toe of the slope. The applicant is proposing to amend that permit in order to incorporate three changes : 1) remove most of the cut soil from the top of the slope rather than

the toe of the slope, 2) reduce the amount of cut from 80,000 to 53,000 cubic yards and 3) transport the material to be used as fill material for the reconstruction of Kanan-Dume Road rather than transporting the material to the City of Los Angeles Potrero Canyon landfill project.

On September 22, 1997, the South Coast Office received a letter (See Exhibit B) describing the proposed changes to the previously approved permit. Staff informed the applicant that a permit amendment would be required from the South Coast Office and a separate permit would be required from the South Central office for the placement of fill material at Kanan-Dume Road. This location for road repair work is a high priority concern for the City of Malibu. Kanan Dume Road is a major east-west arterial entranceway to the City.

The applicant had already signed a contract providing for a different construction method and use of the excavated soil in Malibu rather than Pacific Palisades. The signed contract required the applicant to commence grading on September 29, 1997. On October 3, 1997, the South Coast office issued an emergency permit for the proposed changes and informed the applicant to file an application for a permit amendment. The subject amendment request was received and filed on October 9, 1997.

B. Project Location

The proposed development is located on a hillside parcel adjacent to and inland of Pacific Coast Highway. The subject parcel is located between PCH and Corona del Mar Street. The site ascends from the highway approximately 170 feet in elevation and 350 feet in linear distance to the top of the slope. The width of the site along Corona del Mar is 320 feet and along Pacific Coast Highway the width is approximately 400 feet.

The subject landslide parcel is located in the Huntington Palisades area of Pacific Palisades, a planning subarea of the City of Los Angeles. Numerous past landslides have occurred in this area. Major recorded landslides occurred in October 1932, March 1951, February 1974, March 1978, February 1984, November 1989 and March 1995. The landslides that occurred in 1974, 1978, 1984 and 1995 were correlated with rainfall that was much higher than average seasonal amounts. The most recent landslide in 1995 occurred after a total seasonal rainfall that was approximately twice the average cumulative seasonal amount for the area.

Within the surrounding area, some homes that the Commission has approved and older homes constructed prior to the Coastal Act, have been destroyed by landslides. According to a landslide study report prepared by the U.S. Army Corps of Engineers dated September, 1976, this area includes unstable slopes. The effect of rains on these slopes is to renew or accelerate movement of many younger landslides including some of the larger active landslides. According to the study "soil falls from the eastern part of Huntington Palisades repeatedly have blocked the Pacific Coast Highway."

C. Natural Hazards

The Commission's previous permit approval addressed natural hazards consistent with the provisions of Section 30253 of the Coastal Act. That approval incorporated Special Conditions to mitigate potential erosion and urban runoff

impacts.

The applicant's proposed amendment includes the following three changes:

- 1) Location of work area on slope for removal of graded material
- 2) Reduce the amount of cut from 80,000 to 53,000 cubic yards
- 3) Change location of disposal site

a) Location of Work Area

At the previous public hearing for Coastal Permit 5-96-185, the applicant indicated that the soil would be removed from the bottom of the slope. The applicant's proposed amendment acknowledges that although some soil will be removed from the bottom of the slope, most of the soil will be removed from the top of the slope in order to minimize damage to the entire slope face. In fact, to carry out removal from the top of the slope, according to the project engineer, crews would dislodge material from the top, push it to the toe and create a staging area along Pacific Coast Highway. That method of construction could have damaged the entire bluff face. Following is a more detailed description as submitted by the applicant's representative, Anthony Cole :

At the time of the hearing, Mr. William Fritzsche, president of the Huntington Palisades Property Owners Association asked whether it would be possible to haul the soil from the bottom of the slope. Subsequently, I received confirmation from the design engineers and I relayed that information to you and to Mr. Fritzsche. However, as the project moved toward construction, it became apparent that there would be significant risks associated with attempting to push the soil to the bottom of the slope. The problems necessitating construction technique changes were not clearly apparent during the design phase. Once recognized, there was agreement that these changes were mandatory.

The problems associated with soil removal from the bottom of the slope concern safety, liability, aesthetics and erosion. Removal of the soil from the bottom of the slope could put construction workers and others situated below the soil mass in jeopardy for serious injury. There would be little or no control in the quantity of earth which might come crashing down to the highway below. Even small amounts of earth or small rocks or boulders falling on or near heavy highway traffic can create serious safety hazards. An uncontrolled slide has the potential to complete block traffic in both directions on PCH.

The proposed contour grading does not extend over the entire length of the slope from top to bottom. Rather, the grading starts about 190 feet above the roadway elevation. Pushing soil to the bottom of the slope would disrupt the existing weathered cliff face and cause significant disruption to the existing flora. Clearly, the current aesthetics would be marred and the likelihood of greatly increased erosion during the coming rainy season would be significant.

After reviewing the applicant's above described analysis regarding the

location of the work area, the Commission concurs that it is infeasible to remove material from the toe of the slope. The project, as now designed, will minimize potential damage to the entire slope face.

The applicant's geologist also concludes that because of the slope geometry, it is best to remove the cut material from the top of the slope. As previously proposed, the geologist states that to push "the soil down the slope would represent an immediate threat of failure". The applicant has provided a Geotechnical Design Report prepared by the California Department of Transportation dated March 1996.

The Commission, in previous permit actions on development in this area has found that there are certain risks associated with hillside development that can never be entirely eliminated. The applicant's geology report also supports that conclusion because the site contains both older and recent landslide debris. In addition to the general risks associated with hillside development in geologically hazardous areas, the Commission notes that its approval is based on professional reports and professional engineering solutions that are the responsibility of the applicants.

Because of the presence of landslides throughout this area and site specific soil/geologic constraints addressed in the applicant's geology report, the Commission, as a condition of approval on previous permits, has required an applicant to assume the risks inherent in potential slope failure from erosion. However, because Caltrans is a State agency, the Commission did not require an assumption of risk as a special condition to the previously approved permit because it would make no sense for the Commission, a state agency, to indemnify another state agency. Based on the stability calculations and site specific constraints discussed in the geotechnical report, Caltrans has determined that the proposed revised contour grading design will stabilize the bluff and prevent further landsliding at the site. Therefore, the Commission finds that the proposed amendment for landslide remediation will minimize risks in this area that may occur as a result of natural hazards, consistent with Section 30253 of the Coastal Act.

b) Reduction in Amount of Grading

The applicant is proposing to reduce the amount of grading from 80,000 to 53,000 cubic yards. As the project progressed through final design, it became apparent that the previous amount of cut material was more extensive than required. Also, in order to address neighborhood concerns, the applicant will leave more of the mesa top undisturbed. This will preserve a large rubber tree located at the top of the slope. The retention of the extensive root system will require less grading.

The Commission previously found that the originally proposed 80,000 cubic yards of contour grading would stabilize the bluff. The applicant has submitted an up-dated slope analysis dated June 17, 1997. That analysis indicates that the project, as now designed, will have a greater than 1.5 factor of safety "which is commonly an accepted factor". Therefore, the Commission finds that the project, as now designed, will minimize risks in

this area that may occur as a result of natural hazards, consistent with Section 30253 of the Coastal Act. The Commission further finds that a reduction in grading is consistent with the Commission's previous approval which was based on stability calculations and site specific constraints discussed in the geotechnical report.

3. Location of Disposal Site and Haul Route

Originally, Caltrans proposed to dispose the graded cut material at the City of Los Angeles Potrero Canyon landfill project. The length of the haul route along Pacific Coast Highway to Kanan Dume Road is eighteen miles whereas the previous haul route to Potrero Canyon was a half mile. In early summer of 1997, the Mayor and City Council of the City of Malibu requested Caltrans to transport the soil to be removed to be used as fill material for an "urgently needed Kanan-Dume Road reconstruction project." This location for road repair work is a high priority concern for the City of Malibu. Kanan Dume Road is a major east-west arterial entranceway to the City.

As noted above, the applicant will remove most of the cut material from the top of the slope. A local residential street, Corona del Mar, parallels the blufftop and will be used to accommodate haul trucks. Chautauqua Boulevard will be used by the haul trucks to get to and from Pacific Coast Highway and then travel westerly to Kanan-Dume Road located in Malibu. The haul trucks will operate six days a week until the project is completed in mid-November. Following is a more detailed description, as submitted by the applicant:

The contractor's method of work anticipates approximately 200 truck loads of earth hauled each day. If nothing interferes, this would require between twenty and twenty-five working days to complete the hauling. The contractor expects to have crews working Monday through Friday from 7 a.m. to 5 p.m. and on Saturday from 8 a.m. to 6 p.m. The contractor developed this schedule for two reasons. The rainy season begins October 15. If the rainy weather begins early and the slope becomes saturated, it will be very difficult to continue the grading. Secondly, all indications suggest that the neighborhood would prefer to have the disruption finished as quickly as possible rather than extend the number of working days required by lessening the daily work house or reducing the number of trucks.

The area will be open to residents only and subject to traffic control.

NOTE: SUNSET BOULEVARD TRAFFIC-SOUTHBOUND CHAUTAUQUA BOULEVARD WILL BE BARRICADED during the above-noted times. Northbound Chautauqua Boulevard will remain open.

Motorists will be detoured to Temescal Canyon Road west of Chautauqua Boulevard.

Detour signs will be posted at all streets leading to Sunset/Chautauqua area.

Caltrans will do all that it can to assist residents, businesses and commuters using Route 1 during the life of this project.

The purpose of leveling the promontory is to prevent future landslides. After the area has been graded, a drainage system will be installed and the slope seeded

At the toe of the slope, there is an existing soldier pile retaining wall that varies from four to six feet in height. Approximately twenty feet westerly of the retaining wall there is a 3 foot high concrete K barrier that parallels Pacific Coast Highway. Caltrans will be using the area between the existing barriers for construction activities on the lower slope. Therefore, lane closures on Pacific Coast Highway for stockpiling will be minimized. For construction activities on the upper portions of the site, Caltrans will use a local street, Corona del Mar. The applicant anticipates construction to begin in September 1997 and to be completed in approximately four calendar months. Caltrans anticipates a minimum need to require lane closures along Pacific Coast Highway. The purpose of the proposed landslide remediation project is to assure the viability of ensuring the use of Pacific Coast Highway, a major north-south highway that parallels the nearby shoreline. Therefore, the Commission finds that the proposed development will enhance public safety and maintain vehicular access along the coast, consistent with the public access and public safety provisions of Chapter 3 of the Coastal Act.

D. Public Access

The Commission must evaluate projects that may impact public access to and along the shoreline (Sections 30210, 30211 and 30212 of the Coastal Act). As noted above, the proposed amendment will increase the length of the haul route approximately 17 1/2 miles along Pacific Coast Highway, a major north-south highway adjacent to the shoreline. However, Caltrans contends that the repair of Kanan-Dume Road will improve access to Malibu, including the public beaches, by providing a secondary route in case of closure of Pacific Coast Highway.

Because of potential impacts on recreational traffic, the Commission would normally impose a Special Condition that would require that no hauling should occur on weekends. However, as noted above, grading has commenced and will be completed in approximately one month which will be near the end of October. The Commission is scheduled to conduct a public hearing on the subject amendment request at the November 4-7, 1997 meeting.

The applicant is presently hauling the excavated material from Monday through Saturday in order to complete the project as soon as possible prior to commencement of the rainy season. Therefore, because of these time constraints, the Commission finds that it is not practicable to impose a special condition to limit the days that construction may take place. The Commission further finds that although there are short-term impacts on shoreline access, completion of the project expeditiously will enhance and assure long-term accessibility to the shoreline.

E. Local Coastal Program

Section 30604(a) of the Coastal Act states that:

Prior to certification of the Local Coastal Program, a Coastal Development

Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with Chapter 3 (commencing with Section 30200).

The City of Los Angeles has not prepared a draft Land Use Plan for this planning subarea. However, the City's work program to develop a Local Coastal Program considers natural hazards as an issue for this area of the City. Approval of the proposed development will not prejudice the City's ability to prepare a certifiable Local Coastal Program. The Commission, therefore, finds that the proposed project is consistent with Section 30604 (a) of the Coastal Act.

F. Consistency with the California Environmental Quality Act (CEQA).

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) 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 impact which the activity may have on the environment.

The proposed project, as conditioned, is consistent with the natural hazards policies of the Coastal Act. As previously conditioned to mitigate potential erosion and urban runoff impacts, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

JLR:b11

0106G

Sheet no INDEX OF SHEETS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY
IN LOS ANGELES AT 0.3 MILE
NORTH OF CHAUTAUQUA BOULEVARD

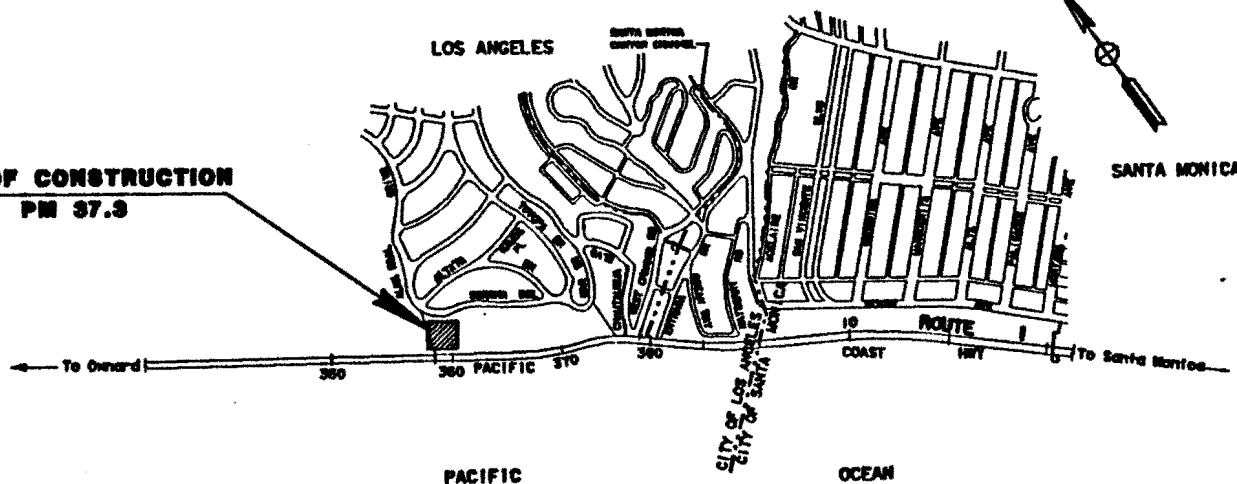
To be supplemented by Standard Plans dated July, 1932

DIST	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	1	37.3		



The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

LOCATION OF CONSTRUCTION
STA 359+00 PM 37.3



NO SCALE



Contract No. 07-4C1904

The Contractor shall observe the Class (or Classes) of license as specified in the "List of Contractors".

5-96-185-A
Exhibit A

RECEIVED
FEB 11 1957
CALIFORNIA
COASTAL COMMISSION

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606RECEIVED
SEP 22 1997

15 September 1997

CALIFORNIA
COASTAL COMMISSION

Mr Charles Damm
District Director
California Coastal Commission
South Coast District
200 Oceangate Ste 1000
Long Beach CAL 90802

Attn: Ms Pam Emerson
Mr Jim Ryan

Re: Coastal Commission
Application No 5-96-185
[07-LA-1-PM37.3]

Dear Mr Damm:

This letter is to advise that it is necessary to change one of the information items contained in my letter to you dated 10 April 1997, written following the Coastal Commission hearing on this application and one of the specifics contained in application 5-96-185 itself.

While some earth will likely be removed from the bottom of the slope, it will be necessary to remove most of the soil from the top of slope. Haul trucks will use local streets [Corona del Mar and Chautauqua Bl] getting to and from Pacific Coast Highway [State Route 1].

The second change regards the disposal of the removed earth. Originally, CalTrans intended that the soil would be trucked to the Potrero Canyon landfill project. However, several months ago, the Mayor and City Council of Malibu made an official request to CalTrans that the removed earth be provided to the city as fill material for its urgently needed Kanan-Dume Road reconstruction project.

5-96-185-A1

At the time of the hearing, Mr William Fritzsche, president of the Huntington Palisades Property Owners Association asked whether it would be possible to haul the soil from the bottom of the slope. Subsequently, I received confirmation from the design

Exhibit B
1 of 3

Mr Damm
15 September 1997
Page Two

engineers and I relayed that information to you and to Mr Fritzche. However, as the project moved toward construction, it became apparent that there would be significant risks associated with attempting to push the soil to the bottom of the slope. The problems necessitating construction technique changes were not clearly apparent during the design phase. Once recognized, there was agreement that these changes were mandatory.

The problems associated with soil removal from the bottom of the slope concern safety, liability, aesthetics and erosion. Removal of the soil from the bottom of the slope could put construction workers and others situated below the soil mass in jeopardy for serious injury. There would be little or no control in the quantity of earth which might come crashing down to the highway below. Even small amounts of earth or small rocks and boulders falling on or near heavy highway traffic can create serious safety hazards. An uncontrolled slide has the potential to completely block traffic in both directions on PCH.

The proposed contour grading does not extend over the entire length of the slope from top to bottom. Rather, the grading starts about 190 feet above the roadway elevation. Pushing the soil to the bottom of the slope would disrupt the existing weathered cliff face and cause significant disruption to the existing flora. Clearly, the current aesthetics would be marred and the likelihood of greatly increased erosion during the coming rainy season would be significant.

CalTrans representatives [engineers, geologists, attorney, etc.] and the private contractor hired for this project attended an informal gathering of the Huntington Palisades Property Owners Association Ad Hoc Slope Repair Committee on Wednesday, 10 September 1997. Also present was a staff person from the office of Los Angeles City Council member Cindy Miscikowski as well as resident neighbors. CalTrans engineers explained the developments which had lead to the current situation. The residents listened attentively. There was no objection expressed to the project per se. The necessity of removing soil from the top of the slope was accepted. Questions were asked regarding the impacts on their community. Particular concerns were expressed regarding noise, dust, disruption of local traffic and access to and from Pacific Coast Hwy.

5-96-185-A1

The contractor's method of work anticipates approximately 200 truck loads of earth hauled each day. If nothing interferes, this would require between twenty and twenty-five working days to complete the hauling. The contractor expects to have crews working Monday through Friday from 7 a.m. to 5 p.m. and on Saturday from 8 a.m. to 6 p.m. The contractor developed this schedule for two reasons. The rainy season begins October 15. If the rainy weather begins early and the the slope becomes saturated, it will be very difficult to continue the grading. Secondly, all indications suggest that the neighborhood would prefer to have the disruption finished as quickly as possible—rather

Exhibit B
2 of 3

Mr Damm
15 September 1997
Page Three

than extend the number of working days required by lessening the daily work hours or reducing the number of trucks.

CalTrans met with Los Angeles city traffic engineers in order to address the traffic management concerns expressed by the neighbors. Representatives of Senator Hayden and Council member Miscikowski also attended. While details are being finalized, the current plan intends for southbound Chautauqua to be closed to regular traffic during construction hours. This is expected to eliminate potential problems resulting from a mix of passenger vehicles with construction traffic and to expedite truck movement to and from Pacific Coast Hwy.

CalTrans and the city traffic department will post advisory and detour signs before and during the construction. Barricades will be used and the possibility of assigning traffic control officers to direct traffic will be reviewed. Local neighborhood and other media will be notified of the project and the probable disruption. Huntington Palisades Property Owners Association, as well as adjoining neighborhood property owner and resident associations, will also be informed prior to the start of the hauling and frequently thereafter.

Please contact me as soon as possible should additional information be required. My office telephone is [213] 897-8943.

Sincerely,



ANTHONY L. COLE
Coastal Commission Liaison
Office of Environmental Planning

c: Mr Wm. B. Fritzsche
President,
Huntington Palisades Property Owners Assoc.

Ms Kristen Montet, staff to
Council member Miscikowski

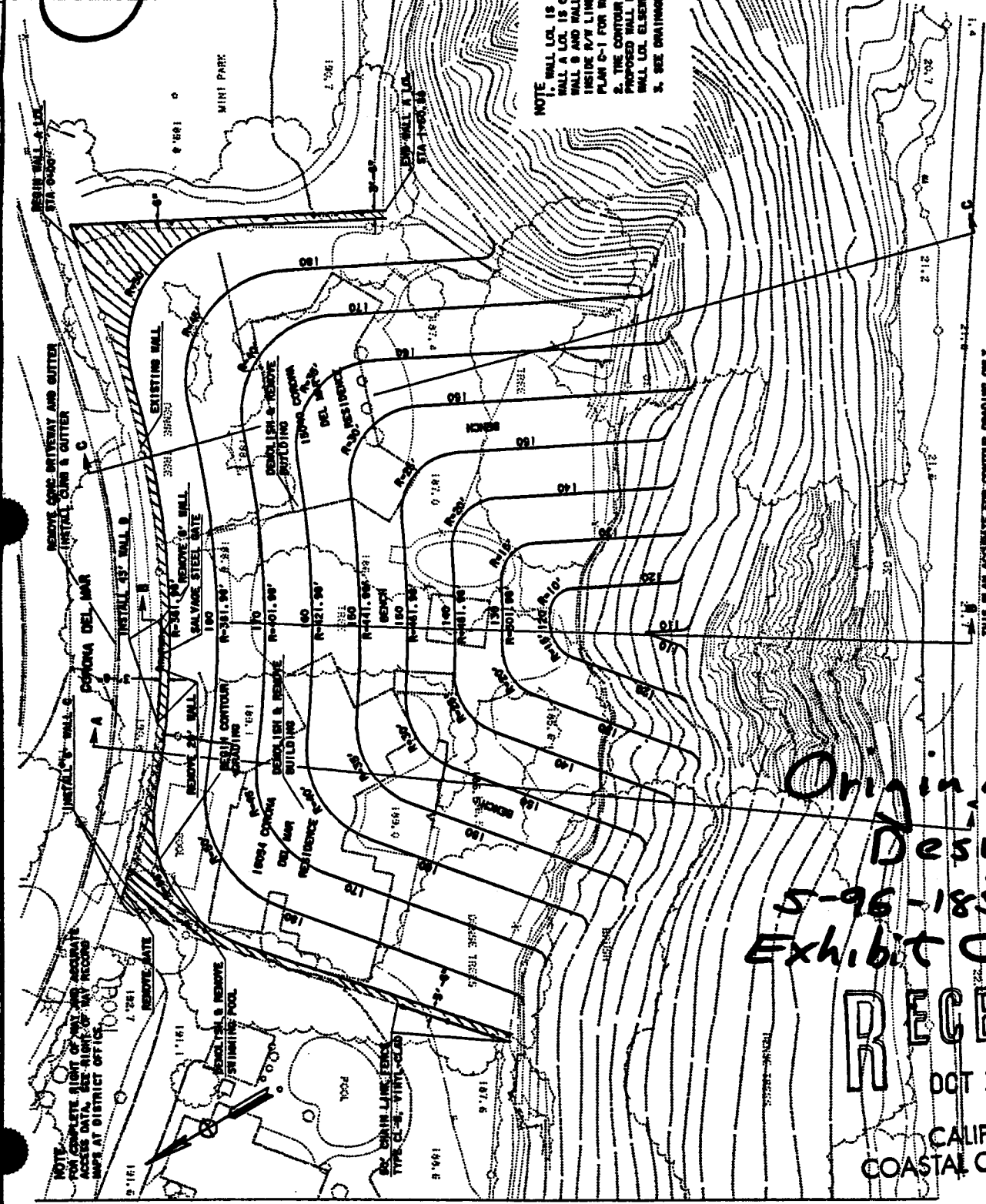
Ms Ann Hiller, staff to
Sen Hayden

5-96-185-A1

Exhibit B

3 of 3

07	LA	37.3
REGISTERED CIVIL ENGINEER ORIGINAL PLANS APPROVED DATE BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES FOR THE PURPOSE OF CONSTRUCTION		



NOTE:
 1. WALL L.O.L. IS AT THE CENTER OF THE WALL.
 WALL A L.O.L. IS 0.8' FROM AND INSIDE N/V LINE.
 WALL B AND WALL C L.O.L. ARE 4.8' FROM AND
 INSIDE N/V LINE. SEE CONSTRUCTION DETAIL
 PLAN C-1 FOR WALL DETAILS.
 2. THE CONTOUR GRADING BEHINDS 3'-4" FROM
 PROPOSED WALL L.O.L. AND 3'-4" FROM EXISTING
 WALL L.O.L. ELSEWHERE.
 3. SEE DRAINAGE PLANS FOR DRAINAGE DETAILS.

CONTOUR GRADING
 PHASE 2
 SCALE 1" = 20'
 G-2

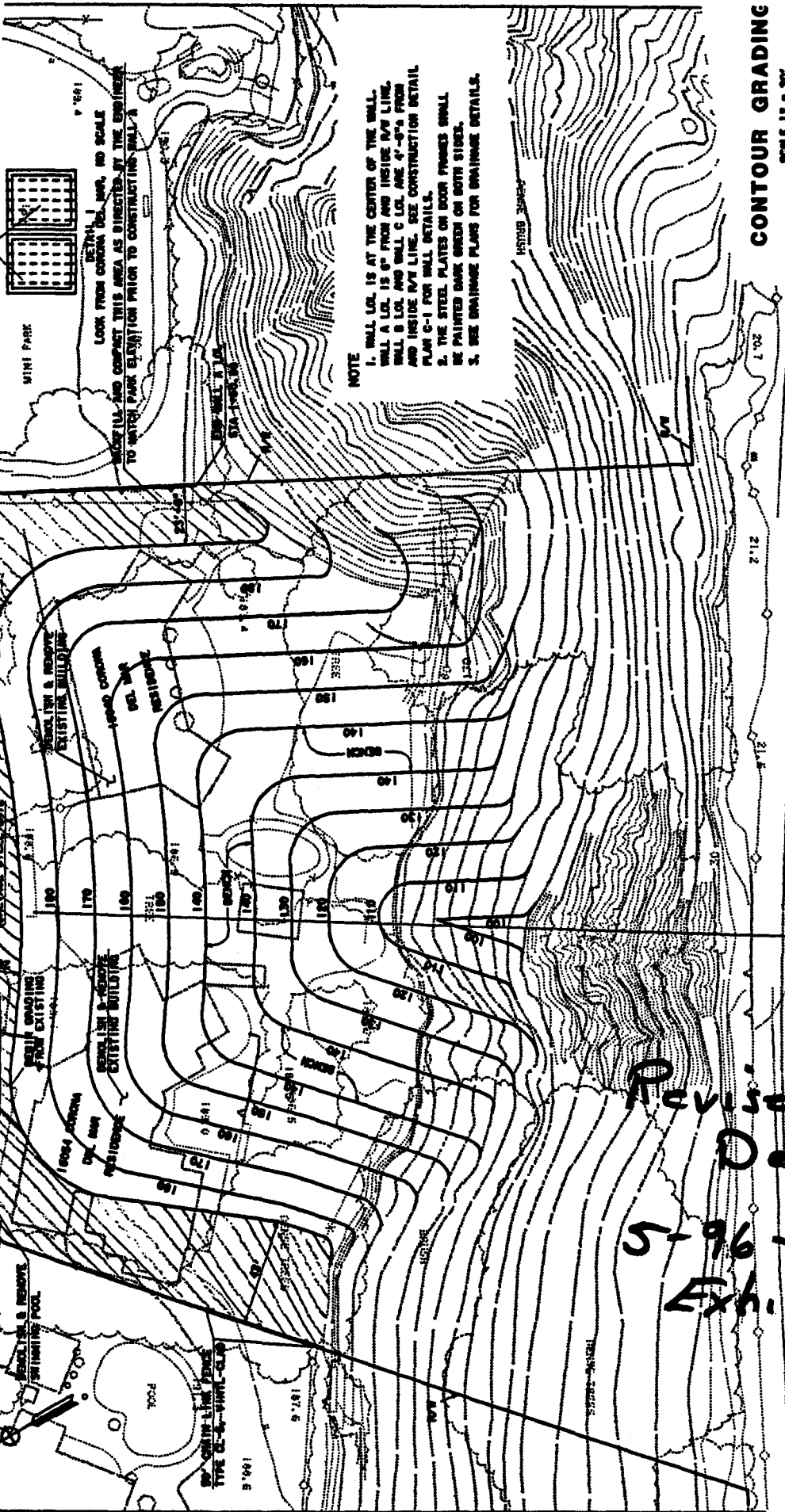
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	REDAKE YIN
CHECKED BY	DATE REVIEWED	
DESIGNED BY	DATE REVIEWED	

Original Design
 5-96-185-A1
 Exhibit C
RECEIVED
 OCT 15 1997
 CALIFORNIA
 COASTAL COMMISSION

DIST	COUNTY	ROUTE	POST MILE	SHEET NO.
07	LA	1	37.3	1

REVISED
PLANS APPROVAL DATE
7/20/83
REGISTERED CIVIL ENGINEER
JAMES T. CARROLL
NO. 10000
STATE OF CALIFORNIA

WELD STEEL PLATES ON GATE FRAMES



CONTOUR GRADING

SCALE 1" = 30'

G-1

CU 07283

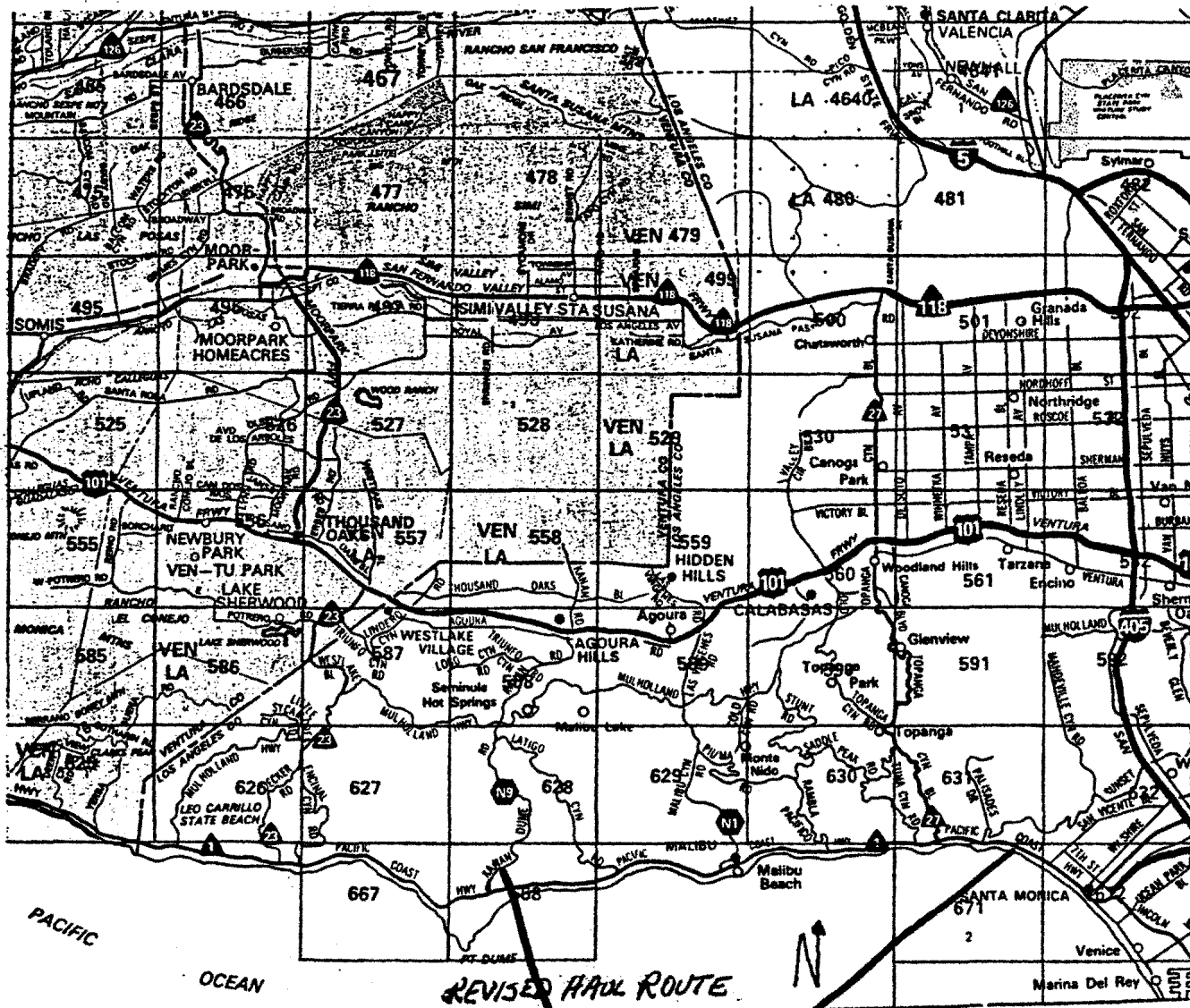
EA 451901

USERNAME: J CARROLL
DWT FILE: J CARROLL

THIS PLAN ACCURATE FOR CONTOUR GRADING ONLY.
SCALE 1" = 30'

Revised Design
5-96-185-A1
Exhibit D

DATE	REVISION	BY	DATE	REVISION	BY
PROJECT DEVELOPMENT			PROJECT ENGINEER		
JAMES T. CARROLL			JAMES T. CARROLL		



Haul
Route

5-96-185-A1
RECEIVED
OCT 15 1997
CALIFORNIA
COASTAL COMMISSION
Exhibit E

Memorandum

To : **ANTHONY COLE**, Manager
Office of Environmental Planning

Date : October 15, 1997

File No.: 07-LA-110
07-4C9101

OSF-ROADWAY SOUTH

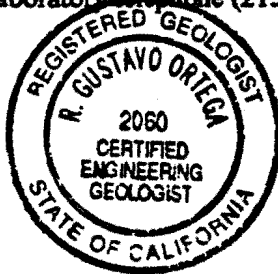
From : DEPARTMENT OF TRANSPORTATION

Subject : **CORONA DEL MAR CONSTRUCTION PROJECT (CDP-5-96-185)**

This will confirm our telephone conversations regarding my opinion concerning the necessity to remove most of the soil from the above referenced slope rehabilitation project from the top of the slope rather than from the bottom. Based on further geological review and the slope geometry, I believe that pushing the soil down the slope would represent an immediate threat of failure. Because of this concern and in order to better provide for the safety of the construction workers, area residents, and users of Pacific Coast Highway below the construction, I concur in the decision to remove the soil mainly from the top of the slope

If you have any questions and/or further assistance is required, please contact Chris Harris or Gustavo Ortega at the District Materials Laboratory telephone (213) 620-5692.


GUSTAVO ORTEGA
Senior Engineering Geologist



c.c. KJackura-OSF
Materials File
RGES.20

RECEIVED
OCT 15 1997
CALIFORNIA
COASTAL COMMISSION

5-96-185-A
Exhibit F

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606

[213] 897-0362

October 2, 1997

RECEIVED
OCT 6 1997CALIFORNIA
COASTAL COMMISSION

Mr Charles Damm
District Director
California Coastal Commission
South Coast District
200 Oceangate Ste 1000
Long Beach CAL 90802-4302

Attn: Ms Teresa Henry
Ms Pam Emerson
Mr Jim Ryan

Re: Coastal Development Permit
No 5-96-185
[07-LA-1-PM37.3]

Dear Mr Damm:

This is in response to telephone conversations earlier today between Jim Ryan of the Coastal Commission Long Beach Area Office and Tony Cole, CalTrans District 7 Coastal Commission Liaison.

CalTrans will direct its contractor to deliver to Potrero Canyon landfill the soil removed from the Corona del Mar slope modification project as specified in CDP 5-96-185.

Subsequent to receiving Coastal Commission approval for this project, CalTrans was approached by Malibu city officials requesting that the soil removed from the Corona del Mar project be delivered to Kanan-Dume Road for use as fill in the proposed city road reconstruction. The Malibu City Council approved a formal Resolution of the request. CalTrans was strongly encouraged by area elected officials to accommodate the city if possible. CalTrans was informed by city officials that no Coastal Commission Permit was necessary for soil placement. This apparent misinformation is regrettable. CalTrans will remain amenable to the city request, if the city is able to secure requisite permit approval.

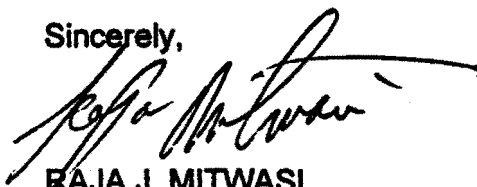
5-96-185-A1
Exhibit G
1 of 2

Mr Damm
October 2, 1997
Page Two

CalTrans will submit a CDP Amendment, as requested, in order to explain the necessity of removing the soil from the top of the slope and for the reduction from 80,000 to 53,000 cubic yards in the total amount of soil to be removed.

Thank you for your cooperation. Should you need additional information, please telephone me at [213] 897-0362 or Tony Cole at [213] 897-8943.

Sincerely,



RAJA J. MITWASI

Chief,

Division of Planning & Public Transportation

c: City of Malibu
Harry Peacock, City Manager
John Clement, Director of Public Works

Sen Hayden
Assembly Member Kuehl
Council Member Miscikowski

5-96-185-A1
Exhibit G
2 of 2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FACSIMILE COVER

ADM-0172 REV. 7/90



FORM 90 1372 M

Addressee: PAMELA ANDERSON California Coastal Commission		From: DISTRICT 7 MATERIALS LAB HQ-OSF-ROADWAY SOUTH-GEOLOGY 1616 S. MAPLE AVE. LOS ANGELES, CA 90015	
Unit/Company: CALIFORNIA COASTAL COMMISSION		Name of Sender: GUSTAVO ORTEGA	
		Date: October 16, 1997	Total Pages (including cover sheet): 05
		FAX # (including area code): (213)-620-5540	CALNET FAX: 8-640-5540
District/City:		Phone # (including area code): (213)-620-5692	CALNET Phone #: 8-640-5692
Phone # (including area code):	FAX # (including area code):	ORIGINAL DISPOSITION <input type="checkbox"/> DESTROY <input type="checkbox"/> RETURN <input type="checkbox"/> CALL FOR PICK-UP	

COMMENTS:

Pam, I am faxing you the information that you have requested. This analysis was performed on June 17, 1997 by our Geotechnical Engineers in HQ (Sacramento). As you can see the factor of safety is greater than 1.5 (static conditions) which is commonly an accepted factor.

See you.



Gortega@trmx3.dot.ca.gov



5-96-185-A1
 Exhibit H

