

CALIFORNIA COASTAL COMMISSION

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

**RECORD PACKET COPY**

Filed: 1-15-99
 49th Day: 3-15-99
 180th Day: 7-14-99
 Staff: JLR-LB
 Staff Report: 2-4-99
 Hearing Date: March 9-12, 1999
 Commission Action:

STAFF REPORT: REGULAR CALENDAR**APPLICATION NUMBER: 5-98-475****APPLICANT: City of Los Angeles Bureau of Engineering**

PROJECT LOCATION: On the bluff face opposite 17501 Castellammare Drive
 connecting Castellammare Drive and Pacific Coast Highway,
 Pacific Palisades

PROJECT DESCRIPTION: Demolish and remove a storm-damaged bluff face pedestrian
 stairway and a dome entranceway at the top of bluff.

LOCAL APPROVALS RECEIVED:

- 1) City of Los Angeles Coastal Development Permit CDP 98-04
- 2) Approval in Concept – City of Los Angeles

SUBSTANTIVE FILE DOCUMENTS: City-adopted Brentwood-Pacific Palisades
 Community Plan

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending approval with no special conditions.

STAFF NOTE:

The proposed development is located within 300 feet of the top of the seaward face of a coastal bluff, an area that was designated as within the Dual Permit Jurisdiction area by the Commission pursuant to Section 13307 of the California Code of Regulations.

Prior to certification of the Local Coastal Program and, where applicable, in addition to a permit from local government pursuant to subdivision (b) or (d) of Section 30600, a Coastal Development Permit shall be obtained from the Commission for any of the following:

- (1) Developments between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
- (2) Development not included within paragraph (1) located on tidelands, public trust lands, within 100 feet of any wetland, estuary, stream or within 300 feet of the top of the seaward face of any coastal bluff.
- (3) Any development, which constitutes a major public, works project or a major energy facility.

Within the areas specified in Section 30601, which is known in the City of Los Angeles permit program as the Dual Permit Jurisdiction area, the Coastal Act requires that the development which receives a Local Coastal Development Permit also obtain a permit from the Coastal Commission. For projects outside of this area, more than 300 feet from the inland extent of a beach, or the sea where there is no beach, or more than 100 feet from a wetland or more than 300' from a coastal bluff, known as the Single Jurisdiction area, the City of Los Angeles Coastal Development Permit is the only Coastal Development Permit required. Both single and dual permits can be appealed to the Commission.

On September 24, 1998, the City of Los Angeles approved a Coastal Development Permit (CDP 98-04). The South Coast received and sent notification of the City's action. Subsequently, on October 18, 1998, the Commission's appeal period terminated and no appeal was filed.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. APPROVAL

The Commission hereby **GRANTS** a permit for the proposed development on the grounds that the development 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 effects on the environment within the meaning of the California Environmental Quality Act.

II. STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS: NONE**IV. FINDINGS AND DECLARATIONS:**

The Commission hereby finds and declares as follows:

A. Project Description and Location

The applicant proposes to demolish and remove a storm-damaged bluff face pedestrian stairway and a dome entranceway located at the top of the bluff. The stairway demolition is proposed in conjunction with the construction of a new bulkhead to support Castellammare Drive, a local street that parallels the blufftop.

The bulkhead, which is under construction, was excluded from coastal permit requirements as a repair and maintenance activity pursuant to the Repair, Maintenance and Utility Hook-Up Exclusions from Permit Requirements adopted by the Commission on September 5, 1978 (Section IIA). The street, stairway and entrance structure were damaged by a slope failure during the 1998 winter storms.

The subject site is located on a bluff face on the inland side of the Pacific Coast Highway. The bluff ascends approximately 150 feet from PCH to Castellammare Drive. The subject stairway is 10' wide and contains 114 steps. It is located in a 20' wide right-of-way dedicated to the City of Los Angeles.

B. Geologic Hazards to Development:

Section 30253 of the Coastal Act provides in part:

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The proposed project is located on a bluff in a geographic area where steep slopes are subject to landslides and erosion.

The subject site is located within a known landslide area, which pre-dates the most recent slope failure in the winter of 1998. However, the City does not propose to repair the slope, only to stabilize the street and remove the stairway. This massive landslide is beyond the scope of the project which does not address "the global stability" of the area immediately north or south of the project site.

The site is located in the Castellammare landslide area of Pacific Palisades. Since 1958, new landslides have occurred in this area. Reactivation, accelerated movement or enlargement of pre-existing younger landslides has been widespread during this period.

The City roadway repair consists of a bulkhead with 24 soldier piles buffered by I-beams along a 180 foot-long stretch along the westerly side of Castellammare Drive.

The City of Los Angeles prepared a Geotechnical Report dated July 17, 1998. That report was prepared to provide a design for construction of a 180 foot long bulkhead

along Castellammare Drive above the stairway proposed for demolition. Stabilization of Castellammare Drive was declared an "urgent necessity" by the City and was excluded from coastal development permit requirements as a repair and maintenance activity pursuant to the Repair, Maintenance and Utility Hook-Up Exclusions from Permit Requirements adopted by the Commission on September 5, 1978 (Section IIA). Therefore, the proposed project that is now before the Commission is the demolition of the stairway and entrance dome.

The City staff concluded that the damaged stairway was unstable as a result of the storm damage related slope movements. The City further concluded that additional "slope movement will continue to move these structures down the slope toward PCH and create a hazard to vehicular and pedestrian traffic."

The City determined that it was not feasible to repair or replace the stairway. Based on stability calculations and site constraints, the City determined that any replacement would continue to move down the bluff to PCH. A failing staircase would provide no public access and could constitute a hazard to traffic on PCH. Leaving the stairway in place would result in the continuation of present hazards and is not feasible.

The damaged stairway is located on the slope of an existing landslide. The slope has dropped approximately 11 feet vertically and about 6 feet horizontally from the edge of Castellammare Drive. Geotechnical information submitted by the City supports the conclusion that neither leaving the stairway in place nor reconstructing the stairway is feasible. The Commission concurs that the City has a basis for that conclusion as analyzed in their Geology Report dated July 17, 1998. Therefore, the Commission finds that the proposed demolition will minimize the risks that may occur as a result of natural hazards, consistent with Section 30253 of the Coastal Act.

C. Public Access/Recreation

Section 30210 of the Coastal Act states:

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 30213 of the Coastal Act states in relevant part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30223 of the Coastal Act states:

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

The public stairway is not located between the sea and the first public road. The stairway leads down the bluff from Castellammare Drive to a shoulder along the east side of PCH. There is no sidewalk at the toe of the bluff and there is no crosswalk at the end of the stairs. Because the stairway is damaged and because PCH is a major highway, the local residents no longer use the stairway. Following is an excerpt from a City staff report:

This action will not substantially impact the public's access to the sea. The project will remove a damaged stairway from an existing 10-foot wide City right-of-way which passes from the south curb of Castellammare Drive to the north side of the Pacific Coast Highway (PCH). The stairway is not between the sea and the first roadway paralleling the sea. Access from the PCH to the sea will not change. The stairway does not connect to a shoreline access point, there is no crosswalk across the PCH at the stairway. The stairway primarily served local residents and was not used often by the general public, as parking on Castellammare Drive is extremely limited. The residents report that they no longer use the stairway....

No objections to the stairway demolition were raised. Local residents testified that they no longer use the stairway due to the traffic on PCH. Instead, they walk north on Castellammare Drive over the old landslide and use the pedestrian bridge to access the beach. According to the residents, the stairs are sometimes used by transient campers and teenage drinkers. The unanimous consensus of those attending the hearing was to remove the stairs. One resident claimed to have polled his neighbors and found no objections to removing the stairs.

The damaged stairway is impassable and has been closed to the public. The City contends that, because the stairway is located on a landslide, replacement of the stairway is not feasible. They also contend, because of potential pedestrian safety hazards on PCH, a State Highway, the general public does not use this stairway to access Will Rogers State Beach located on the westerly side of PCH. Section 30214(a) of the Coastal Act provides that public access policies shall be implemented in a manner that takes into account the topographic and geologic constraints of the site. The City contends that replacement of the stairs is not feasible. The City has provided photographic evidence that the stairway is not safe. The information provided in the City's geology report also supports the conclusion that the stairway cannot be replaced or repaired.

The stairway terminates at the edge of the shoulder along PCH. The existing stairway poses a safety hazard because pedestrians exiting the stairway at PCH are exposed to

high speed and high volume traffic. There is no sidewalk parallel to PCH that could provide an alternative exit. Therefore, the Commission finds that, as submitted, the proposed project is consistent with the public access/recreation provisions of the Coastal Act.

D. Scenic/Visual Quality

Section 30251 of the Coastal Act states:

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.

Section 30251 of the Coastal Act requires that scenic and visual resources of Coastal areas be protected and enhanced. It also states that permitted development shall be sited and designed to minimize the alteration of natural landforms and protect the scenic and visual quality of coastal areas. The Pacific Palisades area is a scenic coastal area. However, the bluffs and surrounding area are highly developed with existing single family residences. The proposed project is located on a bluff inland of PCH. The 10' wide stairway is located within a 20' wide strip of right-of-way that leads from Castellammare Drive to PCH.

The bluff face is visible to the public from PCH, the first road paralleling the beach. The bluff face on either side of the project site is privately owned. The lots do not contain any residential structures but have been landscaped with non-native vegetation and maintained by the residents. This non-native vegetation is extensive and well established.

After removal of the stairway, the City does not propose to backfill or revegetate the area. No landscaping is planned because the City expects the plants on adjacent properties to cover the bare area left by excavation, leaving no visible scar that will adversely impact public views. The City proposes to rely on "natural" invasion of nearby plantings. The City is not able to replant the area because the soil is heavily compacted and will not support seeds or nursery grown plants. According to the City, they cannot backfill the area to create a planting area because backfill is likely to be more easily eroded than the existing compacted soil. In addition, the recent repair work along a portion of Castellammare Drive was designed to direct drainage away from the top of the bluff to reduce erosion of the slope. The City does not propose to add an irrigated area to this unstable bluff.

Because the ivy has covered nearby areas without cultivation or irrigation, the Commission concurs that it is likely that there will be no scar. While in other areas, the Commission might see such a clearance as an opportunity for reestablishment of native habitat, the area under the control of the City in this case is too small to make such an alternative feasible. As "naturally" revegetated, the area will not impact views to and along the coastline. Therefore, the Commission finds that the proposed demolition, as designed, will be compatible with the surrounding pattern of development, consistent with the provisions of Section 30251 of the Coastal Act.

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

In 1978, the Commission approved a work program for the preparation of Local Coastal Programs in a number of distinct neighborhoods (segments) in the City of Los Angeles. In the Pacific Palisades, issues identified included public recreation, preservation of mountain and hillside lands, grading and geologic stability. The continued use of Temescal Canyon as a recreation area was also an issue, because at that time the Canyon was in private hands.

The City has submitted five Land Use Plans for Commission review and the Commission has certified two (Playa Vista and San Pedro). However, the City has not prepared a Land Use Plan for Pacific Palisades. In the early seventies, a general plan update for the Pacific Palisades had just been completed. When the City began the LUP process, in 1978, with the exception of two tracts (a 1200-acre tract of land and an adjacent approximately 300-acre tract) which were then undergoing subdivision approval, all private lands in the community were subdivided and built out. The Commission's approval of those tracts in 1980 meant that no major planning decision remained in the Pacific Palisades. The tracts were A-381-78 (Headlands) and A-390-78 (AMH). Consequently, the City concentrated its efforts on communities that were rapidly changing and subject to development pressure and controversy, such as Venice, Airport Dunes, Playa Vista, San Pedro, and Playa del Rey.

Approval of the proposed development, as submitted, 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 the provisions of Section 30604 (a) of the Coastal Act.

F. California Environmental Quality Act

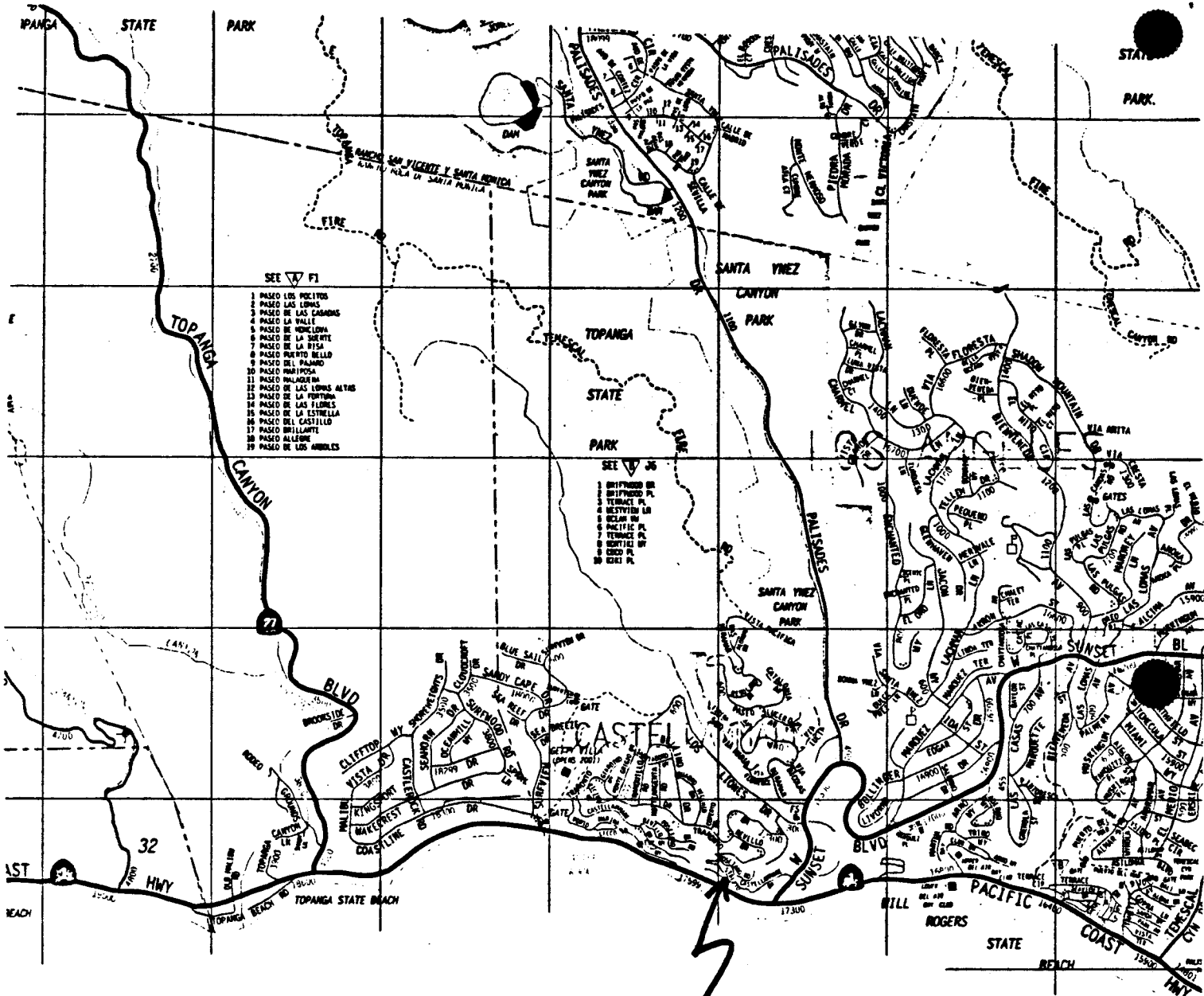
Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California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

The proposed project, as submitted, is consistent with the development policies of the Coastal Act. As submitted, 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 is consistent with CEQA and the policies of the Coastal Act.

G. Unpermitted Development

Prior to submitting the subject permit application, the applicant demolished the damaged stairway and dome entrance. Although development was taken prior to Commission action on this coastal development permit application, consideration of the application by the Commission is based solely upon Chapter 3 policies of the Coastal Act. Approval of the permit does not constitute a waiver of any legal action with regard to the alleged violation nor does it constitute an admission as to the legality of any development undertaken on the subject site without a coastal development permit.











JLR:

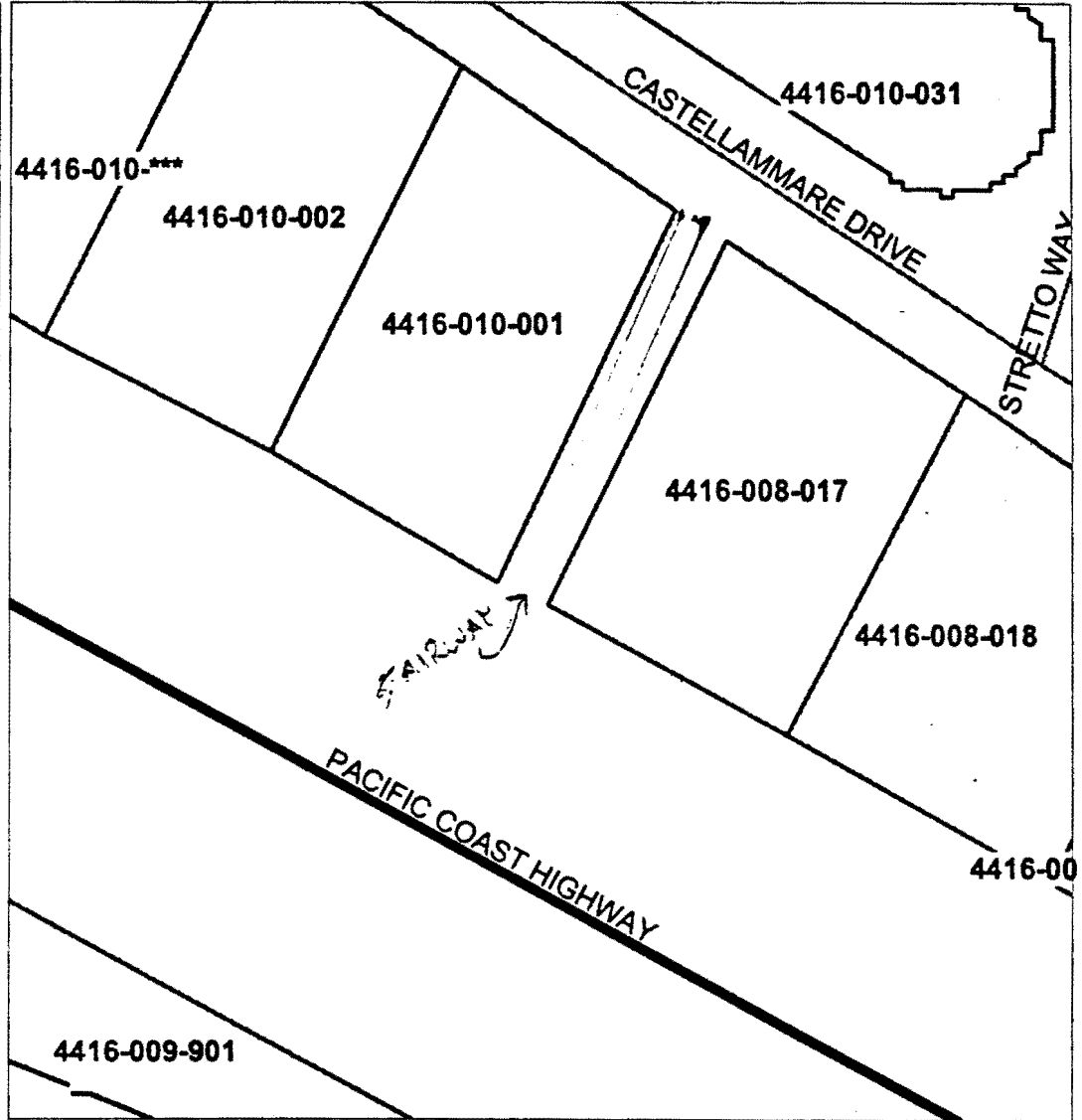


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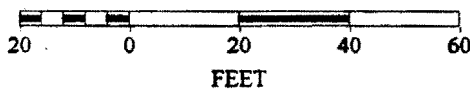
Exhibit

NaviGate LA!

-  Parcels (outline)
- Streets by Type**
 -  Collector
 -  Local
 -  Major
 -  Private
 -  Secondary
 -  Unassigned
 -  Unknown/Closed
-  Parcels by APN
-  City Boundary



SCALE 1 : 423



S-98-475
Exhibit B

if control point (LCP) per LCP is to be located not on MB Castellammare is shown MB per Detail "T" be better to 18'-inch thick 36" (W).

about 8" AC pavement (120' long wide), AC pavement to be placed inches of C&B compacted to 95% relative compaction.

47. a 1' 6" rock retaining wall to be removed where interference with new bulkhead or shore directed by Engineer.

8' Stone bulkhead

Vacant Lot

Dist. stone, landing & walls to remain intact

Vacant Lot
Lower limit of slab dams.

Vacant Lot

Vacant Lot

CASTELLAMMARE
MB 113-3/B

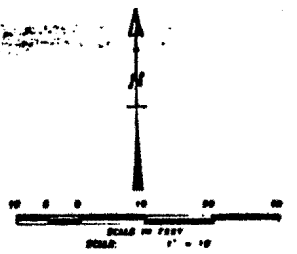
PACIFIC COAST HIGHWAY

STRETO WAY

CASTELLAMMARE
DRIVE

LEGEND

- ⊕ NEW PILE LOCATION (SEE NOTES 1 & 2 ABOVE)
- EXISTING PILE LOCATION
- - - EXISTING EDGE AC PAVEMENT
- B-1 LOCATION OF TEST BORING & C/W MONITORING WELL (BORING B-3 NOT SHOWN ON THIS PLAN)
- ① LOCATION OF NEW DEWATERING WELL



CASTELLAMMARE DRIVE STREET REPAIR/BULKHEAD

BUREAU OF ENGINEERING
STRUCTURAL AND GEOTECHNICAL
ENGINEERING DIVISION

FIGURE 1

File No. gr-98-018-1 Date 7-
CADD by: K.H. Co. by

5-98-4775
EXHIBIT C

BOARD OF PUBLIC WORKS
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CITY OF LOS ANGELES

CALIFORNIA



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MAYOR

DEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERING

RECEIVED
South Coast Region

SAM L. FURUTA
CITY ENGINEER

600 SOUTH SPRING ST., SUITE 200
LOS ANGELES, CA 90014-1911

DEC 28 1998

CALIFORNIA
COASTAL COMMISSION

LOCAL COASTAL DEVELOPMENT PERMIT

(under authority of §30600(b) of the California Coastal Act of 1976)

PROJECT TYPE: (X) Public () Private

APPLICATION NUMBER: CDP-98-04

NAME OF APPLICANT: City of Los Angeles, Department of Public Works
Bureau of Engineering, Structural & Geotechnical Engineering Division

DEVELOPMENT LOCATION: Opposite 17501 Castellammare Drive, Pacific Palisades

DEVELOPMENT DESCRIPTION:

Demolish and remove damaged pedestrian stairway.

I. The proposed development is subject to the following conditions imposed pursuant to the California Coastal Act of 1976:

None.

II. FINDINGS: In keeping with the findings and recommendations set forth in the adopted staff report incorporated herein by reference, the City of Los Angeles finds that:

(a) Whereas no evidence has been presented to suggest that retention of the stairway is feasible, the development is in conformity with the policies in Chapter 3 of the California Coastal Act of 1976 (commencing with §30200 of the California Public Resources Code).

(b) The 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.

(c) The Statewide and Regional Interpretive Guidelines as revised by the California Coastal Commission on December 16, 1981 were reviewed, analyzed and considered in making this determination.

Exhibit D
1082

5-98-475

ADDRESS ALL COMMUNICATIONS TO THE CITY ENGINEER

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste



- (d) The decision of the City Engineer has been guided by applicable decisions of the California Coastal Commission pursuant to Public Resources Code §30625(c).
- (e) Whereas the stairway is inland of the nearest public roadway to the shoreline and does not connect to a shoreline access point, the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.
- (f) Whereas the project will demolish facilities damaged as a result of a declared disaster, the project is exempt by statute from the requirements of the California Environmental Quality Act (CEQA) and no Environmental Impact Report is required.

III. Pursuant to a public hearing held on September 23, 1998 at the Pacific Palisades Branch Library, permit application number CDP-98-04 is hereby approved.

IV. This permit may not be assigned to another person except as provided in CCR §13170, Coastal Commission Rules and Regulations.

V. This permit shall not become effective until the expiration of 20 working days after a COPY of this permit has been received by the Regional Commission, upon which copy all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents, unless a valid appeal is filed within that time. The acknowledgment should be returned within ten (10) working days following issuance of the permit, but in any case prior to commencement of construction. If the acknowledgment has not been returned within the time for commencement of construction under CCR §13156(g), the executive director shall not accept any application for the extension of the permit.

VI. Work authorized by this permit must commence within two years from the effective date of this permit. Any extension of time of said commencement date must be applied for prior to expiration of said permit.

VII. Issued OCT 05 1998, pursuant to local government authority as provided in Chapter 7 of the California Coastal Act of 1976.

By: *Andres Santamaria*
Bradley M. Smith
Chief Deputy City Engineer

VIII. I, Clark Robins, permittee/agent, hereby acknowledge receipt of permit number CDP-98-04 and have accepted its contents

Signature Date

EXHIBIT D
2 of 2
5-98-475

BOARD OF PUBLIC WORKS
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ENGINEERING

THOMAS K. CONNER
CITY ENGINEER
650 SOUTH SPRING ST., SUITE 200
LOS ANGELES, CA 90014-1911

October 13, 1998

RECEIVED
South Coast Region

NOV 24 1998

CALIFORNIA
COASTAL COMMISSION

5-98-475

California Coastal Commission, South Coast Area
200 Oceangate, Ste 1000, P.O. Box 1450
Long Beach, CA 90802-5071
attn: Pam Emerson

CASTELLAMMARE DRIVE PEDESTRIAN STAIRWAY DEMOLITION (W.O. E8000161)

The subject project will demolish a pedestrian stairway in conjunction with the construction of a new bulkhead to support Castellammare Drive in the Pacific Palisades. The street, stairway, and a domed entrance structure were damaged by a slope failure during 1998 winter storms. The bulkhead was excluded from Coastal Act permit requirements as a repair and maintenance activity under PRC §30610(d) and construction is ongoing due to urgent necessity. The domed entrance structure was illegally constructed in the public right-of-way and has been removed.

City staff concluded that the demolition of the pedestrian stairway is a "development" and local coastal development permit #CDP-98-04 was issued after a public hearing. No objections were received, no evidence that retention of the damaged stairway is feasible was submitted, and no appeals were filed (ref: PRC §30612). Local outreach and public notice efforts included a front-page story in the Palisadian Post. The stairway is inland of the Pacific Coast Highway and does not connect to a coastal access point. At \$11,500 the demolition is not a "major public works" but, because it is on a coastal bluff, a state-issued permit or waiver appears to be necessary.

City staff believe that the project may qualify for a *de minimis* waiver from state coastal permit requirements. The coastal permit application package is enclosed. If more information is needed, please contact Doug McPherson at (213) 847-8696.

Sincerely,

THOMAS K. CONNER
City Engineer

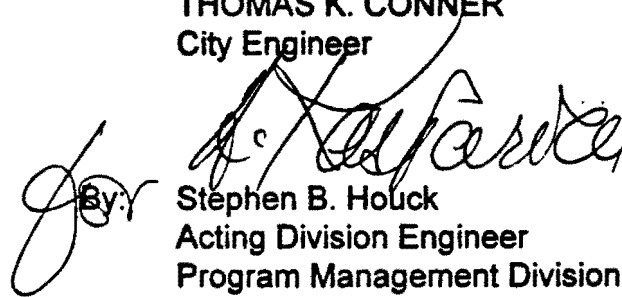
By: 
Stephen B. Houck
Acting Division Engineer
Program Management Division

EXHIBIT E
5-98-475

enclosure
TKC:DSM:CASTALLA.CVR

ADDRESS ALL COMMUNICATIONS TO THE CITY ENGINEER



CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION

(Article III, Section 3 - City CEQA Guidelines)

SUBMISSION OF THIS FORM IS OPTIONAL. THE FORM SHALL BE FILED WITH THE COUNTY CLERK, 12400 E IMPERIAL HWY, ROOM 1101, NORWALK, CA, 90650, PURSUANT TO PUBLIC RESOURCES CODE §21152(B). PURSUANT TO PUBLIC RESOURCES CODE §21167(D), THE FILING OF THIS NOTICE STARTS A 35-DAY STATUTE OF LIMITATIONS ON COURT CHALLENGES TO THE APPROVAL OF THE PROJECT. FAILURE TO FILE THE NOTICE RESULTS IN THE STATUTE OF LIMITATIONS BEING EXTENDED TO 180 DAYS.

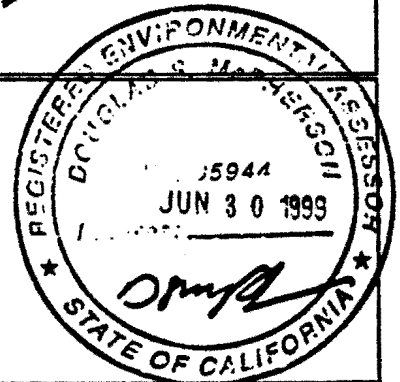
LEAD CITY AGENCY	Bureau of Engineering Structural and Geotechnical Engineering Division	COUNCIL DISTRICT	11
PROJECT TITLE	Castellamarre Drive at Stretto Way Street Repair/Bulkhead (W.O. E8000161)	LOG REFERENCE	C.E. 2925 C.F. 98-0417-S9 T.G. 630 G6
PROJECT LOCATION	South of 17518 Castellammare Drive/opposit 17501 Castellammare Drive in Castellammare. Brentwood-Pacific Palisades District Plan (part of the General Plan of the City of Los Angeles)		

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

Storm damage repair related to El Nino storms. Castellammare Drive and a pedestrian stairway to the Pacific Coast Highway were damaged by a slope failure during severe winter storms of 1998. The project will construct a bulkhead along 180' (60m) of the downslope side of the street and will demolish the pedestrian stairway and entrance structure. Dewatering wells will be installed to reduce hydrostatic loading on the bulkhead. The project was declared an urgent necessity by the City Council. Local residents will benefit.

CONTACT PERSON	AREA CODE	TELEPHONE NUMBER
Doug McPherson	(213)	847-8696

EXEMPT STATUS: (CHECK ONE)	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
<input type="checkbox"/> MINISTERIAL	Art. III, Sec. 2b	Sec. 15268
<input checked="" type="checkbox"/> DECLARED EMERGENCY	Art. III, Sec. 2a (1)	Sec. 15269 (a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. III, Sec. 2a (2) & (3)	Sec. 15359
<input type="checkbox"/> GENERAL EXEMPTION	Art. III, Sec. 1	Sec. 15061 (b)(3)
<input type="checkbox"/> CATEGORICAL EXEMPTION	Art. VII, Sec. 1	Sec. 15300.4
<input type="checkbox"/> OTHER		



JUSTIFICATION FOR PROJECT EXEMPTION:

The project will repair or demolish facilities damaged as a result of a disaster in a disaster-stricken area for which a state of emergency was proclaimed by the Governor, an activity which is exempt from the requirements of CEQA.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE	TITLE	DATE
<i>James E. DeGeron</i> Ara J. Kasparian, Ph.D.	Environmental Affairs Officer Environmental Management Section	7-23-98
FEE:	RECEIPT NO.	REC'D BY
\$25.00		
		DATE

Exhibit F
5-98-475



Exhibit G
5-98-475

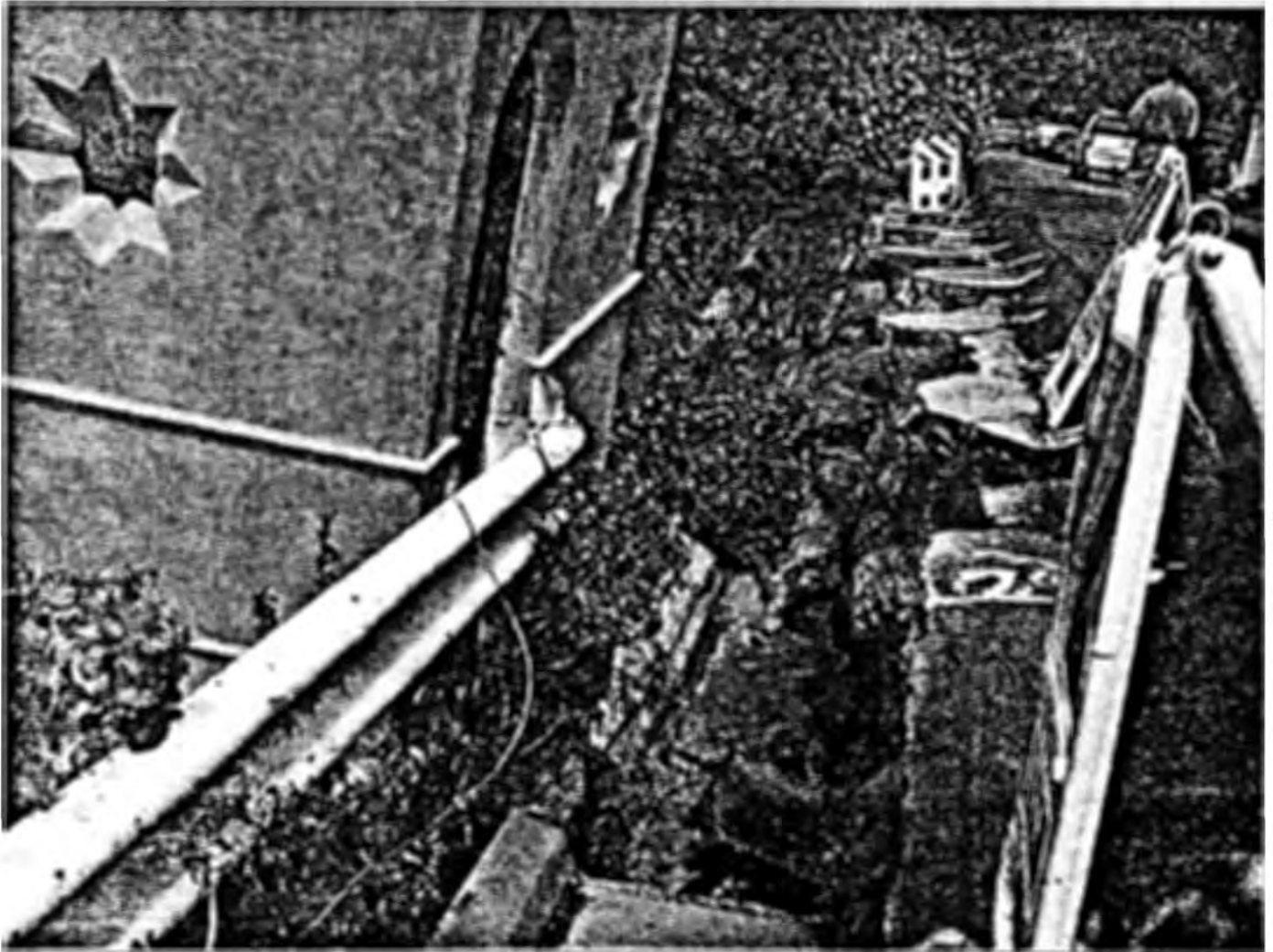
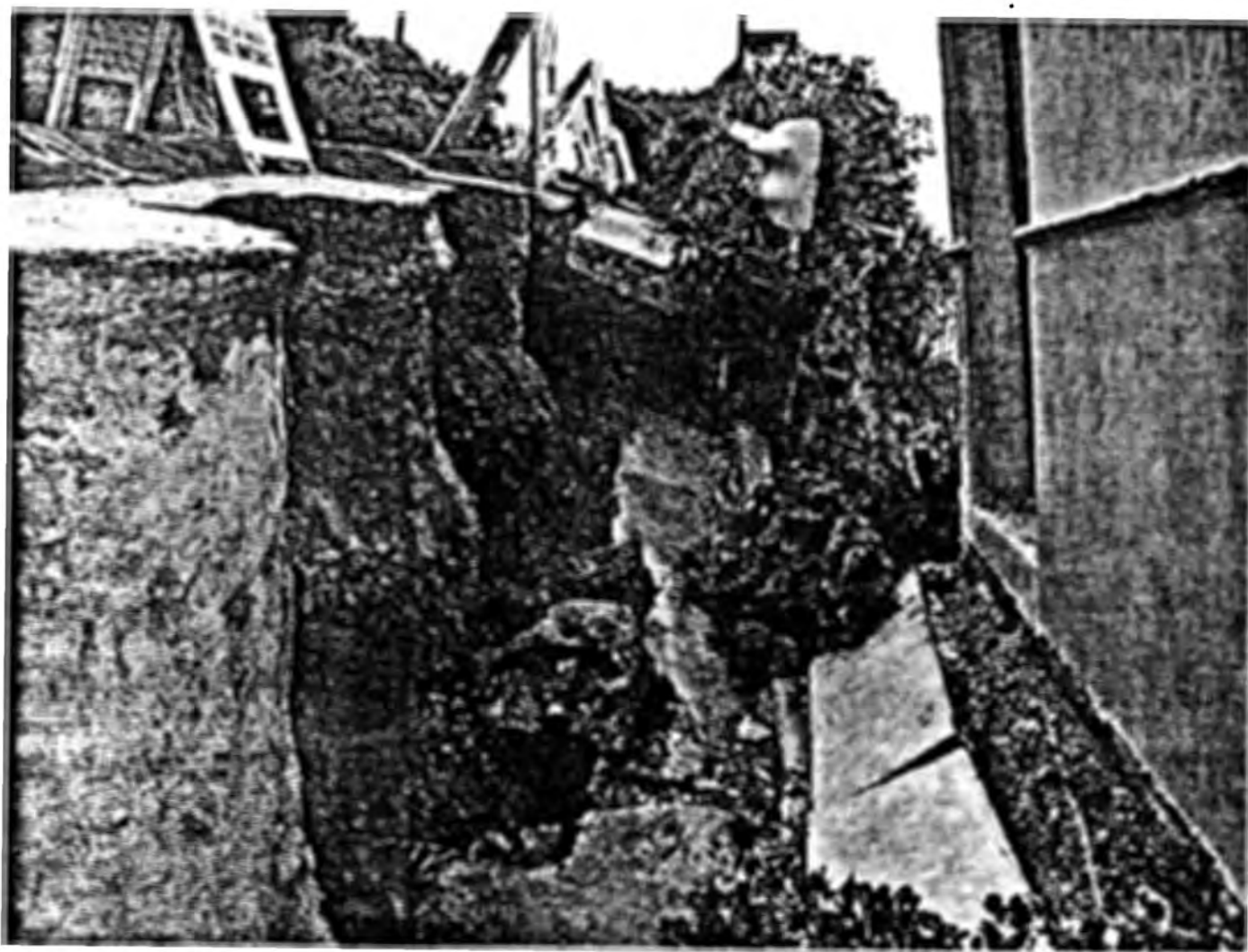


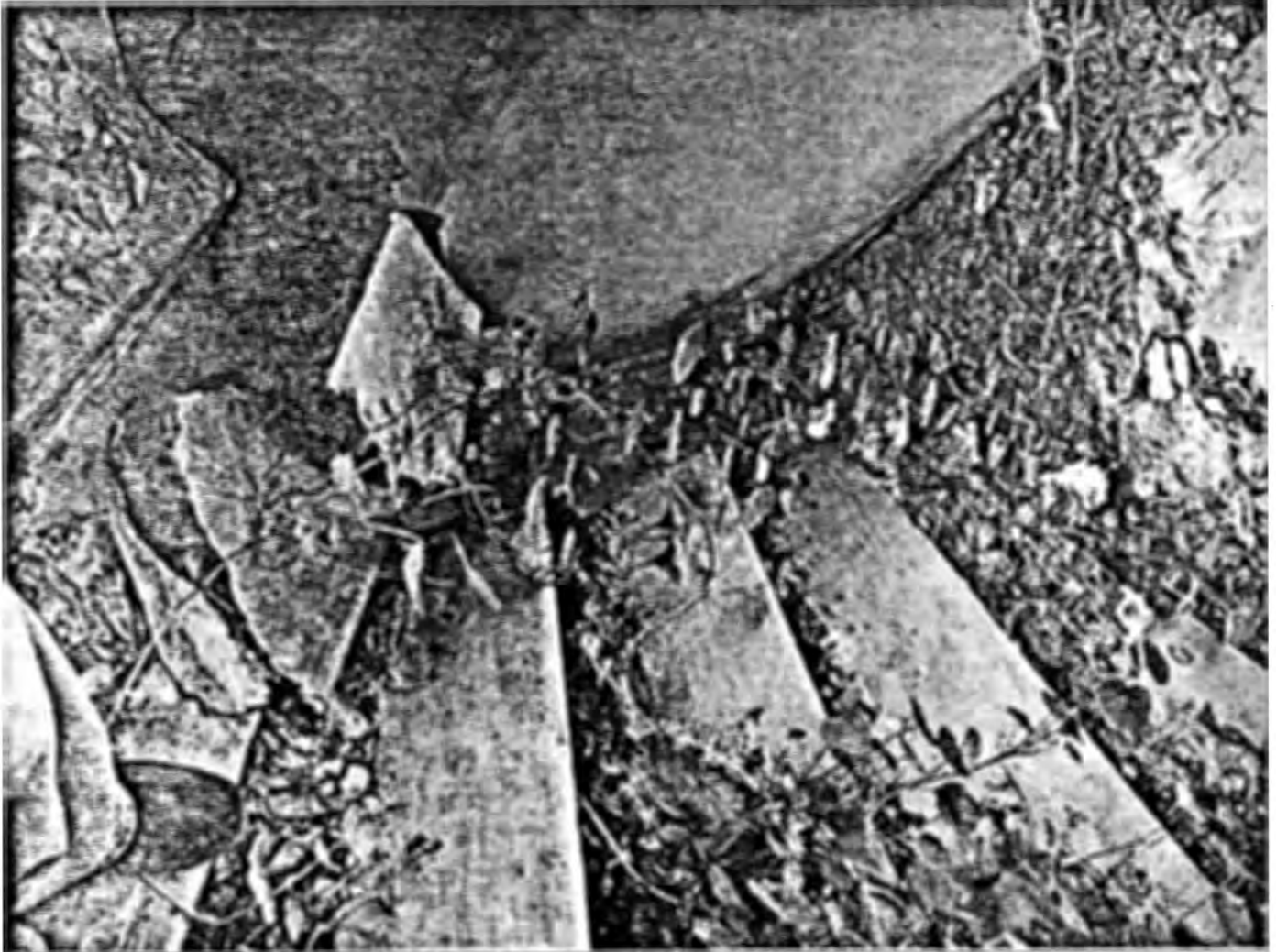
Exhibit H
5-98-47



5-98-475
Exhibit I



5-98-475
Exhibit J



S-98-475
Exhibit K

