

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA

SOUTH CALIFORNIA ST., SUITE 200
MALIBU, CA 93001

(805) 641 - 0142

Filed: 6/22/99
49th Day: 8/10/99
180th Day: 12/19/99
Staff: S. Hudson
Staff Report: 6/24/99
Hearing Date: July 13, 1999
Commission Action:

**STAFF REPORT: REGULAR CALENDAR****APPLICATION NO.:** 4-99-069**APPLICANTS:** California Department of Transportation**PROJECT LOCATION:** Topanga Canyon Boulevard/Pacific Coast Highway, Malibu; Los Angeles County.

PROJECT DESCRIPTION: Remediate an active landslide. The project will include (1) the removal of an existing 200 ft. long concrete drainage bench, (2) the installation of five 145-220 ft. long, 6 ft. high concrete waler/tieback walls, (3) one 550 ft. long, 12 ft. high concrete waler/tieback wall, (4) one 544 ft. long, 4-20 ft. high, soldier pile retaining wall, and (5) installation of 26 subterranean tieback wall anchors and 86 soldier piles to support the proposed retaining and waler/tieback walls, (6) approximately 3,800 cu. yds. of grading (3,500 cu. yds. of cut and 350 cu. yds. of fill), and (7) a request for after-the-fact approval for the installation of 22 subsurface horizontal drains.

LOCAL APPROVALS RECEIVED: N/A

SUBSTANTIVE FILE DOCUMENTS: Engineering Response Letter by California Department of Transportation dated 5/18/99; Engineering Slope Review Report Letter by California Department of Transportation dated 1/13/99; Foundation Recommendations and Wall Design Engineering Report Letter by California Department of Transportation dated 9/14/98; Engineering Report Letter by California Department of Transportation dated 4/10/98; Engineering Factor of Safety Report Letter by California Department of Transportation dated 6/17/97; Tieback Restraint System Engineering Report Letter by California Department of Transportation dated 10/25/96.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends approval of the proposed project with seven (7) special conditions regarding landscape and erosion control plans, drainage structure maintenance responsibility, material/design specifications, removal of excavated material, required approvals, assumption of risk, and condition compliance. An active landslide is located on the project site. Slide activity on the project site has resulted in past downslope movement of slide material onto Pacific Coast Highway during winter months and subsequent temporary closures of the highway. The applicant proposes to remediate the active landslide through the construction of waler/tieback and retaining walls and the installation of subsurface horizontal drains.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions

The Commission hereby grants a permit, subject to the conditions below, 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 governments 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 on which the Commission voted on the application. 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 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 development during construction, 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

1. Landscape and Erosion Control Plans

Prior to issuance of a coastal development permit, the applicant shall submit landscape and erosion control plans, prepared by a licensed landscape architect or a qualified resource specialist, for review and approval by the Executive Director. The revegetation and erosion control plans shall be reviewed and approved by the consulting engineering geologist to ensure that the plans are in conformance with the consultants' recommendations. The plans shall identify the species, extent, and location of all plant materials and shall incorporate the following criteria:

A. Landscape Plan

- (1) All graded and disturbed areas on the subject site (including temporary access roads, staging areas, and stockpile areas) shall be planted and maintained for erosion control purposes within (60) days after the completion of construction. To minimize the need for irrigation all landscaping shall consist primarily of native/drought resistant plants as listed by the California Native Plant Society, Santa Monica Mountains Chapter, in their document entitled Recommended List of Plants for Landscaping in the Santa Monica Mountains, dated October 4, 1994. Invasive, non-indigenous plant species which tend to supplant native species shall not be used.
- (2) All cut and fill slopes shall be stabilized with planting at the completion of final grading. Planting should be of native plant species indigenous to the Santa Monica Mountains using accepted planting procedures, consistent with fire safety requirements. Such planting shall be adequate to provide 90 percent coverage within two (2) years, and this requirement shall apply to all disturbed soils;
- (3) Plantings will be maintained in good growing condition throughout the life of the project and, whenever necessary, shall be replaced with new plant materials to ensure continued compliance with applicable landscape requirements;
- (4) The Permittee shall undertake development in accordance with the final approved plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Coastal Commission - approved amendment to the coastal development permit, unless the Executive Director determines that no amendment is required.
- (5) The plan shall include vertical elements in the landscaping plan to screen and soften the adverse visual effects of the proposed development from public viewing areas including Pacific Coast Highway and Topanga Canyon Boulevard.

B. Interim Erosion Control Plan

- (1) The plan shall delineate the areas to be disturbed by grading or construction activities and shall include any temporary access roads, staging areas and stockpile areas. The natural areas on the site shall be clearly delineated on the project site with fencing or survey flags.

- (2) The plan shall specify that should grading take place during the rainy season (November 1 – March 31) the applicant shall install or construct temporary sediment basins (including debris basins, desilting basins or silt traps), temporary drains and swales, sand bag barriers, silt fencing, stabilize any stockpiled fill with geofabric covers or other appropriate cover, install geotextiles or mats on all cut or fill slopes and close and stabilize open trenches as soon as possible. These erosion measures shall be required on the project site prior to or concurrent with the initial grading operations and maintained through out the development process to minimize erosion and sediment from runoff waters during construction. All sediment should be retained on-site unless removed to an appropriate approved dumping location either outside the coastal zone or to a site within the coastal zone permitted to receive fill.
- (3) The plan shall also include temporary erosion control measures should grading or site preparation cease for a period of more than 30 days, including but not limited to: stabilization of all stockpiled fill, access roads, disturbed soils and cut and fill slopes with geotextiles and/or mats, sand bag barriers, silt fencing; temporary drains and swales and sediment basins. The plans shall also specify that all disturbed areas shall be seeded with native grass species and include the technical specifications for seeding the disturbed areas. These temporary erosion control measures shall be monitored and maintained until grading or construction operations resume.

C. Monitoring

Five years from the completion of construction activity, the applicant shall submit for the review and approval of the Executive Director, a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, that certifies the on-site landscaping is in conformance with the revegetation plan approved pursuant to this Special Condition. The monitoring report shall include photographic documentation of plant species and plant coverage.

If the landscape monitoring report indicates the landscaping is not in conformance with or has failed to meet the performance standards specified in the landscape plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental revegetation plan for the review and approval of the Executive Director. The revised landscape plan must be prepared by a licensed Landscape Architect or a qualified Resource Specialist and shall specify measures to remediate those portions of the original plan that have failed or are not in conformance with the original approved plan.

2. Drainage Structure Maintenance Responsibility

With acceptance of this permit, the applicant agrees that should any of the project's surface or subsurface drainage structures fail or result in erosion, the applicant/landowner or successor-in-interest shall be responsible for any necessary repairs to the drainage system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Executive Director to determine if an amendment or new coastal development permit is required to authorize such work.

3. Material/Design Specifications

Prior to the issuance of the coastal development permit, the applicant shall submit, for the review and approval of the Executive Director, detailed plans and specifications which provide that the surface of the proposed concrete retaining and water/tieback walls shall be designed to include, or mimic, the color and texture of surrounding native rock and soil and to blend with the surrounding natural environment.

4. Removal of Excavated Material

Prior to the issuance of the coastal development permit, the applicant shall provide evidence to the Executive Director of the location of the disposal site for all excavated material from the site. Should the dump site be located in the Coastal Zone, a coastal development permit shall be required.

5. Required Approvals

Prior to the issuance of the coastal development permit, the applicant shall submit to the Executive Director evidence that the California Department of Transportation has obtained permission from the appropriate landowners to construct the proposed improvements on those portions of the project site that are located on privately owned land or evidence that such permission is not required.

6. Assumption of Risk, Waiver of Liability and Indemnity Agreement

Prior to issuance of the coastal development permit, the applicant shall submit a written agreement, in a form and content acceptable to the Executive Director, which states that the applicant acknowledges and agrees (i) that the site may be subject to hazards from landslide, erosion, and wildfire; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

7. Condition Compliance

Within 90 days of Commission action on this coastal development permit amendment application, or within such additional time as the Executive Director may grant for good cause, the applicant shall satisfy all requirements specified in the conditions hereto that the applicant is required to satisfy prior to issuance of this permit. Failure to comply with this requirement may result in the institution of enforcement action under the provisions of Chapter 9 of the Coastal Act.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and Background

The applicant proposes to remediate an active landslide. The project will include (1) the removal of an existing 200 ft. long concrete drainage bench, (2) the installation of five 145-220 ft. long, 6 ft. high concrete water/tieback walls, (3) one 550 ft. long, 12 ft. high concrete water/tieback wall, (4) one 544 ft. long, 4-20 ft. high, soldier pile retaining wall, and (5) installation of 26 subterranean tieback wall anchors and 86 soldier piles to support the proposed retaining and water/tieback walls, (6) approximately 3,800 cu. yds. of grading (3,500 cu. yds. of cut and 350 cu. yds. of fill), and (7) a request for after-the-fact approval for the installation of 22 subsurface horizontal drains.

The project site is located immediately east of Topanga Canyon Boulevard and north of Pacific Coast Highway (Exhibit 1). The proposed project site extends over 12 separately owned parcels in addition to the road right-of-way easement for Pacific Coast Highway. Topography on the subject site is characterized by steep slopes which descend from north to south and from east to west. Pacific Coast Highway is located at the toe of the south facing slope on the project site. The applicant has indicated that an active landslide is located on the project site. Slide activity on the project site has resulted in past downslope movement of slide material onto Pacific Coast Highway during winter months and subsequent temporary closures of the highway.

The project site has been subject to past Commission action. Emergency Coastal Development Permit 4-97-214-G was issued on October 29, 1997, to the California Department of Transportation for the installation of 22 subsurface horizontal drains. Condition Four (4) of the emergency permit required the applicant to either submit a follow-up regular coastal permit application by December 29, 1997, or remove all development approved by the emergency permit by March 29, 1998. The 22 subsurface drains were installed in early 1998. No follow-up permit application was ever submitted by the applicant for the proposed development, nor was the proposed development ever removed. The proposed application includes the after-the-fact request to approve the previous installation of the 22 subsurface horizontal drains.

As mentioned above, the proposed project site extends over 12 separately owned parcels in addition to the road right-of-way easement for Pacific Coast Highway. Section 13053.5 of the California Code of Regulations requires the applicant to submit evidence of legal interest for the property upon which development is proposed prior to the issuance of a coastal permit. In the case of this project, the California Department of Transportation has submitted agreements by private property owners for four of the twelve parcels where development is proposed. Special Condition Five (5) has been required to ensure that the applicant has received permission to proceed with the

proposed improvements from the appropriate individual property owners for the remaining eight parcels, or evidence that such permission is not required, prior to the issuance of the coastal permit consistent with Section 13053.5 of the California Code of Regulations.

B. Hazards

Section 30253 of the Coastal Act states in part that 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 development is located in the Santa Monica Mountains, an area which is generally considered to be subject to an unusually high amount of natural hazards. Geologic hazards common to the Santa Monica Mountains include landslides, erosion, and flooding. In addition, fire is an inherent threat to the indigenous chaparral community of the coastal mountains. Wild fires often denude hillsides in the Santa Monica Mountains of all existing vegetation, thereby contributing to an increased potential for erosion and landslides on property.

The applicant proposes to remediate an unstable slope. The project will include (1) the removal of an existing 200 ft. long concrete drainage bench, (2) the installation of five 145-220 ft. long, 6 ft. high concrete waler/tieback walls, (3) one 550 ft. long, 12 ft. high concrete waler/tieback wall, (4) one 544 ft. long, 4-20 ft. high, soldier pile retaining wall, and (5) installation of 26 subterranean tieback wall anchors and 86 soldier piles to support the proposed retaining and waler/tieback walls, (6) approximately 3,800 cu. yds. of grading (3,500 cu. yds. of cut and 350 cu. yds. of fill), and (7) a request for after-the-fact approval for the installation of 22 subsurface horizontal drains.

An active landslide is located on the project site. In addition, the Commission notes that downslope movement of slide material onto the highway has resulted in closures of Pacific Coast Highway during winter months in recent years. The Tieback Restraint System Engineering Report Letter by California Department of Transportation dated 10/25/96 states:

Heavy rains in 1995 accelerated the rate of slide movement which resulted in excessive bulging at the toe of the slide. This forced the closing of the shoulder of the No. 2 lane. The rate of slide movement has decreased but has not stopped at the present time. The slide is approximately 56 m. (183 ft.) high and 185 m. (607 ft.) wide.

...

Groundwater seepage along the toe of the slide was observed. The seepage caused by the springs becomes increasingly active during the summer.

The California Department of Transportation installed 22 subsurface horizontal drains approximately 250 ft. in length to remove subsurface water on the project site in early 1998 in an attempt to control downslope movement of the landslide. Although the Department of Transportation has noted that the subsurface horizontal drains are functioning properly and that a significant amount of subsurface water is currently being removed from the slope by the drains, the landslide has not halted its downslope movement. The Engineering Report Letter by the California Department of Transportation dated 4/10/98 states:

Several field reviews have been made during this winter to re-evaluate the existing conditions along the slope...additional bulging along PCH and the gas service station was observed during these reviews. In addition to this bulging, new tension cracks at the crown of the slide were observed. This is an indication that the slide has been reactivated. It is our opinion that the loading of the slide has been increased by the additional weight of the water absorbed after the recent high intensity storms this winter...If loading becomes great enough to generate slope failure beyond the existing toe, Pacific Coast Highway will be affected by blocking...We strongly recommend that the proposed soldier pile-tieback wall project be considered a high priority...for this year.

The California Department of Transportation has submitted engineered project plans for the construction of the proposed retaining and tieback walls to remediate the active landslide located on the project site. The Department of Transportation has calculated that the proposed improvements will increase the stability of the slope located on the project site (the existing factor of safety for the slope will be increased from an approximate value of 1.00 to approximately 1.19) adequate to minimize future slide movement on the project site.

The Department of Transportation has indicated that the only alternative to the proposed construction of retaining and tieback/waler walls would involve regrading the entire slope where the landslide is located to create a less steep slope and to remove and recompact all landslide debris. The Commission notes that this alternative would involve the demolition of numerous residences located near the top of the existing slope as well as a significantly greater amount of landform alteration than the proposed project. In addition, the Department of Transportation has also noted that the proposed project is necessary to abate the present hazard to public safety, therefore, the "no project" alternative is not considered feasible. Thus, the Commission finds that there are no feasible alternatives to the construction of the proposed retaining and waler/tieback walls which would result in fewer adverse effects to coastal resources than the proposed project. However, the Commission notes that the proposed project will result in potential adverse effects to the stability of the site from increased surficial erosion due to construction activity and landform alteration. The Commission finds that the minimization of site erosion will add to the stability of the site. Erosion can best be minimized by requiring the applicant to revegetate all graded and disturbed areas of the

site with native plants, compatible with the surrounding environment. Thus, Special Condition One (1) has been required to ensure that all proposed graded and disturbed areas are stabilized and vegetated.

In addition, the Commission notes that the applicant has submitted an engineered drainage plan to ensure that drainage is conducted off site in a non-erosive manner. However, to ensure that the project's drainage structures will not contribute to further destabilization of the project site or surrounding area and that the project's drainage structures shall be repaired should the structures fail in the future, Special Condition Two (2) requires that the applicant agree to be responsible for any repairs or restoration of eroded areas should the drainage structures fail or result in erosion.

Further, the Commission notes that the amount of new cut grading proposed by the applicant is larger than the amount of fill to be placed and will result in approximately 3,150 cu. yds. of excess excavated material. Excavated materials that are placed in stockpiles are subject to increased erosion. The Commission also notes that additional landform alteration would result if the excavated material were to be retained on site. In order to ensure that excavated material will not be stockpiled on site and that landform alteration is minimized, Special Condition Four (4) requires the applicant to remove all excavated material from the site to an appropriate location and provide evidence to the Executive Director of the location of the disposal site prior to the issuance of the permit. Should the dump site be located in the Coastal Zone, a coastal development permit shall be required.

The proposed project will serve to increase the overall stability of the project site. However, the Commission also notes that the proposed development is located in an area of the Coastal Zone subject to landslide, erosion, and wildfire hazards. The Coastal Act recognizes that certain development, such as the proposed project, may involve the taking of some risk. Coastal Act policies require the Commission to establish the appropriate degree of risk acceptable for the proposed development and to determine who should assume the risk. When development in areas of identified hazards is proposed, the Commission considers the hazard associated with the project site and the potential cost to the public, as well as the individual's right to use his property.

As such, the Commission finds that due to the unforeseen possibility of landslide, erosion, and wildfire, the applicant shall assume these risks as a condition of approval. Therefore, Special Condition Six (6) requires the applicant to waive any claim of liability against the Commission for damage to life or property which may occur as a result of the permitted development. The applicant's assumption of risk, will show that the applicant is aware of and appreciates the nature of the hazards which exist on the site, and which may adversely affect the stability or safety of the proposed development.

Therefore, for the reasons discussed above, the Commission finds that the proposed project, as conditioned, is consistent with Section 30253 of the Coastal Act.

C. Visual Resources

Section 30251 of the Coastal Act requires that visual qualities of coastal areas shall be considered and protected, landform alteration shall be minimized, and where feasible, degraded areas shall be enhanced and restored. Section 30251 of the Coastal Act states that:

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 subordinated to the character of its setting.

The proposed 3,800 cu. yds. of grading for the installation of the proposed retaining and water/tieback walls is remedial in nature and required to ensure geologic stability and public safety. However, the Commission notes that the proposed retaining wall and water/tieback walls will be visible from Pacific Coast Highway and Topanga Canyon Boulevard and will result in adverse effects to public views. Therefore, in order to ensure that any potential adverse effects to public views resulting from the proposed development are minimized, Special Condition Three (3) requires that the surface of the proposed concrete retaining walls and water/tieback walls be designed to include, or mimic, the color and texture of native materials and appearance of the natural environment. The Commission also finds that the minimization of site erosion will add to the stability of the slope, thereby also serving to minimize adverse effects to the visual resources on the subject site. Erosion can best be minimized by requiring the applicant to landscape the remediated slope with native plants, compatible with the surrounding environment. Thus, Special Condition One (1) has been required to ensure that all disturbed and graded areas will be stabilized and vegetated with native plant species. Further, in order to minimize any adverse effects to public views, Special Condition One (1) also requires the applicant to include sufficient vertical elements (native trees and shrubbery) as part of the Landscape Plan to screen the proposed concrete water/tieback walls from Pacific Coast Highway and Topanga Canyon Boulevard.

Therefore, for the reasons discussed above, the Commission finds that the proposed project, as conditioned, is consistent with Section 30251 of the Coastal Act.

D. Violations

This application includes the after-the-fact request for the installation of 22 subsurface horizontal drains. Emergency Coastal Development Permit 4-97-214-G was issued on October 29, 1997, to the California Department of Transportation for the installation of 22 subsurface horizontal drains. Condition Four (4) of the emergency permit required

the applicant to either submit a follow-up regular coastal permit application by December 29, 1997, or remove all development approved by the emergency permit by March 29, 1998. The 22 subsurface drains were installed in early 1998. No follow-up permit application was ever submitted by the applicant for the proposed development, nor was the proposed development ever removed. To ensure that the violation aspect of this application is resolved in a timely manner, Special Condition Seven (7) requires the applicant to satisfy all conditions of this permit which are prerequisite to the issuance of this permit within 90 days of Commission action.

Although construction has taken place prior to submission of this permit application, consideration of the application by the Commission has been based solely upon the Chapter 3 policies of the Coastal Act. Approval of this 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 permit.

E. Local Coastal Program

Section 30604 of the Coastal Act states that:

- a) 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 program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).*

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act. The preceding sections provide findings that the proposed project will be in conformity with the provisions of Chapter 3 if certain conditions are incorporated into the project and accepted by the applicant. As conditioned, the proposed development will not create adverse impacts and is found to be consistent with the applicable policies contained in Chapter 3. Therefore, the Commission finds that approval of the proposed development as conditioned will not prejudice the City of Malibu's ability to prepare a Local Coastal Program which is also consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

F. CEQA

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit application to be supported by a finding

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

The Commission finds that, the proposed project, as conditioned will not have significant adverse effects on the environment, within the meaning of the California Environmental Quality Act of 1970. Therefore, the proposed project, as conditioned, has been adequately mitigated and is determined to be consistent with CEQA and the policies of the Coastal Act.

SMH-VNT

File: smh/permits/consent/4-99-069 caltrans

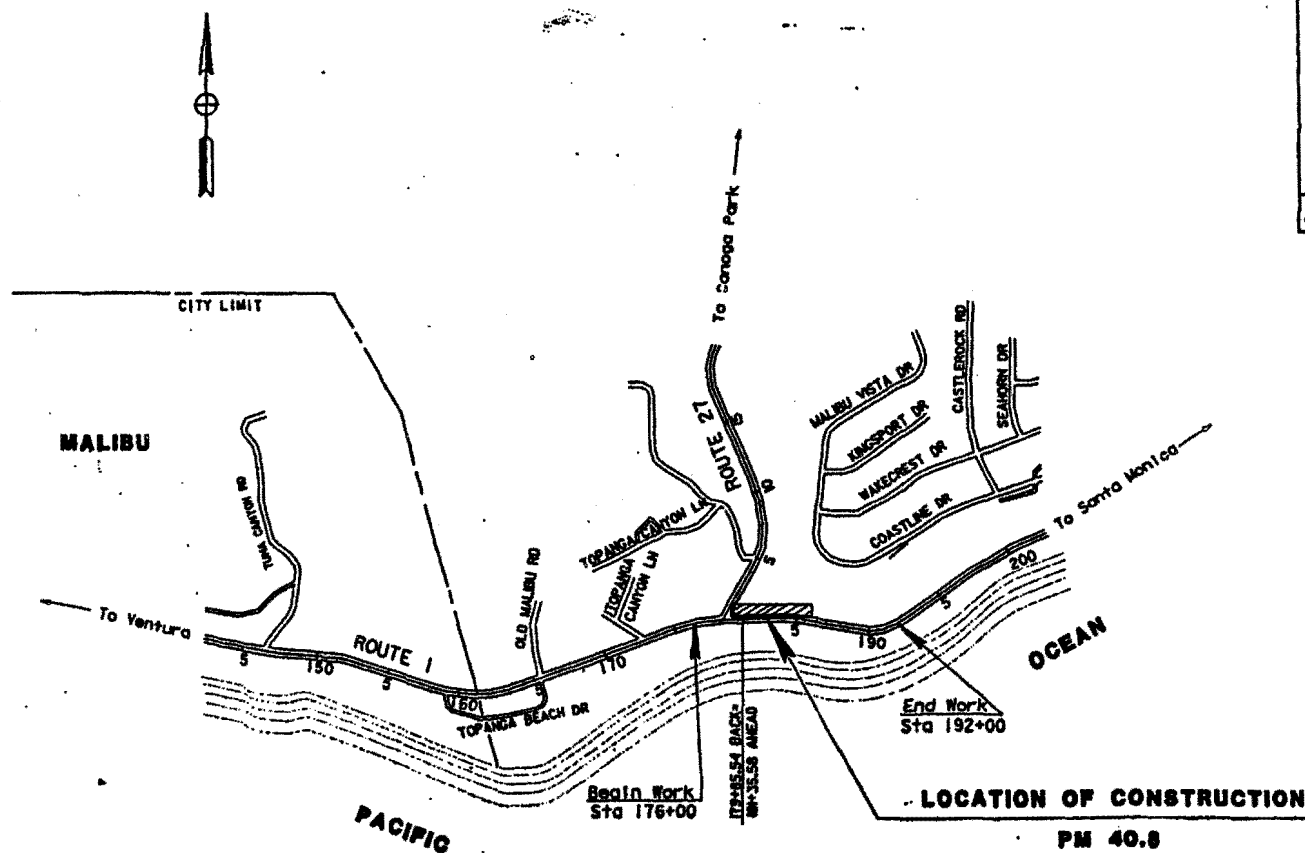
INDEX OF SHEETS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY NEAR MALIBU
FROM TOPANGA CANYON BOULEVARD TO 0.2 MILE
SOUTH OF TOPANGA CANYON BOULEVARD

DIST	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	1	40.8		



The State of California or its officers or agents shall not be responsible for the accuracy or completeness of the data supplied by the contractor.



LOCATION OF CONSTRUCTION

PM 40.8

Paul H. Hsu
Project Engineer Date
Registered Civil Engineer
P. H. Hsu
38608
08-10-00
CIVIL
STATE OF CALIFORNIA

State Approval Date

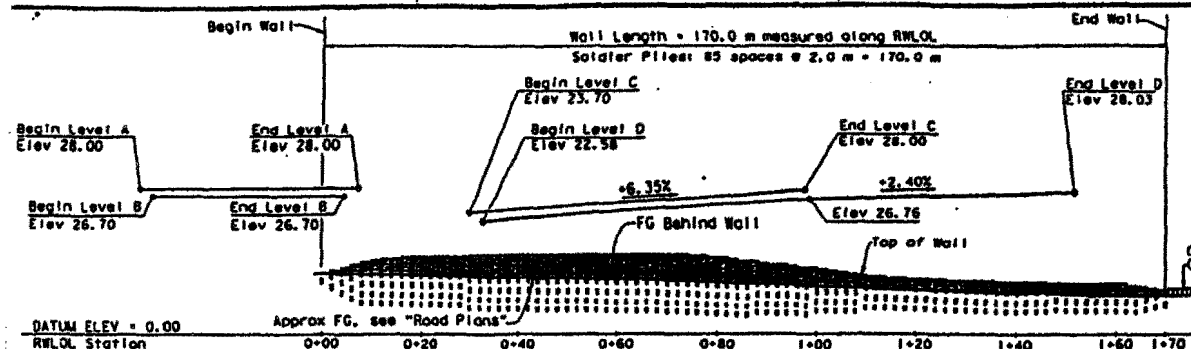
NO SCALE

The Contractor shall possess the Class (or Classes) of license as specified in the "Notice to Contractors".

FOR REPRODUCED PLANS ORIGINAL
SCALE 1/4" = 1'

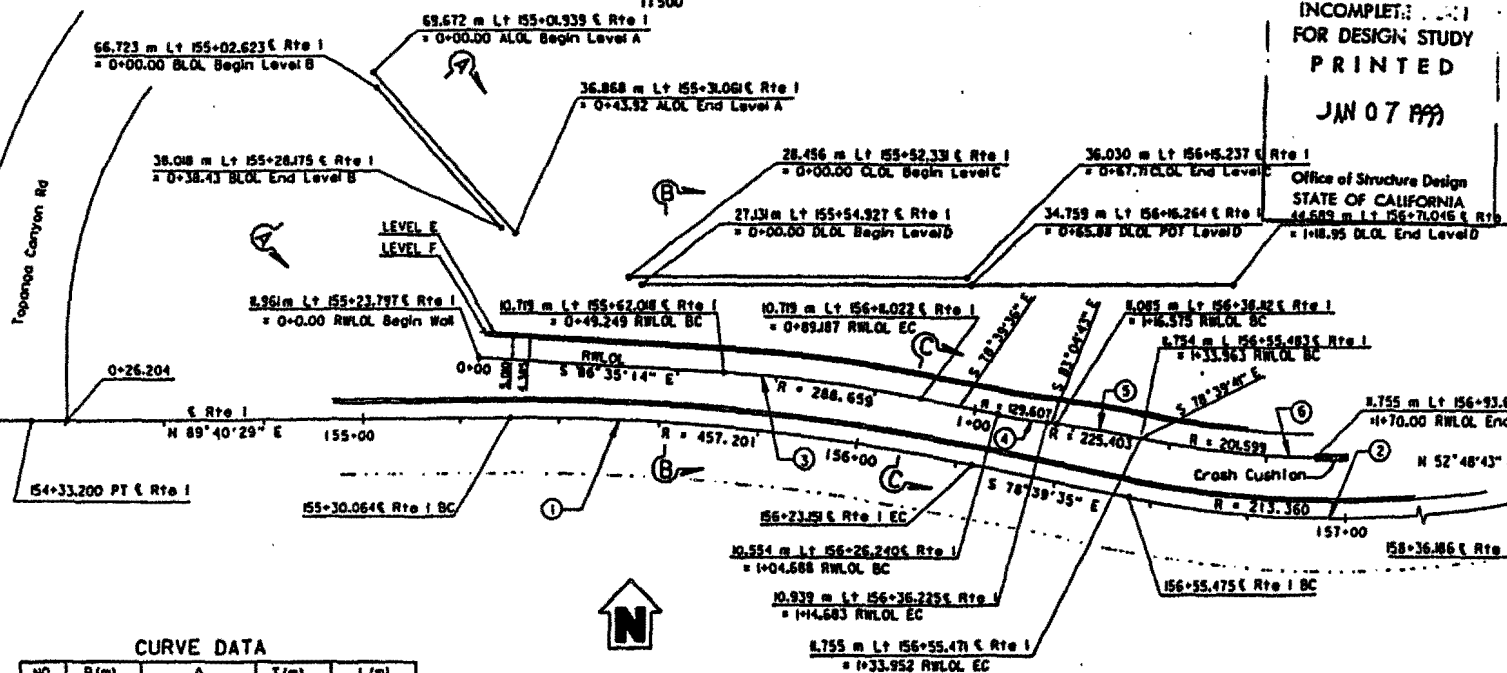
REVISIONS: 1. 11/10/00
2. 11/10/00

EXHIBIT 1
CDP 4-99-069 (CALTRANS)
Location Map



DEVELOPED ELEVATION

1:500



CURVE DATA

NO.	R (m)	Δ	T (m)	L (m)
①	457.201	11° 39' 56.23"	48.705	93.088
②	213.360	48° 31' 42.02"	96.175	180.712
③	288.639	07° 55' 37.8"	20.001	39.938
④	129.607	04° 25' 6.70"	5.000	9.995
⑤	225.403	04° 25' 1.40"	8.693	17.377
⑥	201.599	10° 14' 30.6"	16.066	36.037

PLAN
1:500

NOTES:

1. For General Notes, see "TYPICAL SECTION NO. 3" sheet
2. For SECTION A-A, see "TYPICAL SECTION NO. 1" sheet
3. For SECTION B-B, see "TYPICAL SECTION NO. 2" sheet
4. For SECTION C-C, see "TYPICAL SECTION NO. 3" sheet

INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN
2	SITE PLAN NO. 1
3	SITE PLAN NO. 2
4	STRUCTURE PLAN NO. 1
5	STRUCTURE PLAN NO. 2
6	STRUCTURE PLAN NO. 3
7	STRUCTURE PLAN NO. 4
8	STRUCTURE PLAN NO. 5
9	TYPICAL SECTION NO. 1
10	TYPICAL SECTION NO. 2
11	TYPICAL SECTION NO. 3
12	GRADING DETAILS
13	PAY LIMITS - STRUCTURE EXCAVATION & BACKFILL
14	CONCRETE WALL DETAILS NO. 1
15	CONCRETE WALL DETAILS NO. 2
16	CONCRETE WALL DETAILS NO. 3
17	TIEBACK TENDON DETAILS
18	RETAINING WALL DETAILS NO. 1
19	RETAINING WALL DETAILS NO. 2
20	LOG OF TEST BORINGS

INCOMPLETE FOR DESIGN STUDY
PRINTED
JAN 07 1999

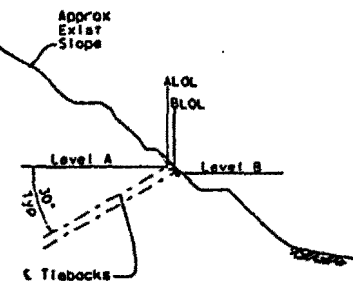
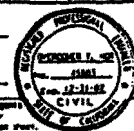
Office of Structure Design
STATE OF CALIFORNIA
44.589 m Lt 156+70.015 E Rte 1
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DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	1			

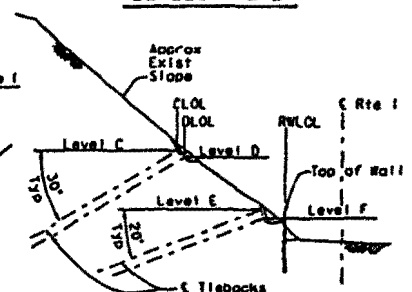
REGISTERED ENGINEER - CIVIL

PLANS APPROVAL DATE

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.



LEVELS A & B



LEVELS C-F & RETAINING WALL

TYPICAL SECTIONS 1:500

EXHIBIT 3

CDP 4-99-069 (CALTRANS)

General Plan

DESIGN ENGINEER	DESIGN	BY Overcomey T. Mor	DATE 11/09/98	REVISION	1	DATE 11/09/98
	DETAILS	BY Roberto Lim	DATE 11/09/98	REVISION	2	DATE 11/09/98
	QUANTITIES	BY A.R. Anderson	DATE 11/09/98	REVISION	3	DATE 11/09/98

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION


DIVISION OF STRUCTURES
STRUCTURE DESIGN 8

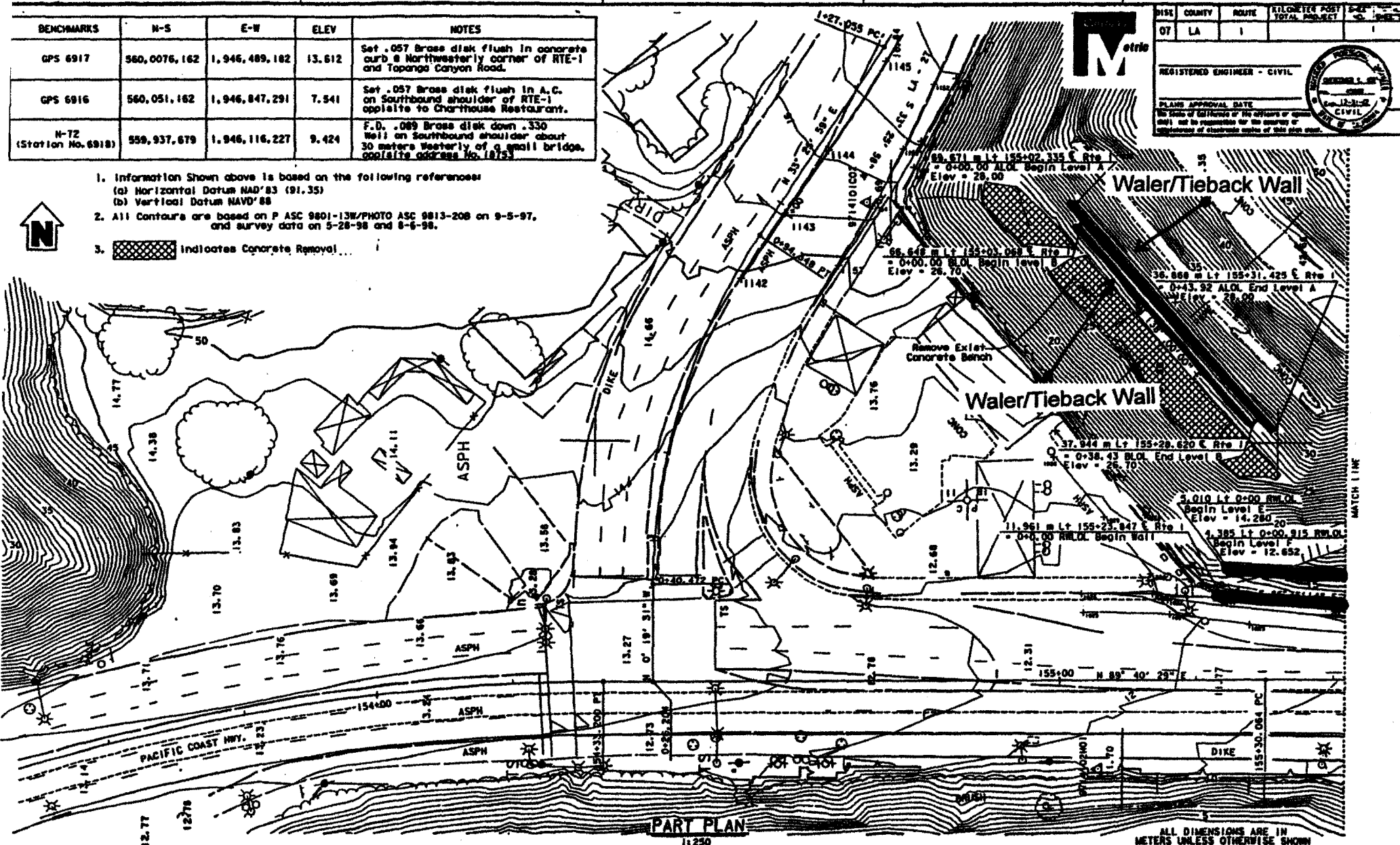
CU 07963
E.A. 161801

REVISIONS TO WALL SECTION
FOR PROPOSED PLAN

11/11/98 11:00 AM 11/11/98 11:00 AM 11/11/98 11:00 AM

BENCHMARKS	N-S	E-W	ELEV	NOTES
GPS 6917	560,0076,162	1,946,489,182	13.612	Set .057 Brass disk flush in concrete curb @ Northwesterly corner of RTE-1 and Topanga Canyon Road.
GPS 6916	560,051,162	1,946,847,291	7.541	Set .057 Brass disk flush in A.C. on Southbound shoulder of RTE-1 opposite to Charthouse Restaurant.
N-72 (Station No. 6918)	559,937,679	1,946,116,227	9.424	F.O. .069 Brass disk down .330 Well on Southbound shoulder about 30 meters Westerly of a small bridge, opposite address No. 18753

- Information Shown above is based on the following references:
(a) Horizontal Datum NAD'83 (91.35)
(b) Vertical Datum NAVD'88
- All Contours are based on P ASC 9801-13W/PHOTO ASC 9813-20B on 9-5-97, and survey data on 5-28-98 and 8-6-98.
-  Indicates Concrete Removal...



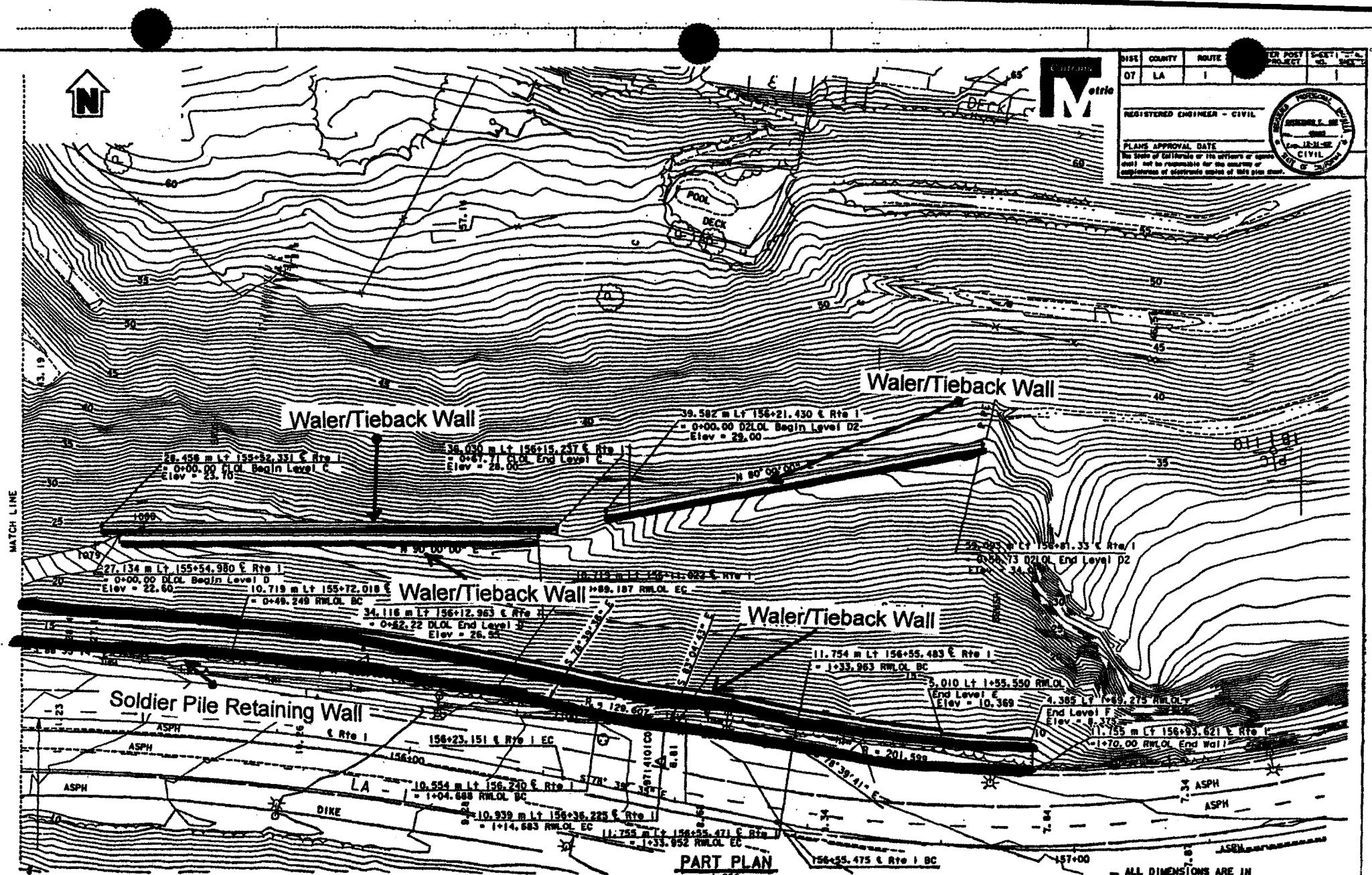
PRELIMINARY INVESTIGATION SECTION				SECTION		DATE		BY		CHECKED BY		DATE		BY		CHECKED BY		DATE	
SCALE	VERT. DATUM	PLANIMETER	AS OF	MAN	"	DETAILS	"	DATE	"	DATE	"	DATE	"	DATE	"	DATE	"	DATE	"
1:250	NAVD'88	SURVEYED	"	TRACER	"		"		"		"		"		"		"		"

STATE OF
CALIFORNIA

DIVISION OF STRUCTURES
STRUCTURE DESIGN 8

BUTTRESS AT KP 65.3
SITE PLAN NO. 1

EXHIBIT 4a
CDP 4-99-069 (CALTRANS)
Site Plan



DIST	COUNTY	ROUTE	POST MILE	SHEET	TOTAL SHEETS
07	LA	1			

REGISTERED ENGINEER - CIVIL

PLANS APPROVAL DATE _____

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

APPROVED FOR THE PROJECT

DATE

CIVIL

PRELIMINARY INVESTIGATION SECTION				DESIGN		STATE OF CALIFORNIA		DIVISION OF STRUCTURES		BUTTRISS AT KP 65.3	
VERT. DATA	PHOTOGRAMMETRY AS OF	DRAWN	BY	DATE	BY	DATE	BY	DATE	BY	DATE	BY
HORIZ. DATA	SURVEYED	TRACED	BY	DATE	BY	DATE	DATE	DATE	DATE	DATE	DATE
FILE CHECKED	FILE CHECKED	CHECKED	BY	DATE	BY	DATE	DATE	DATE	DATE	DATE	DATE
				DETAILS	BY	DATE	DATE	DATE	DATE	DATE	DATE
				QUANTITIES	BY	DATE	DATE	DATE	DATE	DATE	DATE

EXHIBIT 4b

CDP 4-99-069 (CALTRANS)

Site Plan

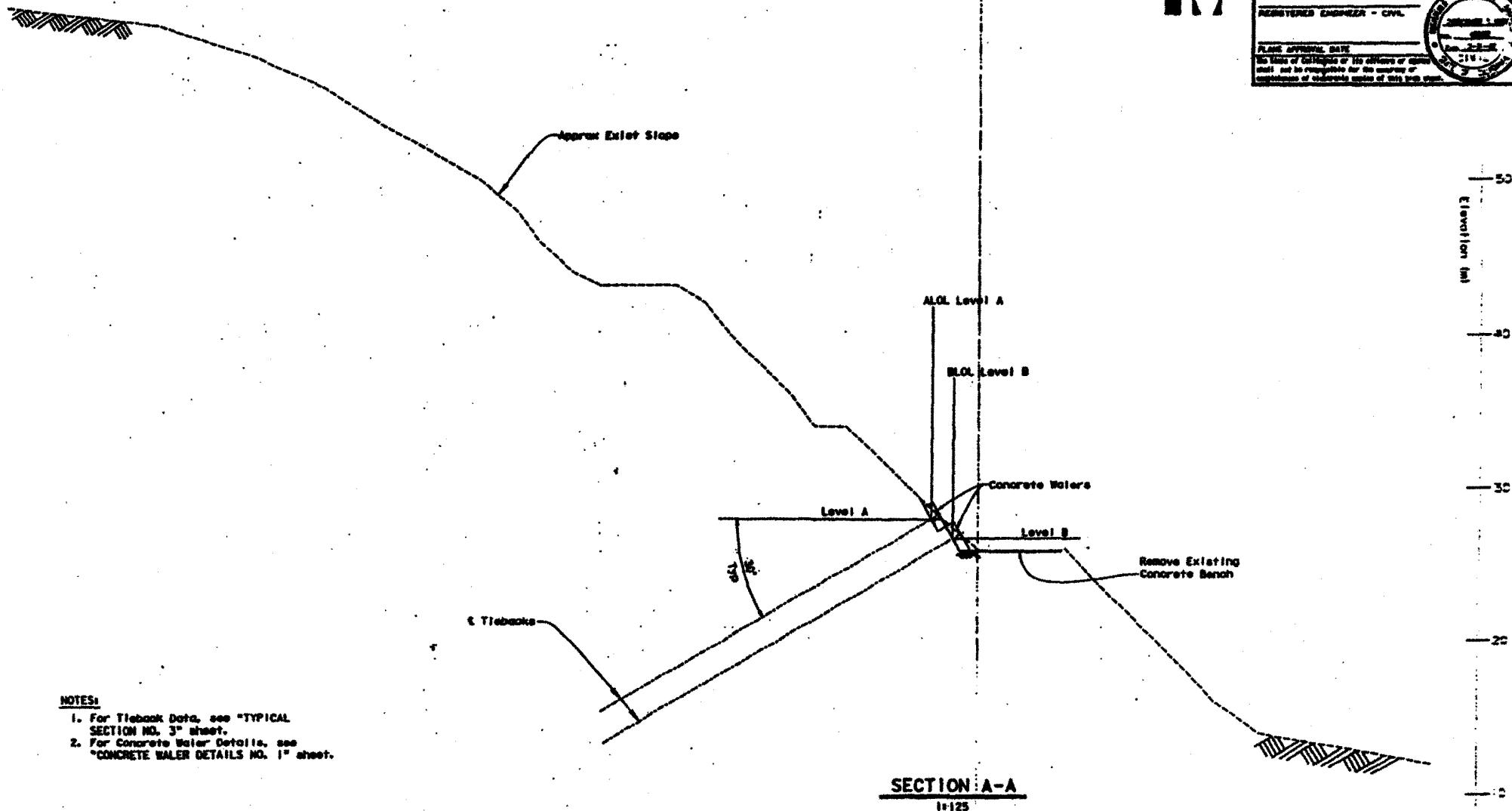


DATE	COUNTY	ROUTE	STATION	PROJECT
07	LA	1		

REGISTERED ENGINEER - CIVIL

PLANS APPROVAL DATE

NO PART OF THIS PLAN OR ANY PART THEREOF SHALL BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.



- NOTES:
1. For Tieback Data, see "TYPICAL SECTION NO. 3" sheet.
 2. For Concrete Water Details, see "CONCRETE WATER DETAILS NO. 1" sheet.

ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS OTHERWISE SHOWN

DESIGN	DESIGNED BY	CHECKED BY	STATE OF CALIFORNIA	SECTION NO.	BUTTRESS AT KP 65.3
DETAILS	Roberto Llo	Alfred Serrano	DEPARTMENT OF TRANSPORTATION	SECTION NO.	TYPICAL SECTION NO. 1
CONSTRUCTION	A.S. Serrano	Alfred Serrano		SECTION NO.	
REVISIONS			CU 07263	SECTION NO.	
			EA 101001	SECTION NO.	
			FILE NO. 07-000000000000	SECTION NO.	

EXHIBIT 5a
CDP 4-99-069 (CALTRANS)
Construction Cross Sections

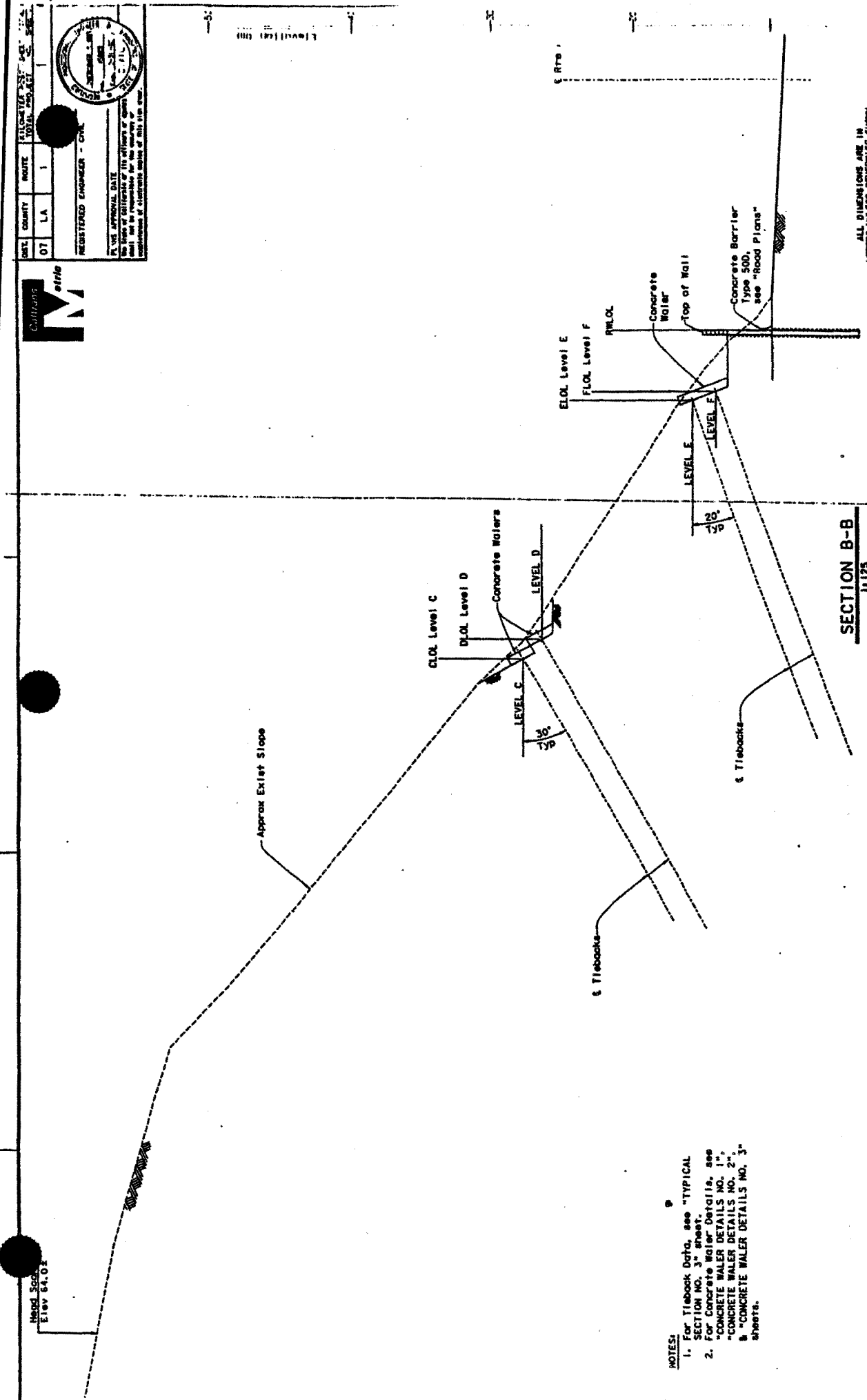
DTL	COUNTY	ROUTE	STATIONING	POST-MILE	SECTION
07	LA	1	1	1	1

REGISTERED ENGINEER - CIVIL

APPROVAL DATE

SEAL

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



- NOTES:
1. For Tieback Data, see "TYPICAL SECTION NO. 3" sheet.
 2. For Concrete Waller Details, see "CONCRETE WALLER DETAILS NO. 1", "CONCRETE WALLER DETAILS NO. 2", & "CONCRETE WALLER DETAILS NO. 3" sheets.

STATE OF CALIFORNIA		DIVISION OF STRUCTURES		STRUCTURE DESIGN 8		BUTRESS AT KP 65.3	
DEPARTMENT OF TRANSPORTATION		PROJECT NO.		65.3		TYPICAL SECTION NO. 2	
REVISIONS		APPROVED BY		DATE		DRAWN BY	
DESIGN	APPROVED BY	DESIGN	APPROVED BY	DESIGN	APPROVED BY	DESIGN	APPROVED BY
DETAILS	APPROVED BY	DETAILS	APPROVED BY	DETAILS	APPROVED BY	DETAILS	APPROVED BY
QUANTITIES	APPROVED BY	QUANTITIES	APPROVED BY	QUANTITIES	APPROVED BY	QUANTITIES	APPROVED BY

EXHIBIT 5b

CDP 4-99-069 (CALTRANS)

Construction Cross Sections

DATE	QUANTITY	UNIT	AMOUNT	TOTAL PROJECT
07	LA	1		

REGISTERED ENGINEER - CIVIL

STATE OF CALIFORNIA

EXHIBIT 6

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN



LEGEND:

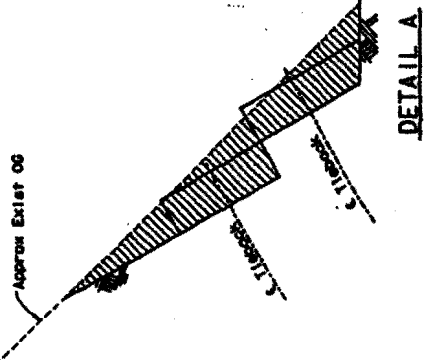
Indicates Structure Excavation

Indicates Structure Backfill

RECOMMENDATION

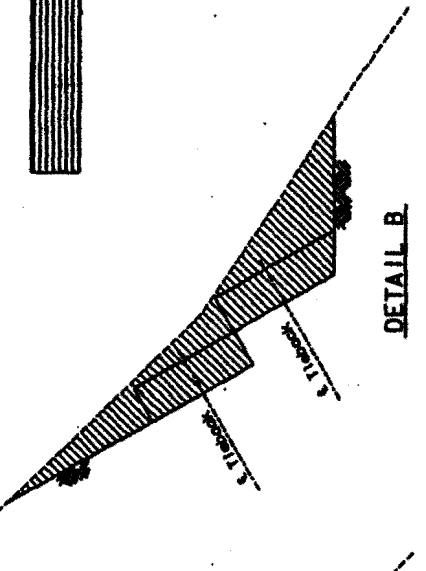
Approval with conditions

Approx. Exist. OG



DETAIL A

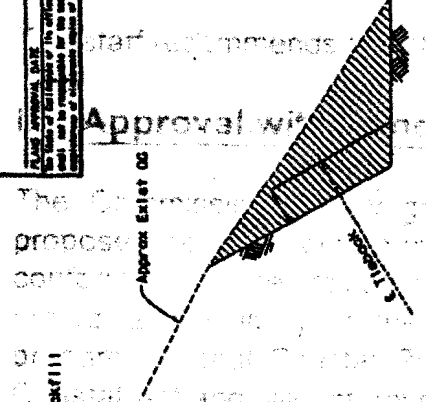
Approx. Exist. OG



DETAIL B

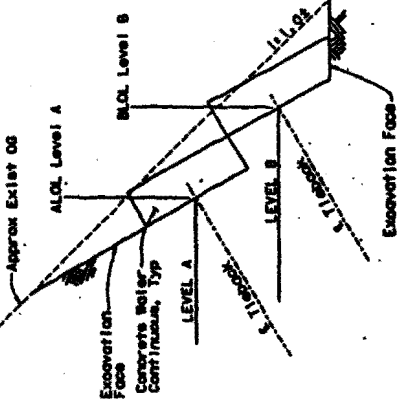
PAY LIMITS - STRUCTURE EXCAVATION

Approx. Exist. OG



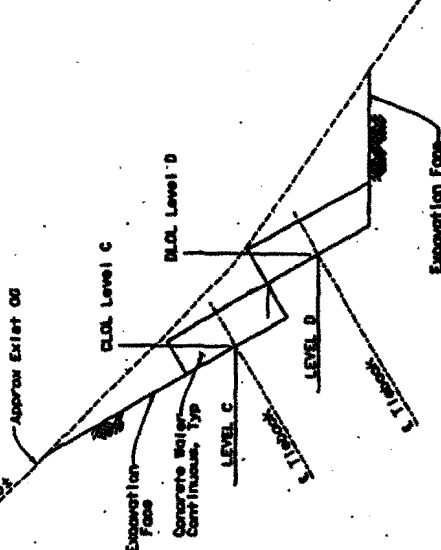
DETAIL C

Approx. Exist. OG



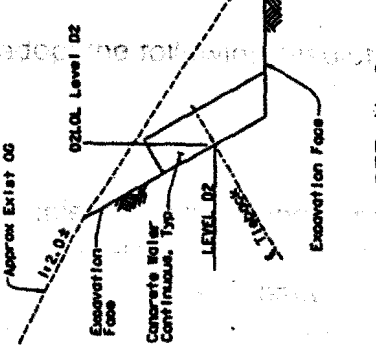
DETAIL A

Approx. Exist. OG



DETAIL B

Approx. Exist. OG



DETAIL C

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DATE	QUANTITY	UNIT	AMOUNT	TOTAL PROJECT
07	LA	1		

REGISTERED ENGINEER - CIVIL

STATE OF CALIFORNIA

EXHIBIT 6

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DATE	QUANTITY	UNIT	AMOUNT	TOTAL PROJECT
07	LA	1		

REGISTERED ENGINEER - CIVIL

STATE OF CALIFORNIA

EXHIBIT 6

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DATE	QUANTITY	UNIT	AMOUNT	TOTAL PROJECT
07	LA	1		

REGISTERED ENGINEER - CIVIL

STATE OF CALIFORNIA

EXHIBIT 6

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

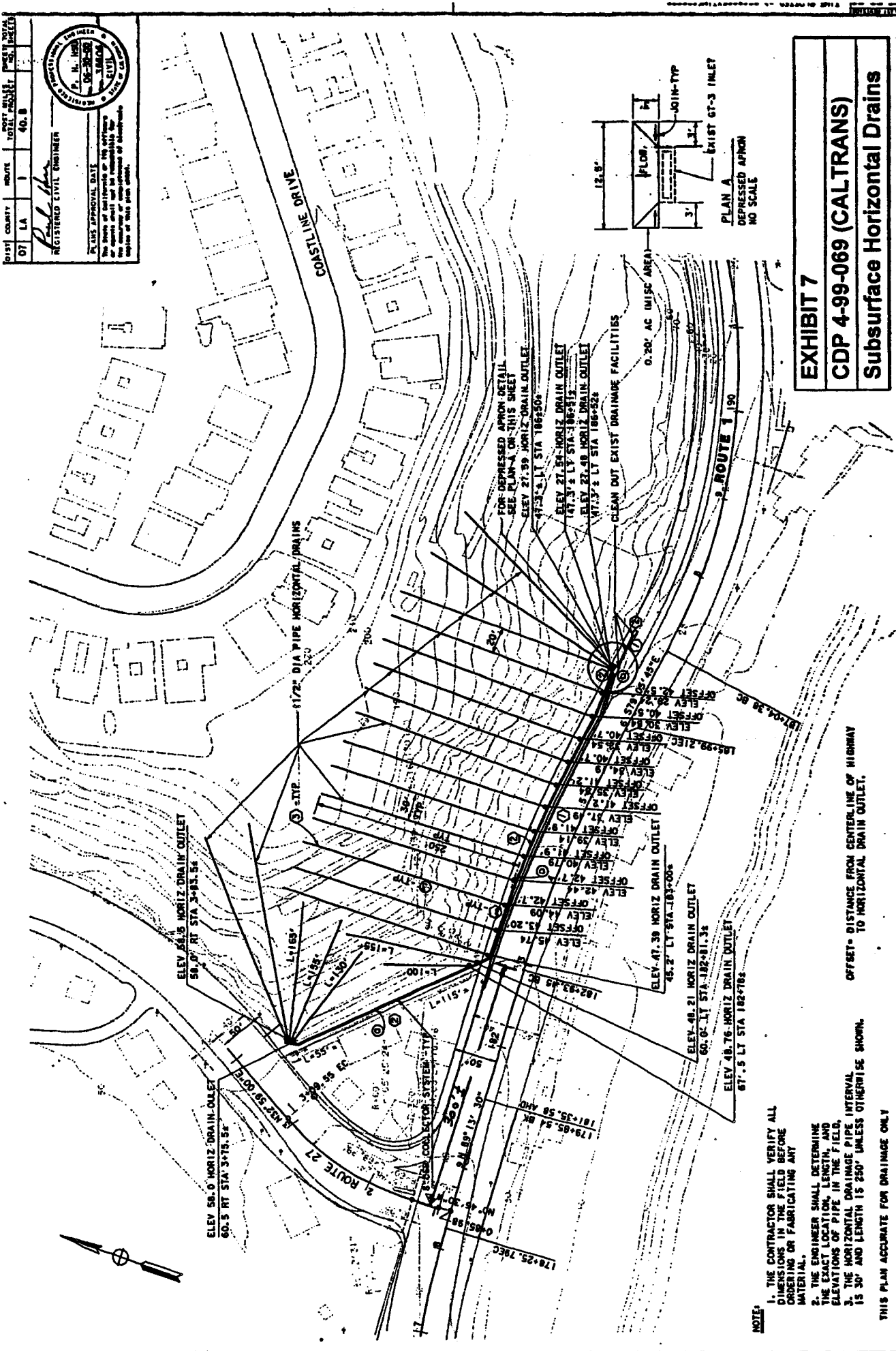


EXHIBIT 7
CDP 4-99-069 (CALTRANS)
Subsurface Horizontal Drains

NOTE:

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.
2. THE ENGINEER SHALL DETERMINE THE EXACT LOCATION, LENGTH, AND ELEVATIONS OF PIPE IN THE FIELD.
3. THE HORIZONTAL DRAINAGE PIPE WIDTH IS 30" AND LENGTH IS 250' UNLESS OTHERWISE NOTED.

THIS PLAN ACCURATE FOR DRAINAGE ONLY

OFFSET = DISTANCE FROM CENTERLINE OF HIGHWAY TO HORIZONTAL DRAIN OUTLET.

THIS PLAN ACCURATE FOR DRAINAGE ONLY

[illegible]

(2) The contractor shall maintain a log of all work performed on the site. This log shall include the date, time, and location of all work, as well as the name of the person performing the work. The log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all materials used on the site, including the quantity and source of each material. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all equipment used on the site, including the quantity and source of each piece of equipment. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all personnel who work on the site, including the name and position of each person. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all safety incidents that occur on the site, including the date, time, and location of each incident, as well as the name of the person involved in the incident. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all other work performed on the site, including the date, time, and location of each activity. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time.

(3) The contractor shall maintain a log of all work performed on the site. This log shall include the date, time, and location of all work, as well as the name of the person performing the work. The log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all materials used on the site, including the quantity and source of each material. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all equipment used on the site, including the quantity and source of each piece of equipment. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all personnel who work on the site, including the name and position of each person. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all safety incidents that occur on the site, including the date, time, and location of each incident, as well as the name of the person involved in the incident. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time. The contractor shall also maintain a log of all other work performed on the site, including the date, time, and location of each activity. This log shall be maintained in a permanent location on the site and shall be available for inspection by the project manager at any time.