CALIFORNIA COASTAL COMMISSION
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Th 28a

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Staff:	A. Padilla-LB
Staff Report:	10/22/12
Hearing Date:	11/14-16/12

STAFF REPORT: REGULAR CALENDAR

Application Number: **5-12-079**

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

Location: Vista Del Mar (public right-of-way), between Napoleon Street and Imperial Highway, Playa Del Rey, City of Los Angeles

Description: To permanently authorize the construction allowed under emergency permit No. 5-12-189-G for construction of five bulkheads to reinforce portions of existing roadway that have collapsed, or are in immediate danger of collapsing, due to soil erosion and undermining of roadway. The project will include precast lagging panels, four to six subgrade piles per each location, backfilling, pavement repairs, pedestrian and vehicular guardrails.

Staff Recommendation: Approval with conditions

SUMMARY OF STAFF RECOMMENDATION

Staff recommends approval of the proposed project with Seven **(7) Special Conditions** regarding: 1) Conformance of Design/Construction Plans to Geotechnical Report; 2) Assumption of Risk, Waiver of Liability and Indemnity; 3) bulkhead Color and Texture Plan; 4) Future Pile/Grade Beam Exposure Plans, 5) Compliance with Coastal Bluff Re-vegetation Implementation and Monitoring Plan; 6) Future Development; and 7) Construction Responsibilities and Debris Removal.

The project proposes construction of five bulkheads (retaining walls) to stabilize portions of Vista Del Mar road undermined by erosion caused by storm damage and runoff. The applicant is

proposing a color-texturization treatment of the proposed bulkheads to address possible visual impacts of the retaining walls from the public beach below.

The project was previously authorized by an emergency permit (5-12-189-G). The primary issues associated with this development are hazards, visual resources, biological resources, and public access.

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EXHIBITS

I. MOTION AND RESOLUTION:

Motion:

*I move that the Commission **approve** Coastal Development Permit No. 5-12-079 pursuant to the staff recommendation.*

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves coastal development permit no. 5-12-079 and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and 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. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

This permit is granted subject to the following 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. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. **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.

5. **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

This permit is granted subject to the following special conditions:

1. Conformance of Design/Construction Plans to Geotechnical Report.

A. All final design and construction plans, including foundations, grading and drainage plans, shall be consistent with all recommendations contained in the *Geotechnical Design Memorandum* reports prepared by the City of Los Angeles, Department of Public Works, Bureau of Engineering dated October 4 and 21, 2012. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the Executive Director's review and approval, evidence that an appropriate licensed professional has reviewed and approved all final design and construction plans and certified that each of those final plans is consistent with all of the recommendations specified in the above-referenced geologic evaluation approved by the California Coastal Commission for the project site.

B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. Assumption of Risk, Waiver of Liability and Indemnity.

A. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from erosion, landslide, bluff retreat, earth movement, waves, storm waves and sea level rise; (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.

3. Bulkhead Color and Texture Plan.

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, a plan demonstrating that the color and texture of the structure will be compatible with the adjacent bluff. The plan shall demonstrate that:

1. The entire face of the proposed bulkhead structure (both above and below finished grades) shall be colored and textured with earth tones should the underground components become exposed by future erosion.
2. The wall structure shall be colored/constructed with concrete that has been colored with earth tones that are compatible with the adjacent bluff.
2. White and black tones shall not be used,
3. The color shall be maintained through-out the life of the structure.
4. The structure shall be textured for a natural look that better blends with the bluff face.
5. Native vegetation appropriate to the habitat type may also be used if feasible to cover and camouflage the structure, consistent with Special Condition No. 5 below.

B. The permittee shall undertake development in accordance with the approved final color and texture 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 Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Future Soldier Pile/Grade Beam Exposure. In the event any subsurface project features subsequently become exposed to public view from the public beach below the site, the applicant shall submit plans to the Executive Director, for his review and concurrence, that provide for visual and aesthetic treatment plans similar to those required in conjunction with this coastal development permit. The aesthetic treatment shall provide that exposed materials match the surrounding terrain to the extent feasible and minimize visual impact of the exposed features. The applicant shall identify proposed materials, colors, monitoring, and maintenance plans, in conjunction with their submittal. The Executive Director shall determine whether the proposed work will require an amendment to this coastal development permit, a new coastal development permit, or whether no amendment or new permit is legally required.

5. Landscaping Plan.

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant will submit, for the review and written approval of the Executive Director, a landscaping plan prepared by a qualified biologist or licensed landscape architect. The plan shall include the following:

a. No invasive species will be employed on the site. Invasive plants are those identified in the California Native Plant Society, Los Angeles -- Santa Monica Mountains Chapter

handbook entitled *Recommended List of Native Plants for Landscaping in the Santa Monica Mountains,* 1996 edition, California Exotic Plant Pest Council's Exotic Pest Plants of Greatest Ecological Concern in California, published in 1999, and those otherwise identified by the Department of Fish and Game or the United States Fish and Wildlife Service.

b. New vegetation planted on the site shall consist of native (Southern California coastal dunes and prairies) and may include ornamental non-invasive plant species. The applicant shall not incorporate invasive plant species anywhere on the project site.
c. The site shall be stabilized immediately with jute matting or other BMPs after any grading occurs to minimize erosion during the raining season (November 1 to March 31) if plantings have not been fully established.

B. The plan shall include, at a minimum, the following components:

a. A map showing the types, size, and locations of all plant materials that will be on the site, the temporary irrigation system, topography of the developed site, and all other landscape features;
b. A schedule for installation of native plants/removal of non-native plants;
c. An identification of seed sources and plant communities of the plants planned to be employed;

C. Five years from the date of approval for Coastal Development Permit No. 5-12-079 the applicant or successor in interest 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 landscape 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 landscaping plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental landscape plan for the review and approval of the Executive Director. The revised landscaping 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.

D. The permittee shall undertake development in accordance with the approved final plan and schedule and other requirements. 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 Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

6. Future Improvements. This permit is only for the development described in coastal development permit 5-12-079. Except as provided in Public Resources Code section 30610 and

applicable regulations, any future development as defined in PRC section 30106, including, but not limited to, a change in the density or intensity of use land, shall require an amendment to coastal development permit 5-12-079 from the California Coastal Commission or shall require an additional coastal development permit from the California Coastal Commission or from the applicable certified local government.

7. **Construction Responsibilities and Debris Removal.** The permittee shall comply with the following construction-related requirements: (a) No construction materials, debris, or waste shall be placed or stored where it may be subject to wave/wind erosion and dispersion; (b) Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of construction; (c) Erosion control/sedimentation Best Management Practices (BMP's) shall be used to control sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into the storm drain system and the Pacific Ocean, use of debris fences as appropriate and no stockpiling of materials in the project area; (d) Construction debris and sediment shall be removed from construction areas each day that construction occurs to prevent the accumulation of sediment and other debris which may be discharged to coastal waters; (e) The applicant shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION

The proposed development is located along Vista Del Mar in the Playa del Rey and El Segundo Dunes planning areas of the City of Los Angeles. Vista Del Mar runs north/south, between the El Segundo Dunes to the east and Dockweiler State Beach and the Pacific Ocean to the west (see **Exhibit No. 1 and 2**). The four lane roadway is approximately 50 to 55 feet above mean sea level and supported by a sandy bluff which rises approximately 25 feet above the beach. Along the base of the bluff within the project area, an approximately 20 foot wide asphalt road, runs along the sandy beach providing public access to the beach parking lots spaced along the beach below the bluff. In addition to the beach parking lots and access road, the immediate area is improved with beach maintenance yards, restrooms, concession buildings, and a meandering bicycle path.

Due to storm damage and erosion, the roadway has been undermined in the five project locations (see **Exhibit No. 3 through 6**). Rain and runoff from the roadway and bluff have eroded narrow gullies and washed out sandy material from beneath the roadway. Without a road base to support the roadway, sections have collapsed and other areas are in jeopardy of collapsing. Because of the erosion and deterioration of the bluff and roadway itself, the City has stated that the road is structurally unsound and threatens public health and safety. At this time, because of the erosion, portions of the southbound lane (one of two lanes) have been closed to vehicle on-street parking and through traffic.

The applicant is requesting a coastal development permit to permanently authorize the construction allowed under emergency permit No. 5-12-189-G, issued by the Executive Director of the Commission on July 6, 2012, for construction of five bulkheads to reinforce portions of existing roadway that have collapsed, or are in immediate danger of collapsing, due to soil erosion and undermining of roadway. The project will include precast concrete lagging panels, piles, backfilling, pavement repairs, pedestrian and vehicular guardrails.

Each bulkhead will have four to six soldier piles, each approximately 50 feet long, with precast concrete lagging placed between them. Two of the five bulkheads will have a total length of approximately 25 feet and the remaining three will be 42 feet in length (see **Exhibit No. 7 through 9**). The area in front of each bulkhead will be filled to approximately a 2:1 slope, consistent with the surrounding bluff, and landscaped with native and non-invasive vegetation. The bulkheads (laggings and piles) will be colored and textured to match the surrounding sandy bluffs. Each bulkhead will have an 18-inch high metal beam vehicular guard-rail, 42-inch high pedestrian post and cable fencing (see **Exhibit No. 10**), and street curb. The roadway will be repaired to its original condition.

B. HAZARDS AND SHORELINE PROCESSES

Section 30235 of the Coastal Act states in part:

> *Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.*

Section 30253 of the Coastal Act states 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.*

Existing Structure / Danger from Erosion

A geotechnical recommendation was prepared to remediate the developing instability along five sections of Vista Del Mar along the western side of the roadway. The erosion gullies have eroded up to and underneath the roadway pavement at the top of the slope. Sections of the roadway have collapsed creating large holes and causing the City to close off those sections of the roadway. Other areas the soil supporting the roadway has eroded under the roadway creating instability of the roadway surface.

The erosion varies from approximately 15 to 30 lineal feet along the edge of pavement and extends approximately a few feet to 15 feet below the adjacent roadway elevation. The City recommends a pile retaining wall system with cement lagging to retain the top 10 to 20 feet of soil at areas of maximum erosion with structural backfill to fill the voids between the lagging and eroded areas along the roadway. The concrete lagging wall will be colored and textured to match the surrounding sandy soil. The erosion or gullies in front of the wall will be filled and landscaped with native and non-invasive plants.

Coastal Act Section 30235 acknowledges that cliff retaining walls and other such structural or "hard" methods designed to forestall erosion also alter natural landforms and natural shoreline processes. Accordingly, Section 30235 limits the construction of shoreline protective works to those required to serve coastal-dependant uses, or to protect existing structures or public beaches in danger from erosion, provided they are designed to eliminate or mitigate adverse impacts on shoreline sand supply. The Coastal Act provides these limitations because shoreline structures can have a variety of negative impacts on coastal resources including adverse affects on sand supply, public access, coastal views, natural landforms, adjacent properties, and overall shoreline dynamics. The Commission must always consider the specifics of each individual project, but under the standards established by Section 30235 of the Coastal Act, it prefers alternatives that avoid the needs for shoreline armoring. In addition, the Commission has generally interpreted Section 30235 to allow the Commission to approve protective devices for existing principal structures when there are no more feasible mitigation measures or alternatives that would lessen adverse impacts. Vista Del Mar is an existing principal structure and, therefore, the applicant is allowed to protect the highway from erosion with the construction of a cliff retaining wall so long as the project complies with all other applicable requirements of Section 30235.

Feasible Alternatives

The next Section 30235 "test" that must be met before a shoreline protective device can be approved is that the proposed armoring is "required" to serve coastal-dependant uses or to protect existing threatened structures. In other words, shoreline armoring shall be permitted if it is the only feasible alternative capable of protecting the structure. Other alternatives typically considered include: the "no project" alternative; drainage and vegetation measures on the bluff top itself; abandonment or relocation of the threatened structures; sand replenishment programs; other less damaging structural alternatives; and combinations of some or all of these options.

1. No Project Alternative

Based on current conditions, the no-project option would result in continued undermining of the roadway, erosion of the coastal bluff and additional exposure of the roadway embankment. Such retreat would eventually cause the road to fail completely and closure of a main coastal access route.

2. Drainage and Landscaping

Non-structural alternatives to the proposed upper bluff protective device include the use of landscaping and improved bluff top drainage controls to reduce erosion. While improved drainage controls and modifications to existing landscaping could slow coastal erosion, they would not, by themselves, be sufficient to protect the existing road from being undermined by continued erosion from rainstorms. Plantings and bluff drainage controls alone will not be adequate to address the erosion problem.

3. Relocation of Threatened Structures

Another alternative to protection devices is to relocate the threatened structures outside of harm's way. However, in this case, there is no available land within the right of way in order to relocate or realign the road.

4. Least Damaging Structural Alternatives

Because there are no feasible non-structural alternatives, protection is needed along the upper bluff in order to protect the existing principal structure. Bluff erosion has been occurring for a number of years in these locations and the City has taken various measures, such as applying gunite or asphalt along the edge of the roadway, to minimize erosion and protect the roadway. These measures have slowed the erosion of the slopes and provided some protection, but erosion has continued and undermining has become too large where the City must take more permanent measures to abate the erosion and protect the roadway. The applicant contends that the proposed project represents the least damaging alternative.

The Commission staff geologist has inspected the site and proposed retaining wall plans and concurs that the proposed work is the least environmentally damaging alternative as it requires no major excavation and has a minimal footprint thereby entailing a minimum amount of work on the coastal bluff. Compared to the other structural options, and as conditioned to address impacts of the project on coastal resources, the proposed project is the least environmentally damaging structural alternative.

<u>Sand Supply Impacts</u>

Coastal Act Section 30235 requires that, where permitted, shoreline structures must be designed to eliminate or mitigate adverse impacts to local shoreline sand supply. Beach sand material generally comes to the shoreline from inland areas, carried by rivers and streams; from offshore deposits,

carried by waves; and from coastal dunes and bluffs, becoming beach material when the bluffs or dunes lose material due to wave attack, landslides, surface erosion, gullying, et cetera. For most sandy beaches, sand is supplied from the littoral drift of materials from upcoast and downcoast sources miles away. In other cases, sand is derived locally from erosion of terrace deposits and bedrock. Thus, the potential impact to sand supply associated with the proposed project includes loss of material that would have been supplied to the beach if the bluffs were allowed to erode naturally.

Shoreline retreat and erosion is a natural process that can result from many different factors such as wind, wave and tidal erosion, sea cave formation and collapse, saturation due to high ground water, and bank sloughing. Erosion of the shoreline materials is a source of sand supply that may be deposited further downstream or downcoast. Since most coastal bluffs in California are made of sandy marine terrace deposits, or sandy alluvial and fluvial sediment, bluff retreat is one of several ways that beach quality sand is added to the shoreline. Thus the natural coastal processes that work to form and retain material on sandy beaches can be significantly altered by the construction of shoreline armoring structures because they remove sediment that would otherwise be supplied to the littoral system.

Finally, sand supply losses could affect public access and recreation by removing sand from the system that might otherwise replenish sandy beaches. Loss of sand supply to the beach, could lead to a narrowing of the beach in the project area, and consequently loss of the public recreational opportunities provided by these sandy beach areas.

The proposed project will result in armoring portions of the upper bluff face along five sections along the Vista Del Mar roadway bluffs. This project will not occupy any existing beach space. A minimal amount of coastal bluff material that would otherwise nourish the sand supply system will be trapped behind the new upper bluff armoring. The sandy beach between the toe of the bluff and the ocean varies from 500 to 600 feet wide and has an existing public beach roadway at the base of the bluff, therefore there is no direct wave attack eroding the toe of the bluff along this section of coastal bluff to provide sand nourishment to the beach. Beach sediment is mostly fed by onshore transport of offshore sand. Therefore, the impact to sand supply by the proposed retaining walls is not substantial as minimal amount of sediment is contributed from coastal bluff erosion at this beach.

Conformance with Geotechnical Recommendations

The City's Department of Public Works, Bureau of Engineering, prepared a geotechnical design memorandum which consisted of field reconnaissance and review of drilling logs and findings for similar projects located near the project site. The City found that the subject site is suitable for the proposed development provided the recommendations contained in the geotechnical investigation are implemented in design and construction of the project. Adherence to the recommendations contained in the above-mentioned geotechnical investigations is necessary to ensure that the proposed project assures stability and structural integrity, and neither creates nor contributes significantly to erosion, geologic instability, or destruction of the site or surrounding area.

Therefore, **Special Condition No. 1** requires that the applicant conform to the geotechnical recommendations in the above mentioned geotechnical investigation.

Assumption of Risk

Although adherence to the geotechnical consultant's recommendations will minimize the risk of damage from erosion, the risk is not eliminated entirely. The site is an oceanfront, bluff top site, which is inherently hazardous. Given that the applicant has chosen to implement the project despite potential risks from bluff erosion and landslides, the applicant must assume the risks. Therefore, the Commission imposes **Special Condition No. 2** requiring the applicant to assume the risk of the development. In this way, the applicant is notified that the Commission is not liable for damage as a result of approving the permit for development. The condition also requires the applicant to indemnify the Commission in the event that third parties bring an action against the Commission as a result of the failure of the development to withstand the hazards. In addition, the condition ensures that future owners of the property will be informed of the risks and the Commission's immunity from liability. As conditioned, the Commission finds the proposed project is consistent with Section 30253 of the Coastal Act.

Conclusion

The Commission finds that only as conditioned as described above, can the proposed development be found consistent with Sections 30235 and 30253 of the Coastal Act which require that landform alteration be minimized, scenic coastal views be protected, and geologic stability be assured.

C. VISUAL RESOURCES

Section 30251 of the Coastal Act requires that the scenic and visual qualities of this coastal area shall be protected. Section 30251 of the Coastal Act states, in part:

> *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...*

The Coastal Act protects the visual quality of scenic coastal areas. In this case the proposed project is on and adjacent to Dockweiler State Beach, a heavily visited beach area. The scenic and visual qualities that must be protected in this area consist of the views to and along the beach, the public views from Vista del Mar (the major coastal route directly above and parallel to this stretch of beach) to the beach and ocean, and the views across the beach to the ocean. Currently, the immediate area is developed with three 400 plus public beach parking lots, public access road, concession/restroom facilities, bicycle path, and two maintenance yards.

Vista Del Mar is approximately 25 feet above Dockweiler State beach. Because of the limited development and location of Vista del Mar above the beach, the area along the roadway offers

uninterrupted ocean views along most of its length. The Coastal Act states that development shall be sited and designed to protect views to and along the ocean and scenic coastal areas. The proposed bulkhead will be built into the bluff and will not extend above the roadway surface, except for the 18-inch high vehicle guardrail and 36- inch high pedestrian post and cable fencing, which are required for public safety. The City worked with Commission staff to select a design for the fencing to be open and minimize view impacts from the roadway. To minimize the visual impact of the wall from the adjacent public beach, the applicant has agreed to texture and color the lagging and exposed portions of the piles to match the surrounding sandy soil and to landscape the fill that will be placed in front of the bulkhead. **Special Condition No. 3** requires the applicant to color and texture the bulkhead and to undertake development in accordance with the approved plans. To ensure that in the event that future erosion causes subsurface portions of the bulkhead to become exposed, **Special Condition No. 4** requires the applicant to visually and aesthetically treat the bulkhead to match the surrounding terrain. Furthermore, to minimize the visual impact and minimize erosion along the bluff, **Special Condition No. 5** requires the applicant to provide a final landscape plan and agree to maintain the landscaping within the project area**. Special Condition No. 6** requires that any future development to the project will require an amendment to this permit. The Commission finds that the proposed development, as conditioned, does not present a significant visual impact to the scenic resources from the roadway or along the beach. Therefore, the Commission finds the project, as conditioned, consistent with Section 30251 of the Coastal Act.

D. BIOLOGICAL RESOURCES

Section 30231 of the Coastal Act states:

> The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges- and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The project area consists of a roadway on top of a 25 foot high sandy bluff. The face of the bluff is basically undeveloped with the exception of a couple of improved access pathways leading from the roadway down to the public access road at the base of the bluff. The bluff is vegetated by mostly non-native, exotic plant species, such as ice plant (Caprobrotus edulis), or ruderal weedy plant species.

Once the retaining walls are constructed the applicant will add fill in front of the walls and landscape with native and non-invasive plants, as required in **Special Condition No. 5**. The proposed landscaping plan will enhance the native habitat value of the bluff and minimize erosion. However, if not properly conducted and monitored, re-landscaping the bluff could cause erosion impacts and increase site runoff due to soil disturbance, removal of existing vegetation, and unsuccessful plantings. The landscape condition requires the applicant to submit a landscaping monitoring report five (5) years from the date of

the approval for Coastal Development Permit No. 5-12-079. If the report concludes that the landscaping is not in conformance with or has failed to meet the performance standards specified in the landscaping plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental landscape plan for the review and approval of the Executive Director. The condition requires that all landscaping will be done with native non-invasive plants to ensure that the project does not contribute to the spread of non-natives in the surrounding area. Furthermore, to ensure that the applicant takes appropriate measures to minimize erosion and site runoff, **Special Condition no. 7** is necessary to require the applicant to incorporate Best Management Practices to minimize erosion. The Commission, therefore, finds that only as conditioned to require appropriate landscaping will the proposed project be consistent with Section 30231 of the Coastal Act.

E. PUBLIC ACCESS AND RECREATION

One of the basic goals stated in the Coastal Act is to maximize public access and recreation along the coast. The public access and recreation policies of the Coastal Act require that maximum access and recreational opportunities be provided and that development shall not interfere with public access. The proposed project does not block physical or visual access to or along the coast or to the nearby public beach, and the proposed project is necessary to ensure that public access along the roadway is maintained in a safe manner. Therefore, the proposed development will not have any adverse impact on public access to the coast or to nearby recreational facilities. Thus, the proposed development conforms with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

F. LOCAL COASTAL PROGRAM

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal development permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program (LCP) that conforms with Chapter 3 policies of the Coastal Act:

> *(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 Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a coastal development permit on grounds it would 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) shall be accompanied by a specific finding which sets forth the basis for such conclusion.*

Coastal Act section 30604(a) states that, prior to certification of a local coastal program ("LCP"), a coastal development permit can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Act and that the permitted development will not prejudice the ability of the local government to prepare an LCP that is in conformity with Chapter 3. The Pacific

Palisades area of the City of Los Angeles has neither a certified LCP nor a certified Land Use Plan. As conditioned, the proposed development will be consistent with Chapter 3 of the Coastal Act. Approval of the project 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 of the Coastal Act.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a 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 proposed project, as conditioned, has been found consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been minimized by the recommended conditions of approval and there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse impact that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.

LOS ANGELES AREA

SCALE

0 1 2 3 4 5 6 7 8 9 MILES

RECEIVED
South Coast Region

CALIFORNIA COASTAL COMMISSION

EXHIBIT NO. 1

APPLICATION NO. 5-12-079

Vicinity Map

California Coastal Commission

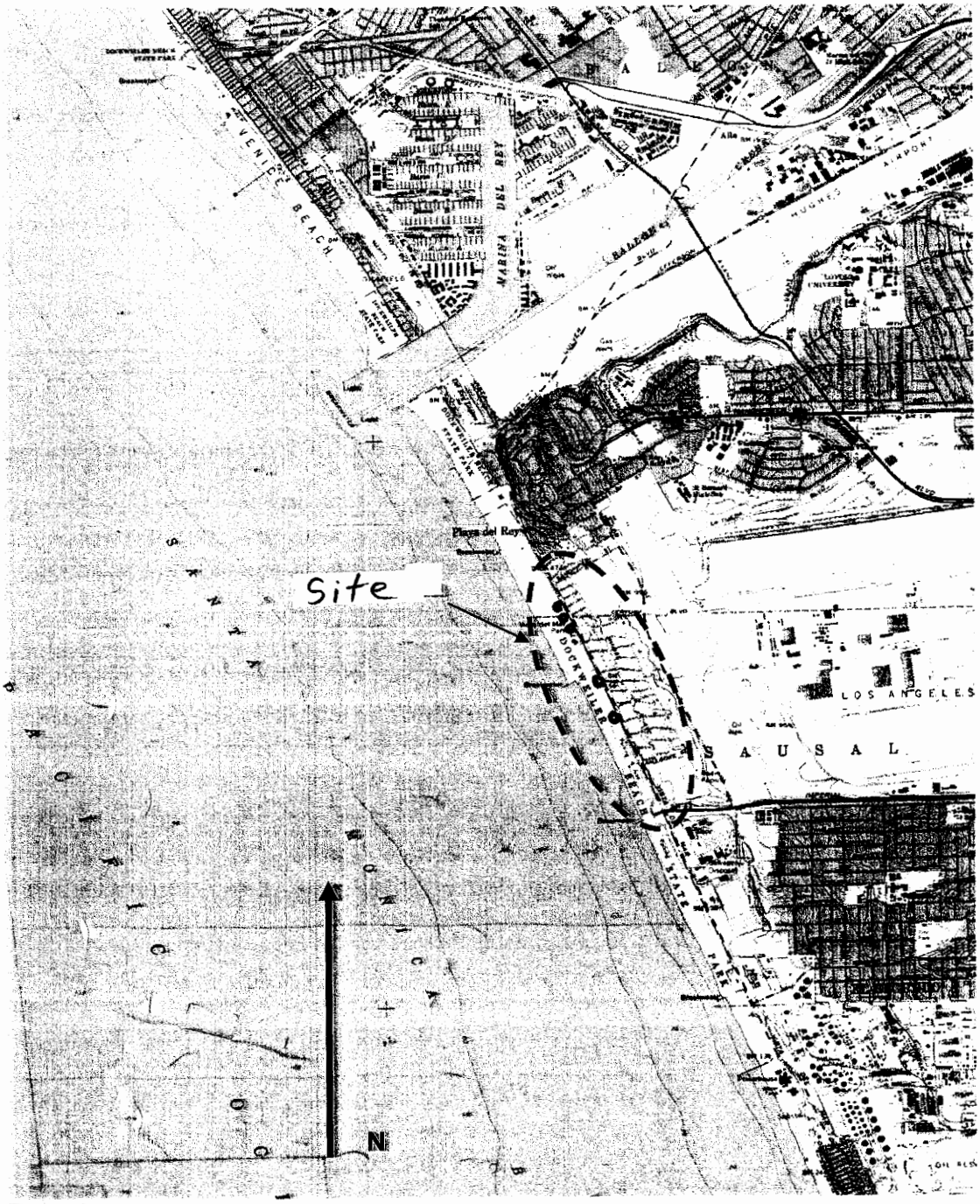


Figure 1

EXHIBIT NO. 2
Application Number 5-12-079
Project location
California Coastal Commission

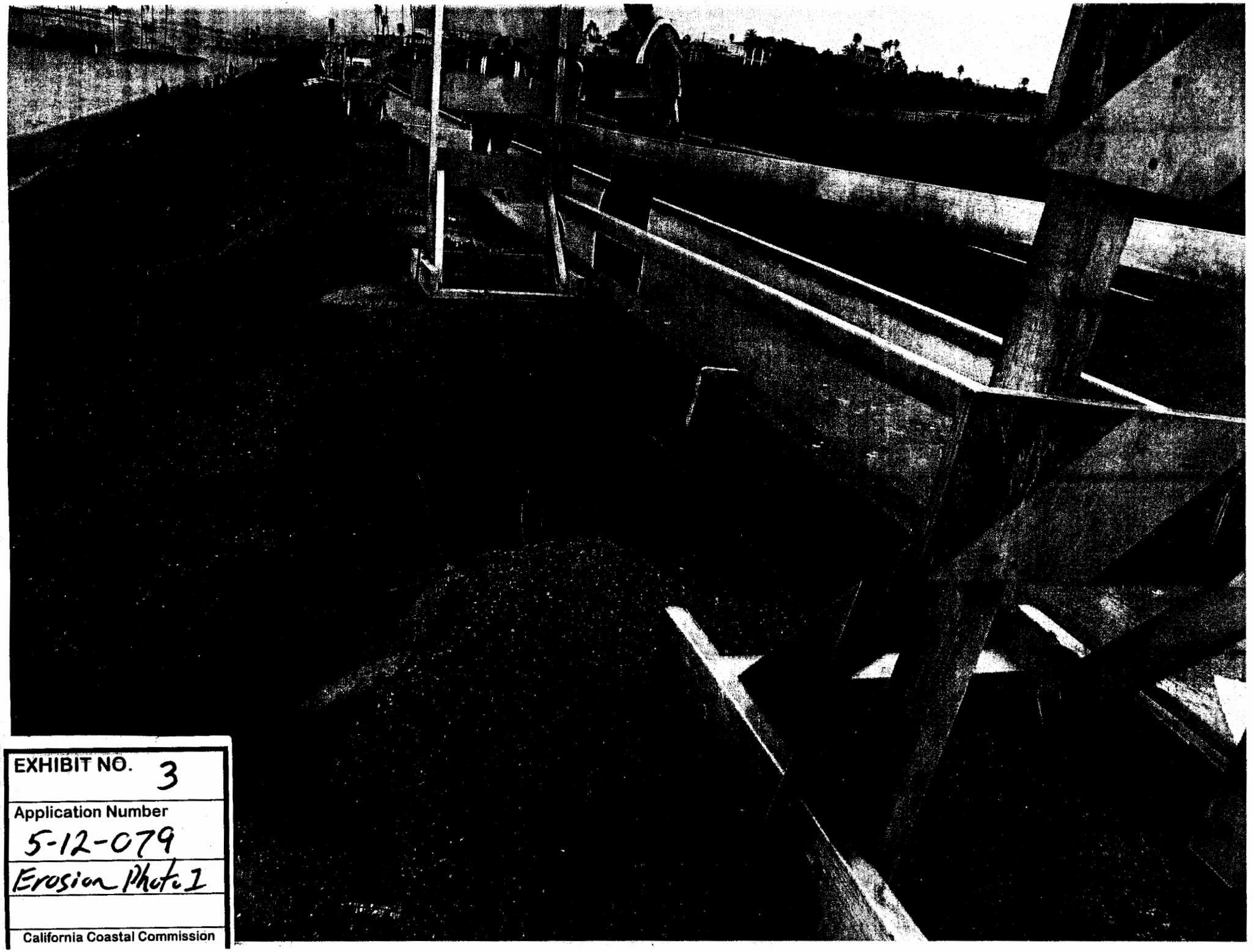


EXHIBIT NO. 3

Application Number

5-12-079

Erosion Photo 1

California Coastal Commission

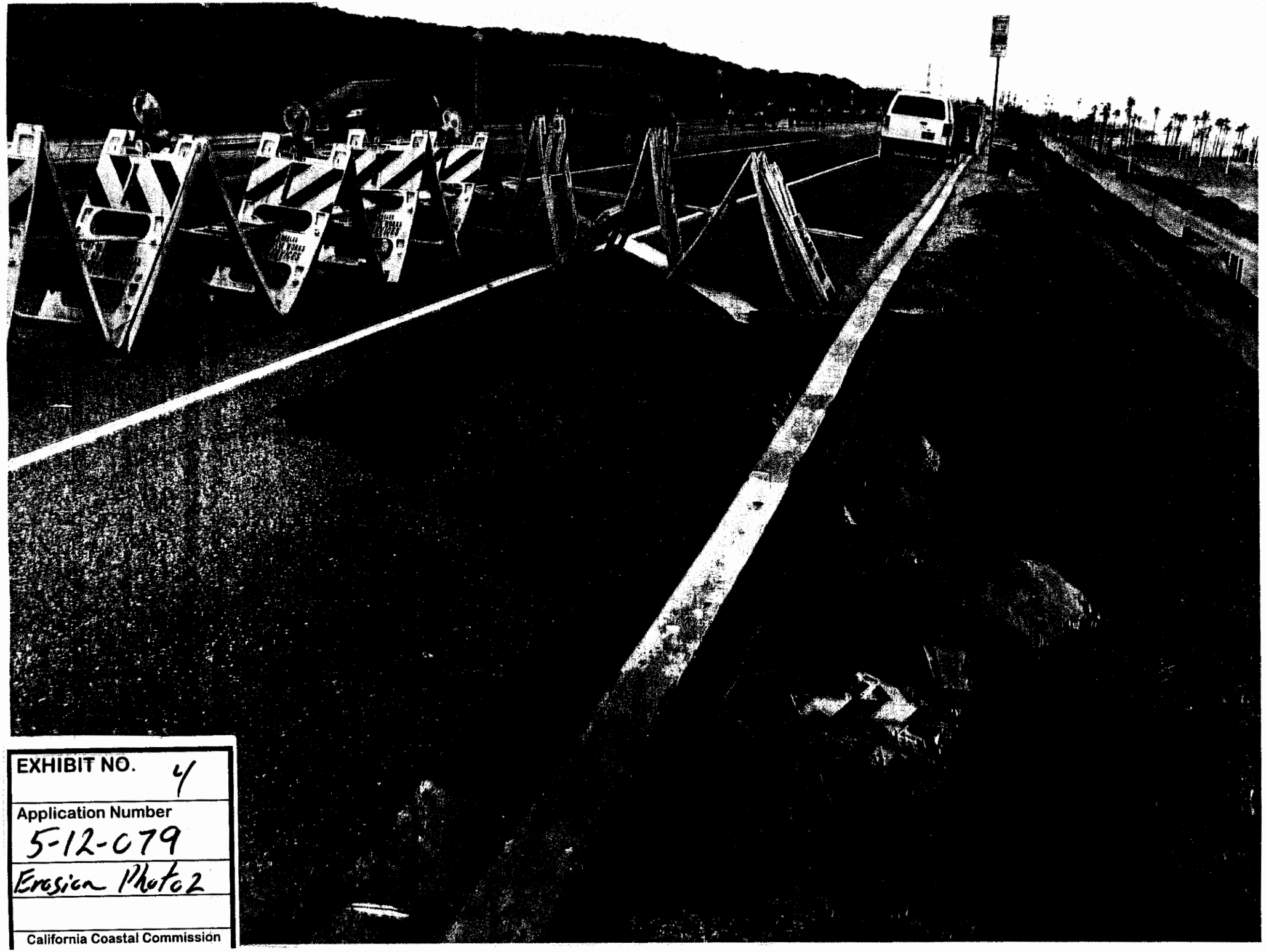


EXHIBIT NO. 4

Application Number
5-12-079
Erosion Photo 2

California Coastal Commission

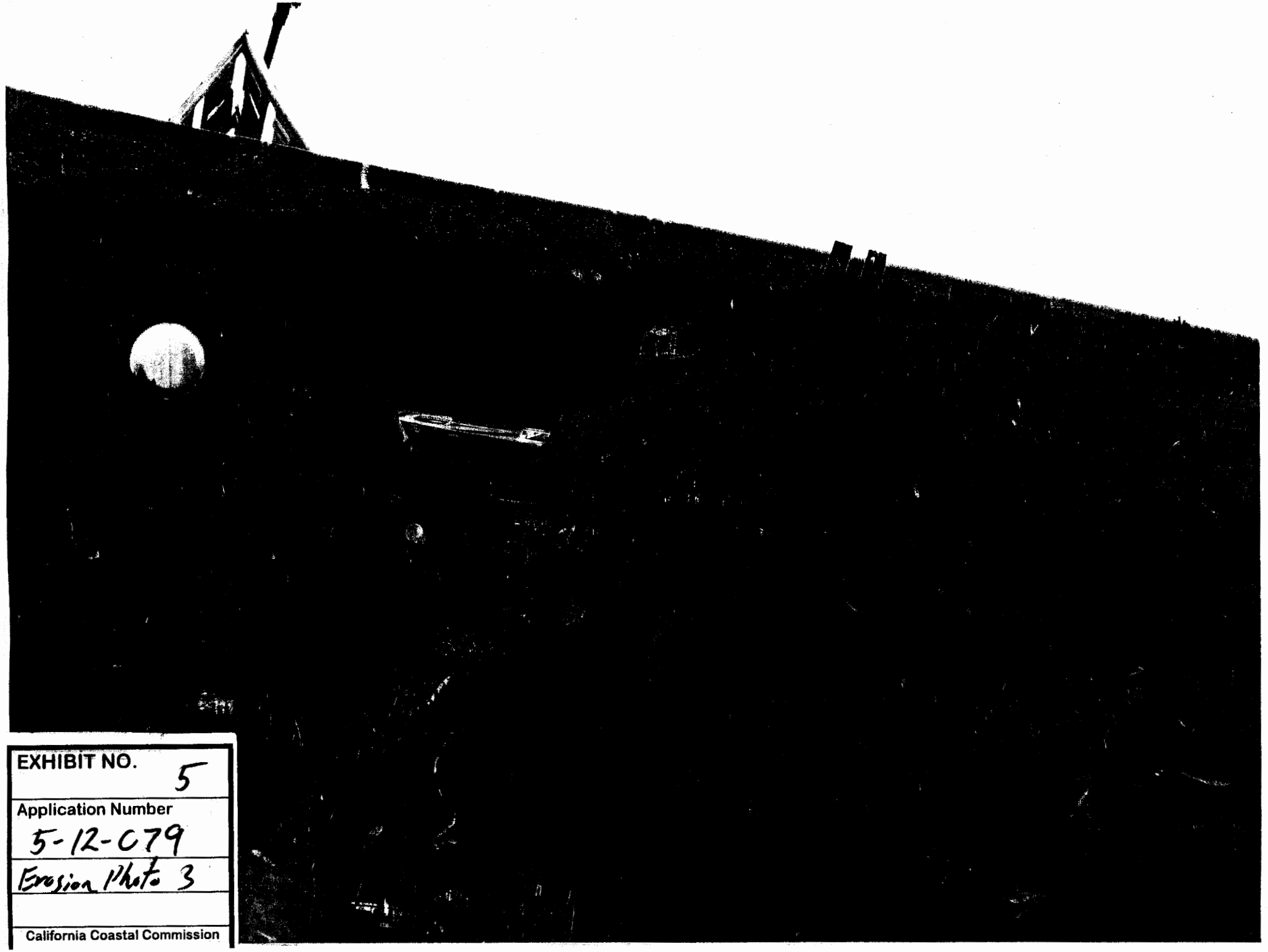


EXHIBIT NO. 5

Application Number

5-12-079

Erosion Photo 3

California Coastal Commission

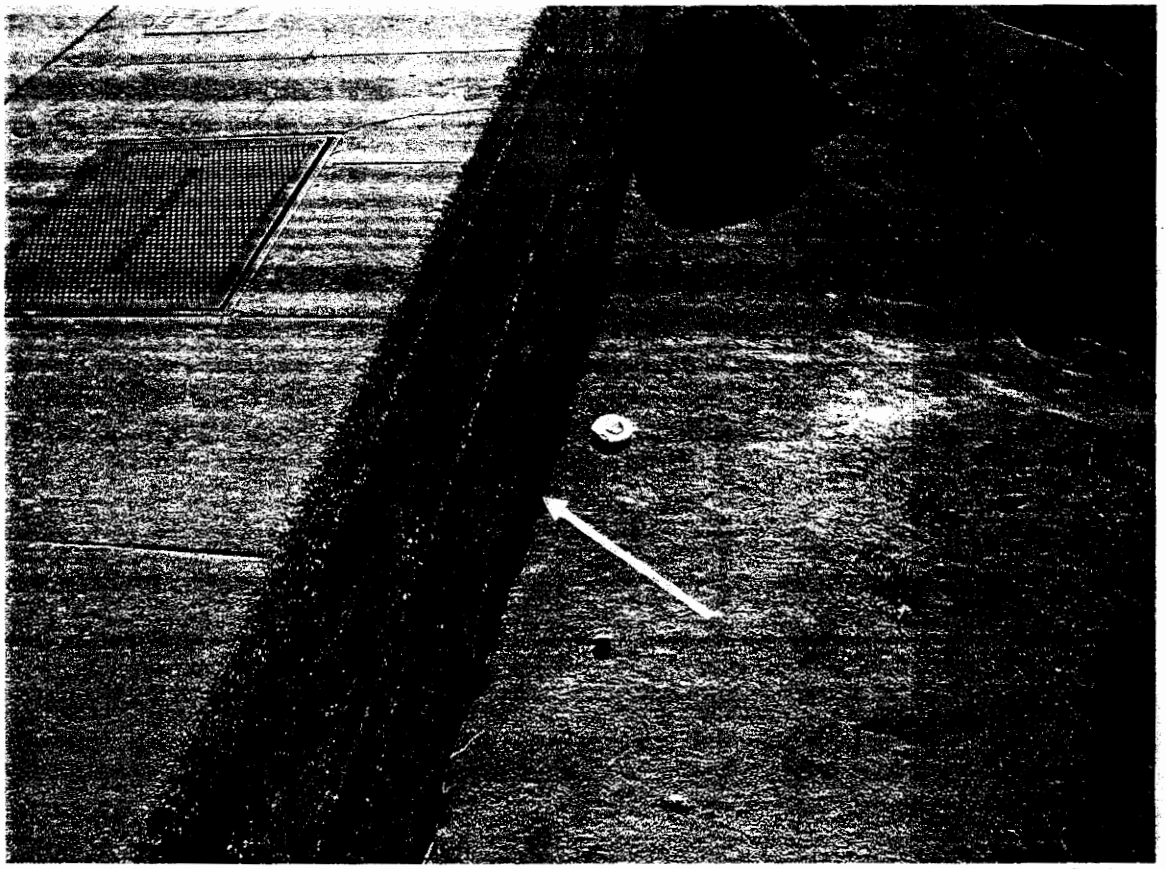


Photo 3: Close up of the back side of the catch basin. The yellow arrow points out a 1 to 2-inch wide separation between the catch basin and the sand-cement slurry backfill that has been placed on the slope.

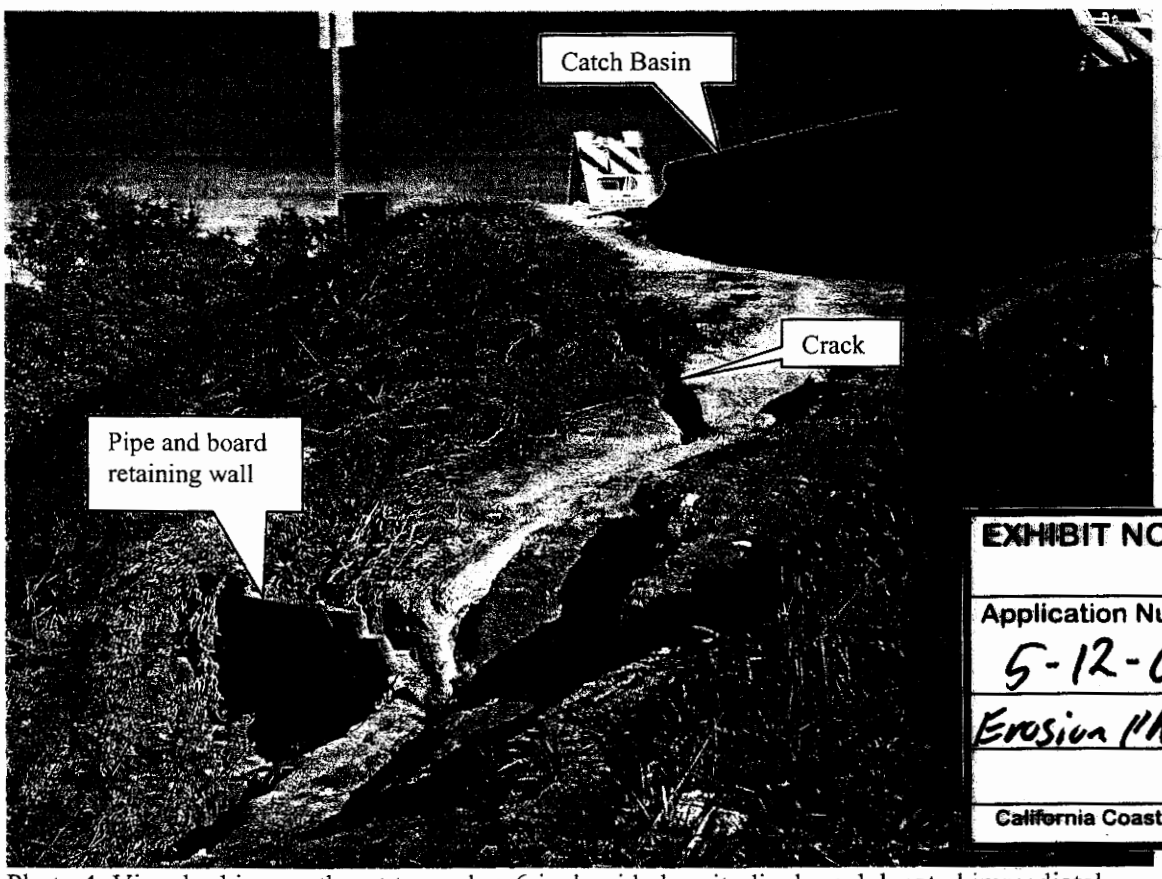
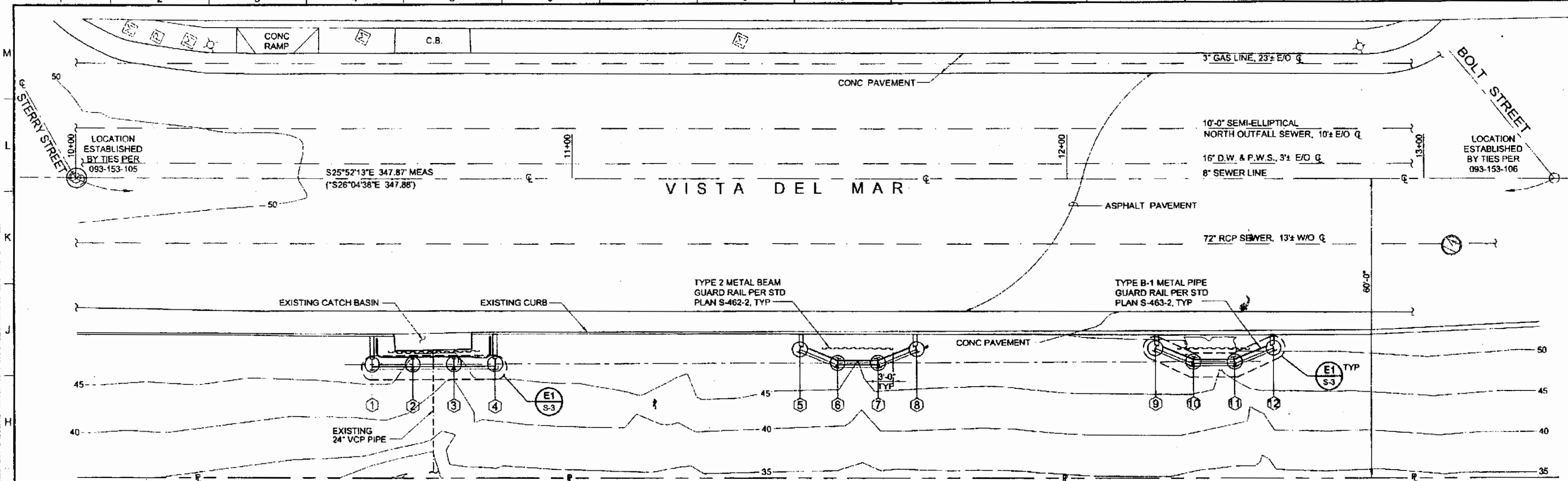


EXHIBIT NO. 6
Application Number
5-12-079
Erosion Photo 4
California Coastal Commission

Photo 4: View looking northeast towards a 6-inch wide longitudinal crack located immediately downslope of the catch basin.



NOTE : CONTRACTOR TO FIELD VERIFY THE LOCATION OF EXISTING 24" VCP PIPE PRIOR TO THE START OF PILE DRILLING OPERATION. NOTIFY THE ENGINEER IMMEDIATELY IF THE EXISTING PIPE INTERFERES WITH THE PILE DRILLING OPERATION.

PLAN

SCALE : 1" = 10'-0"

DESIGN DATA

ACI 318-08
AISC ASD 13TH EDITION WITH REVISION AND MODIFICATION PER STRUCTURAL ENGINEERING DIVISION STANDARDS

SOILS DESIGN PARAMETERS :

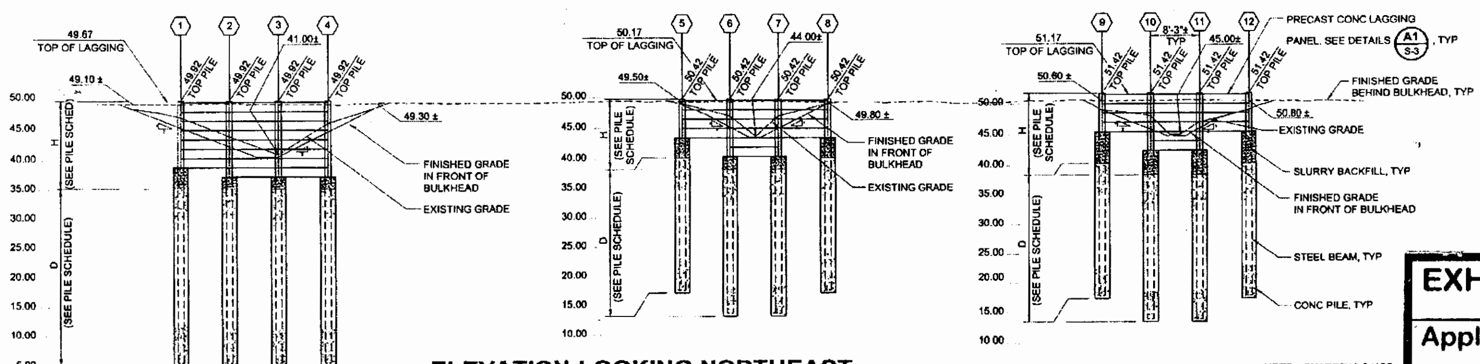
EARTH LOADS (DRY SOIL DENSITY) .... 120 PCF
DESIGN - LATERAL PRESSURE:
1. EQUIVALENT FLUID PRESSURE .... 44 PSF/FT
2. LIVE LOAD SURCHARGE .... 88 PSF, FOR THE UPPER 10 FEET
ALLOWABLE LATERAL PASSIVE PRESSURE .... 360 PSF/FT, (FROM THE TOP OF CONC PILE) 3,600 PSF MAX

REINFORCED CONCRETE DESIGN :

ULTIMATE STRENGTH DESIGN
CONCRETE PILE ENCASEMENT .... f'c = 3,250 PSI (565-C-3250P)
PRECAST CONCRETE PANEL .... f'c = 4,000 PSI (650-CW-4000)
STEEL REINFORCEMENT .... f y = 60,000 PSI

PILE SCHEDULE

PILE NO.	CONCRETE PILE DIAMETER	D EMBEDMENT DEPTH (FT)	H (FT)	D + H (FT)	STEEL BEAM SIZE	STA LOCATION (FT)	DIST. MEASURED ⊥ TO ℄ OF ROAD (R:RIGHT, L:LEFT)
1	36"	30	15	45	W27x129	10+59.64	37.50 R
2	36"	30	15	45	W27x129	10+67.89	37.50 R
3	36"	30	15	45	W27x129	10+76.14	37.50 R
4	36"	30	15	45	W27x129	10+84.39	37.50 R
5	36"	23	10	33	W16x89	11+45.89	34.77 R
6	36"	25	12	37	W24x117	11+53.57	37.50 R
7	36"	25	12	37	W24x117	11+61.82	37.50 R
8	36"	23	10	33	W16x89	11+69.50	34.77 R
9	36"	23	10	33	W16x89	12+17.48	34.77 R
10	36"	25	12	37	W24x117	12+25.16	37.50 R
11	36"	25	12	37	W24x117	12+33.41	37.50 R
12	36"	23	10	33	W16x89	12+41.10	34.77 R



ELEVATION-LOOKING NORTHEAST

SCALE : 1" = 10'-0"

NOTE : GUARDRAILS NOT FOR CLARITY.

BUREAU OF ENGINEERING

DEPARTMENT OF PUBLIC WORKS

GARY LEE MOORE, P.E. CITY ENGINEER

DESIGN GROUP

ENGINEER: ALI HEMMATABADI, PE

DESIGNED BY: ALI HEMMATABADI, PE

DRAWN BY: AARON HSU

CHECKED BY: T. LIU, PE / V. GHARIBIAN, SE / F. BAHER, SE

APPROVED BY: SHAILESH PATEL, SE

TITLE: PLAN, ELEVATION, PILE SCHEDULE AND DESIGN DATA

PROJECT: VISTA DEL MAR S/O NAPOLEON ST BULKHEAD

VISTA DEL MAR S/O NAPOLEON ST
LOS ANGELES, CA

STRUCTURE NO. SRW01023

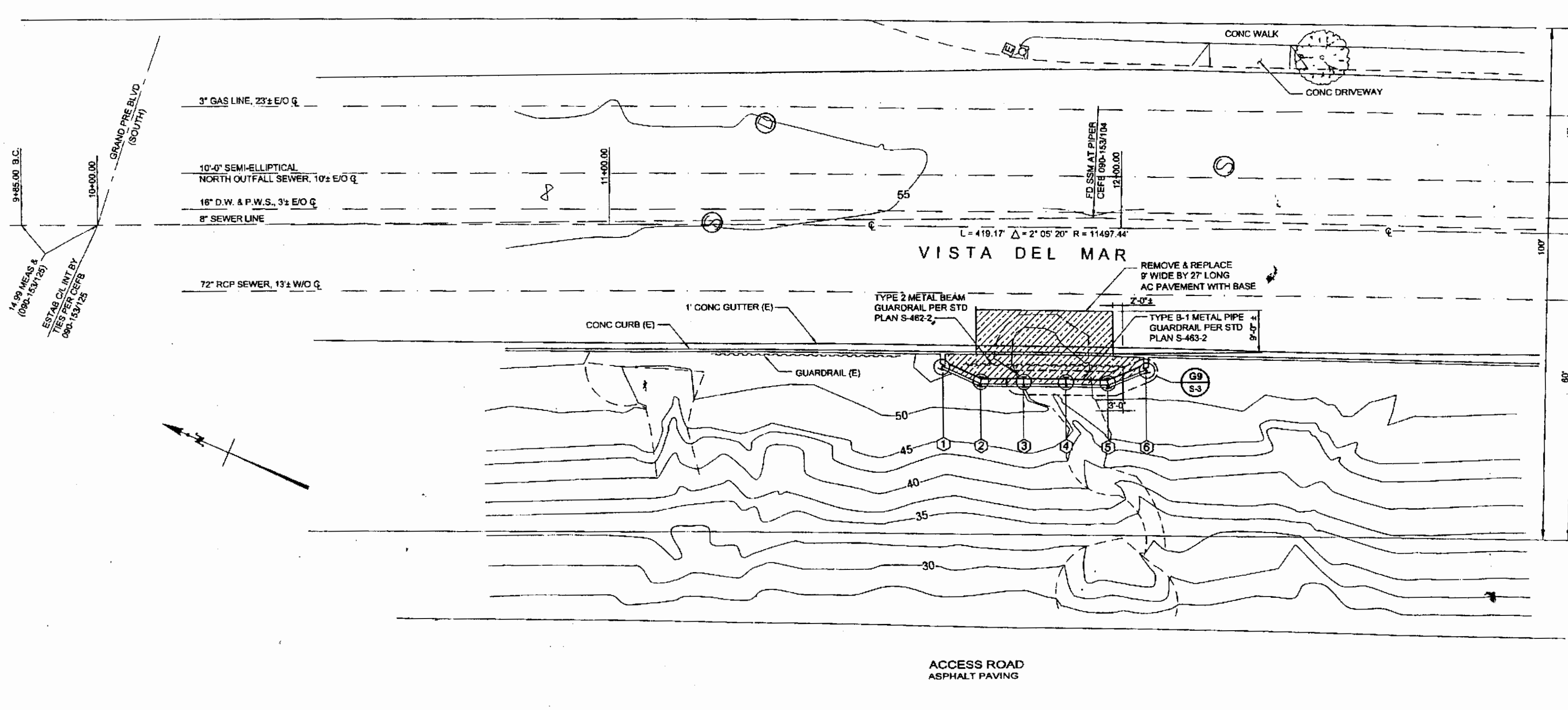
INDEX NO.

EXHIBIT NO. 7

Application Number 5-12-079

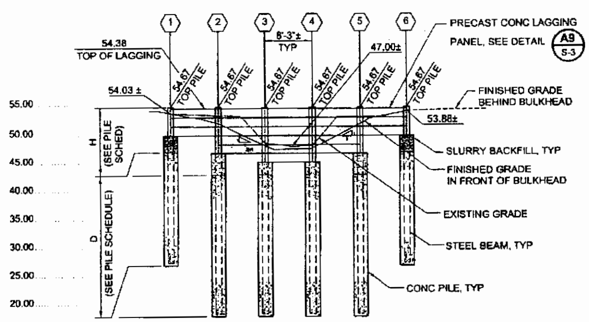
Site 1-3

California Coastal Commission



PLAN

SCALE : 1" = 10'-0"



NOTE: GUARDRAILS NOT SHOWN FOR CLARITY.

ELEVATION-LOOKING NORTHEAST

SCALE : 1" = 10'-0"

PILE SCHEDULE

PILE NO.	CONCRETE PILE DIAMETER	D EMBEDMENT DEPTH (FT)	H (FT)	D + H (FT)	STEEL BEAM SIZE	STA. LOCATION (FT)	DIST. MEASURED ⊥ TO ℄ OF ROAD (R:RIGHT, L: LEFT)
1	36"	20	8	28	W18x89	11+65.19	27.83 R
2	36"	25	12	37	W24x117	11+72.93	30.45 R
3	36"	25	12	37	W24x117	11+81.27	30.45 R
4	36"	25	12	37	W24x117	11+89.48	30.45 R
5	36"	25	12	37	W24x117	11+97.75	30.45 R
6	36"	20	8	28	W18x89	12+05.40	27.59 R

DESIGN DATA

ACI 318-08
AISC ASD 13TH EDITION
WITH REVISIONS AND MODIFICATION PER STRUCTURAL ENGINEERING DIVISION STANDARDS

SOILS DESIGN PARAMETERS:

EARTH LOADS (DRY SOIL DENSITY) .... 120 PCF

DESIGN - LATERAL PRESSURE:
1. EQUIVALENT FLUID PRESSURE .... 44 PSF/FT
2. LIVE LOAD SURCHARGE .... 88 PSF, FOR THE UPPER 10 FEET

ALLOWABLE LATERAL PASSIVE PRESSURE .... 360 PSF/FT; (FROM THE TOP OF C…

REINFORCED CONCRETE DESIGN:
ULTIMATE STRENGTH DESIGN
CONCRETE PILE ENCASEMENT .... f'c = 3,250 PSI (…
PRECAST CONCRETE PANEL .... f'c = 4,000 PSI (…
STEEL REINFORCEMENT .... f y = 60,000 PSI

DEPARTMENT OF PUBLIC WORKS — BUREAU OF ENGINEERING

…S ANGELES

GARY LEE MOORE, P.E. CITY ENGINEER

VERTICAL CONTROL: PBM 17-15215, NAVD 1988, 2000 ADJUSTMENT
HORIZONTAL CONTROL: L.A.C.E.F.B. 4087-183-104 & 4090-153-125

SHEET TITLE: PLAN, ELEVATION AND DESIGN DATA

PROJECT: VISTA DEL MAR N/O KILGORE PARKING LOT BULKHEAD

ADDRESS: VISTA DEL MAR N/O KILGORE PARKING LOT LOS ANGELES, CA

DESIGN GROUP
ENGINEER: ALI HEMMATABADI — 10/18/11
DESIGNED BY: ALI HEMMATABADI — 10/18/11
DRAWN BY: AARON HSU — 10/18/11
CHECKED BY: T. LIM / V. GHARIBIAN, SE / F. BAHER, SE — 10/18/11
APPROVED BY: SHAILESH PATEL, SE — 10-19-11

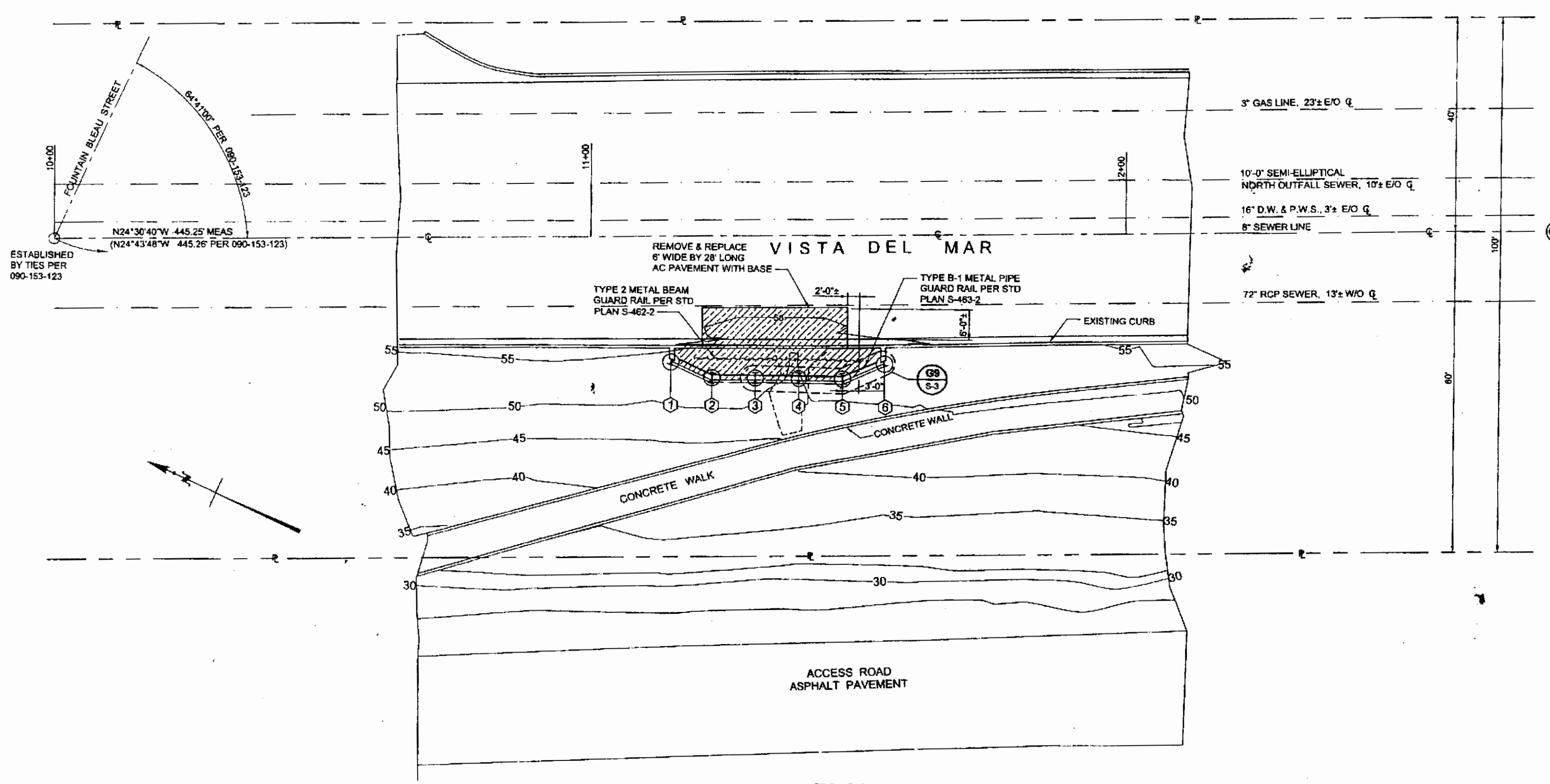
STRUCTURE NO. SRW01023

INDEX NO.

NO. | REVISIONS | DATE | BY

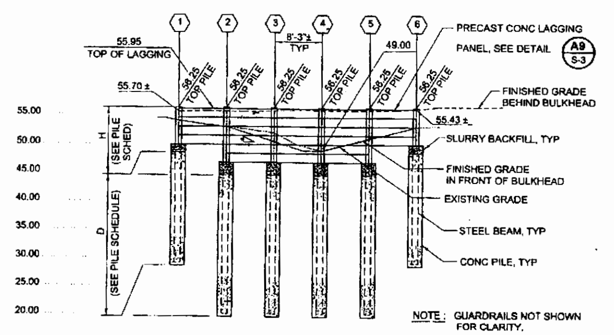
ENGINEERING

EXHIBIT NO. 8
Application Number
5-12-079
Site 4
California Coastal Commission



PLAN

SCALE : 1" = 10'-0"



NOTE : GUARDRAILS NOT SHOWN FOR CLARITY.

ELEVATION-LOOKING NORTHWEST

SCALE : 1" = 10'-0"

PILE SCHEDULE

PILE NO.	CONCRETE PILE DIAMETER	D EMBEDMENT DEPTH (FT)	H (FT)	D+H (FT)	STEEL BEAM SIZE	SAT. LOCATION (FT)	DIST. MEASURED ⊥ TO ℄ OF ROAD (R:RIGHT, L:LEFT)
1	36"	20	8	28	W16x89	11+14.61	23.92 R
2	36"	25	12	37	W24x117	11+22.43	26.66 R
3	36"	25	12	37	W24x117	11+30.68	26.66 R
4	36"	25	12	37	W24x117	11+38.93	26.66 R
5	36"	25	12	37	W24x117	11+47.16	26.66 R
6	36"	20	8	28	W16x89	11+55.00	23.92R

DESIGN DATA

ACI 318-08
AISC ASD 13TH EDITION
WITH REVISIONS AND MODIFICATION PER STRUCTURAL ENGINEERING DIVISION STANDARDS

SOILS DESIGN PARAMETERS :

EARTH LOADS (DRY SOIL DENSITY) .... 120 PCF

DESIGN - LATERAL PRESSURE:
1. EQUIVALENT FLUID PRESSURE .... 44 PSF/FT
2. LIVE LOAD SURCHARGE .... 88 PSF, FOR

ALLOWABLE LATERAL PASSIVE PRESSURE .... 360 PSF/FT;

REINFORCED CONCRETE DESIGN :

ULTIMATE STRENGTH DESIGN
CONCRETE PILE ENCASEMENT .... f'c = 3,250 PS
PRECAST CONCRETE PANEL .... f'c = 4,000 PS
STEEL REINFORCEMENT .... f y = 60,000 P

DEPARTMENT OF PUBLIC WORKS — BUREAU OF ENGINEERING

GARY LEE MOORE, P.E. CITY ENGINEER

DESIGN GROUP

		DATE:
ENGINEER:	ALI HEMMATABADI	10/19/11
DESIGNED BY:	ALI HEMMATABADI	10/18/11
DRAWN BY:	AARON HSU	10/18/11
CHECKED BY:	T. LIM / V. GHARIBIAN, SE / P. BAHER, SE	10/18/11
APPROVED BY:	SHAILESH PATEL, SE	10-19-11

CONTROL: BM 17-18215, NAVD 1988, 2000 ADJUSTMENT
CONTROL: ... B.B. 9060-153, PGS. 122-124

PLAN, ELEVATION AND DESIGN DATA

VISTA DEL MAR N/O IMPERIAL HWY BULKHEAD

VISTA DEL MAR 0.6 MILE N/O IMPERIAL HWY
LOS ANGELES, CA

REGISTERED PROFESSIONAL ENGINEER ALI HEMMATABADI C78285 CIVIL STATE OF CALIFORNIA

NO. | REVISIONS: | DATE: | BY:

INDEX NO.

STRUCTURE NO. SRW01023

EXHIBIT NO. 9

Application Number

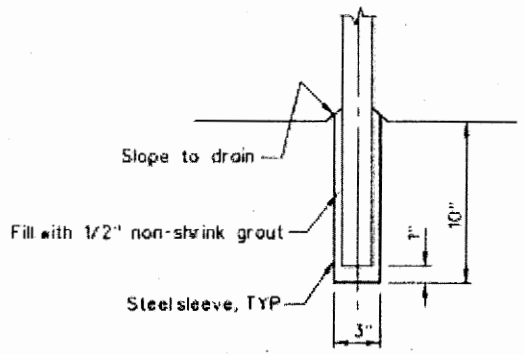
5-12-079
Site 5

California Coastal Commission

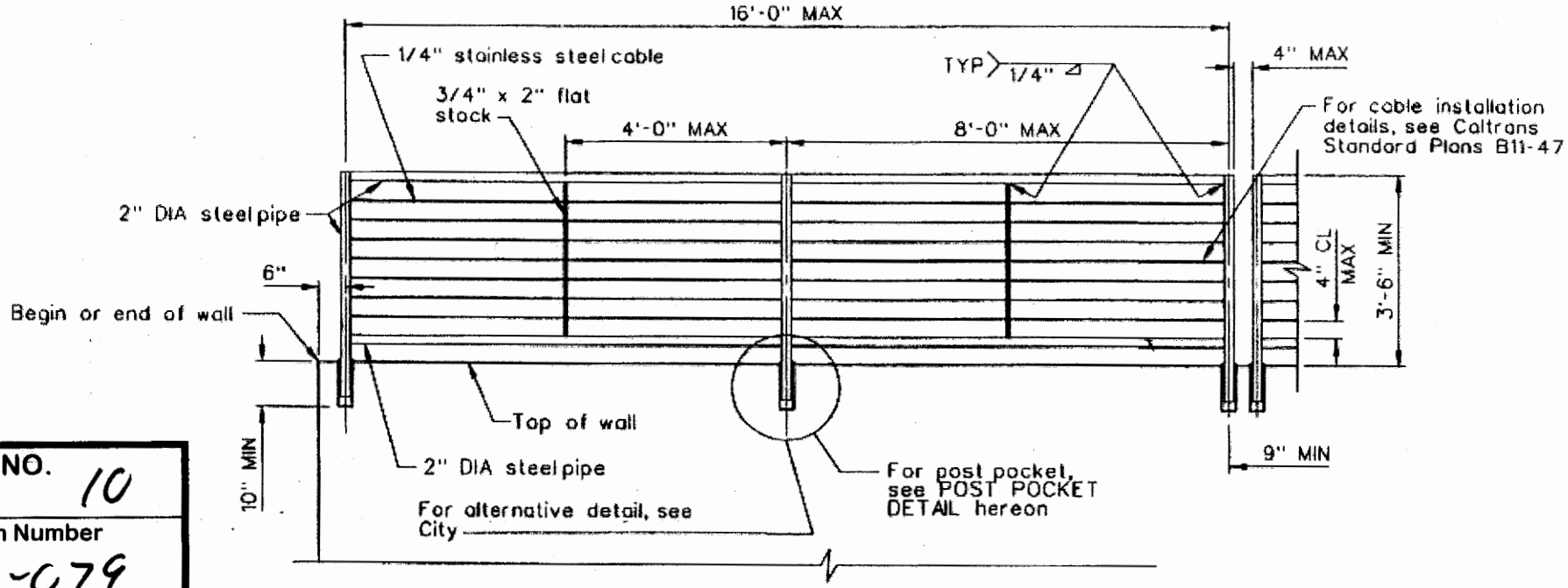
VISTA DEL MAR
GUARDRAIL PLAN CLARIFICATION

Notes:

1. THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL
2. Railing on Top of the retaining wall shall be 42 inches measured to Top of the rail.
3. Vertical and horizontal spacing between the railing shall be 4 inches MAX.
4. All steel pipes shall be schedule 40 and hot dipped, galvanized after fabrication.



POST POCKET DETAIL
No Scale



TYPICAL WALL HANDRAIL

07/09/2012

EXHIBIT NO. 10
Application Number
5-12-079
Fense Design
California Coastal Commission