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March 1, 2017

SENT VIA EMAIL

California Coastal Commission
South Coast District
200 OceanGate, Suite 1000
Long Beach, CA 90802

Click here to go to
original staff report

Re: Application No. 5-16-0171 (Wrobel, Los Angeles)
Applicants: Harold Wrobel
Property Address: 14954 Corona Del Mar, Los Angeles

Project Description: Install thirteen underground 30-inch diameter concrete soldier piles at least 45 feet deep along bluff edge with permanent tieback anchors and grade 120 cubic yards to improve downhill slope stability and protect the existing deck located on a bluff-top lot. Including modifications to address CCC staff concerns regarding potential visual impacts.

Scheduled: Thursday, March 9, 2017
Agenda Item: Th18c

Dear Commissioners:

Please be advised that this office, in conjunction with McCabe and Company, represents Harold Wrobel, ("Applicant"), the owner of the above referenced property located at 14954 Corona Del Mar, Los Angeles ("Subject Property"). The applicant seeks a Coastal Development Permit ("CDP") to allow the construction, use, and maintenance of underground soldier piles and grade beam system to increase the factor of safety to protect an existing single-family dwelling and deck on the subject property.

As some of you may remember, and as delineated in the Staff Report, the Applicant previously appeared before the Commission in July 2015 for a similar project as CDP 5-14-1571. After deliberations, the Commission continued the matter and directed the Applicant and Staff to work together to amicably resolve their differences and to determine an appropriate location for the caissons on the subject property. Based on the comments and direction provided by Commissioners, the Applicant revised the project by locating the caissons further landward than previously proposed as part of

March 1, 2017

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CDP 5-14-1571. It comes with great pleasure that after almost 20 months of working closely with Staff since the project was continued in July 2015, the proposed project will come back before the Commission with a recommendation for approval.

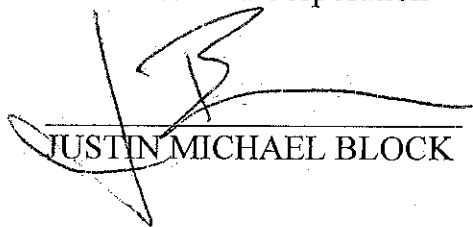
The Applicant is in agreement with the recommendation for approval with all special conditions and would like to thank Staff for their time, effort and patience in reviewing the materials and preparing a thorough Staff Report. As such, we respectfully request you follow Staff's recommendation and approve the subject project as proposed in CDP Application No. 5-16-0171.

The project team will be present at the hearing on March 9, 2017 to respond to any of your questions and/or concerns.

Thank you for your anticipated courtesy and cooperation in reviewing this matter.

Respectfully submitted,

LAW OFFICES
BLOCK & BLOCK
A Professional Corporation



JUSTIN MICHAEL BLOCK

JMB:lo

cc: Harold Wrobel, applicant
McCabe & Company

5-16-0171 (Wrobel)
14954 W. Corona del Mar,
Pacific Palisades

California Coastal Commission
Hearing Item No. Th18c
March 9, 2017

A copy of these materials has been provided to Coastal Commission staff.

Project Location

14954 Corona del Mar,
Pacific Palisades,
City of Los Angeles



Existing Development



Concrete Patio

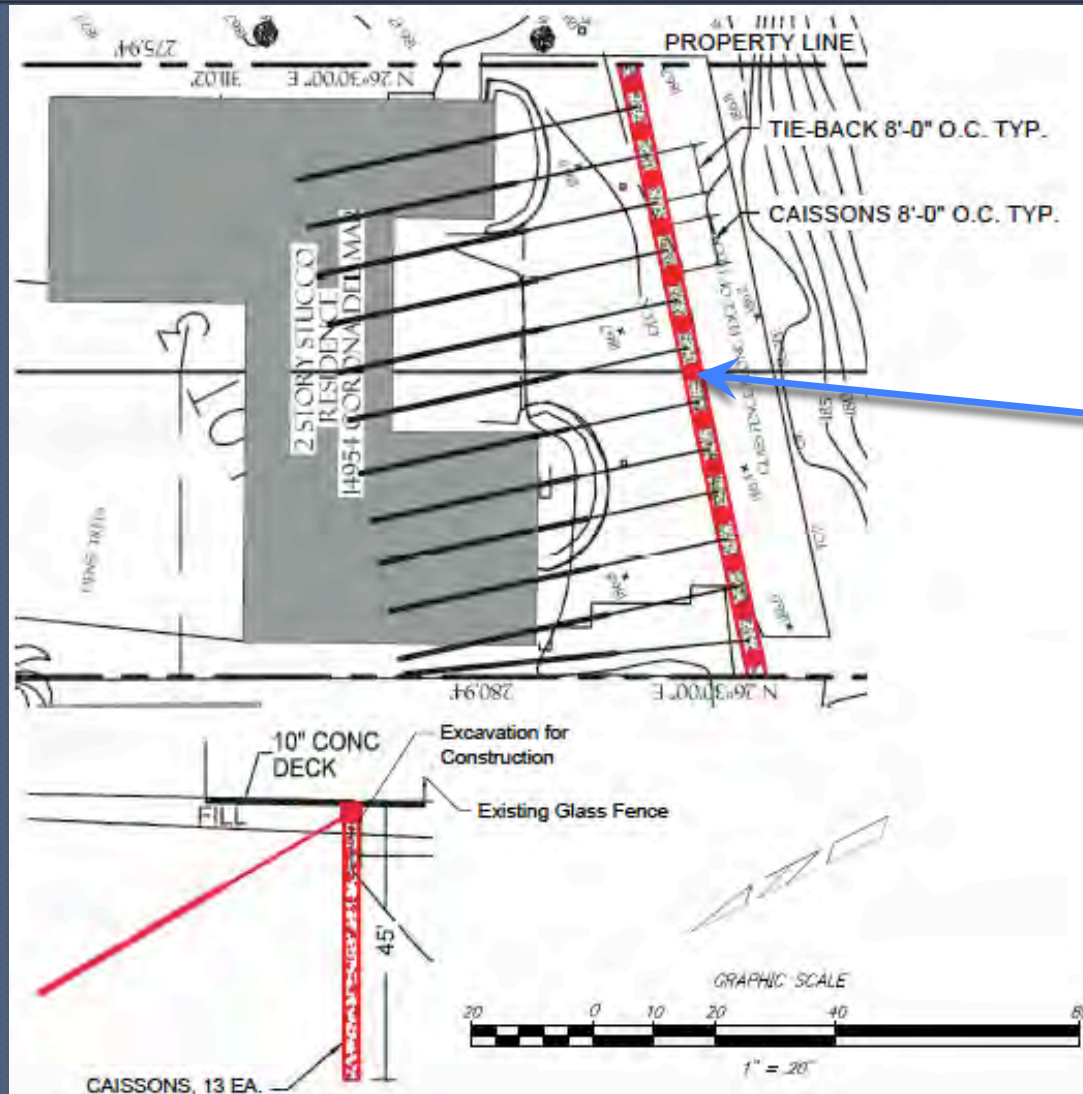
Artificial Turf

Project Description

Installation of 13 soldier piles with tiebacks to support existing rear yard patio and increase factor of safety for existing residence:

- Each pile approx. 30-inches in diameter, 45 feet deep with permanent tieback anchors beneath basement of existing residence
- All new development to be buried; concrete patio to remain in current configuration
- No seaward encroachment proposed

Project Diagram



Piles to be sited approx. 15-23 ft. from bluff edge

Project History

- **May 2014:** Project approved by City of LA; no appeal filed. CDP application subsequently submitted to CCC (dual jurisdiction area)
- **July 2015:** CCC De Novo hearing – Staff recommends approval with conditions to move piles inland/5' from residence; hearing continued
- **Oct. 2015:** Staff report released with denial recommendation; hearing postponed.
 - Application withdrawn to allow time to work with staff
- **Feb. 2016:** Project redesigned to address CCC staff concerns regarding potential visual impacts and application resubmitted (CDP No. 5-16-0171)
 - Piles relocated more than 10 ft. further inland than previous proposal
- **July 2016:** Site visit with CCC geologist
- **March 2017:** CCC hearing to consider revised project

Project Redesign



Proposed pile location

Originally proposed pile location

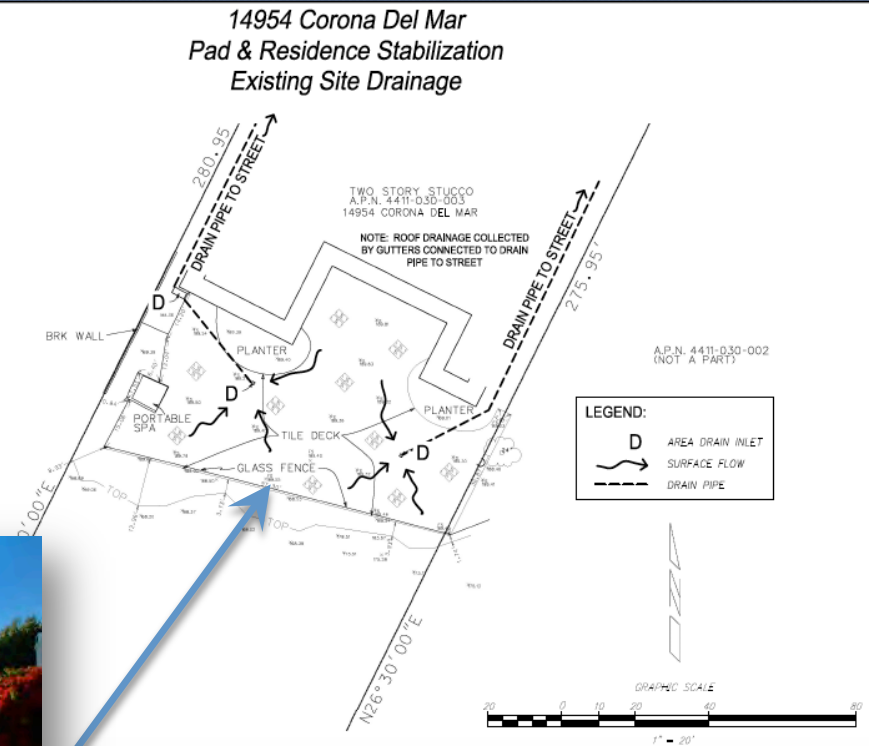
- Proposed piles to be sited minimum 15 ft. from bluff edge and as much as 24.3 ft.
- Originally proposed pile system was as close as 3.7 ft. to bluff edge
- Piles cannot be sited any closer to house due to interference with existing deepened foundation system/basement

Site Drainage

- Existing patio prevents infiltration into bluff

"...the concrete patio and existing drainage system prevent drainage from exacerbating erosion of the coastal bluff."

Staff Report, p. 12



Staff Recommendation

- Approval subject to eight (8) special conditions to ensure that applicant carries out development as proposed and minimizes adverse impacts to coastal resources
- *"...staff is recommending approval of the proposed underground caissons and tiebacks because they will reduce the risk of damage to the home caused by a shallow landslide and has been located as far landward as feasible."*

Staff Report, page 2

Coastal Act Consistency

Proposed project is consistent with Sections 30251 and 30253 of the Coastal Act which state that scenic areas shall be protected and allow stabilization devices if determined to be the least damaging structural alternative.

- Proposed piles sited as far inland as feasible;
- Proposed piles will not be exposed for life of development;
- Applicant willing to remove all ancillary improvements if threatened;
- No adverse impacts to public views from beach below resulting from project

Conclusion

- Proposed pile/tieback system necessary to protect existing deck/outdoor living area and improve factor of safety for residence
- Project will not result in adverse impacts to scenic resources as piles will not be exposed and all ancillary development seaward of residence will be removed if threatened
- Applicant respectfully requests approval of project as proposed and recommended by staff

CALIFORNIA COASTAL COMMISSION

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



Th18c

Filed:	9/15/16
180th Day:	3/14/17
Staff:	Z. Rehm-LB
Staff Report:	2/24/17
Hearing Date:	3/9/17

STAFF REPORT: REGULAR CALENDAR

Application No.:	5-16-0171
Applicant:	Harold Wrobel
Agents:	Justin Block, McCabe and Company, GeoSoils Inc.
Location:	14954 Corona del Mar, Pacific Palisades, Los Angeles County (APN 4411-030-003)
Project Description:	Install 13 caissons, each at least 30-inches in diameter, at least 45 feet deep, landward of bluff edge, with permanent tieback anchors, and grade 120 cubic yards, to improve downhill slope stability under existing home on bluff top lot.
Staff Recommendation:	Approval with conditions.

SUMMARY OF STAFF RECOMMENDATION:

The proposed project is located on Corona del Mar, a bluff top site in the Pacific Palisades area of the City of Los Angeles that is visible from Pacific Coast Highway and the public beach below. The proposed project raises Coastal Act issues related to safety of development in a hazardous location and protection of natural landforms and public views. The applicant proposes to install 13 caissons, each at least 30-inches in diameter, at least 45 feet deep, 15 to 24 feet inland of the bluff edge, with permanent tieback anchors. The existing home is located approximately 45 to 58 feet from the bluff edge. The proposed caissons may eventually be exposed as natural processes contribute to bluff erosion, resulting in adverse impacts to scenic and visual resources.

The proposed caissons and tieback anchors will improve downhill slope stability under the existing home and a portion of the rear patio, but will not achieve the 1.5 factor of safety required by the City of Los Angeles for new bluff top development. The proposed caissons will also be too shallow to prevent damage to the home caused by a deep-seated landslide.

Because the single family home is existing and is not proposed to be replaced or substantially remodeled, the applicant is not required by the local government (City of Los Angeles) to increase the factor of safety under the home. Nonetheless, staff is recommending **approval** of the proposed underground caissons and tiebacks because they will reduce the risk of damage to the home caused by a shallow landslide and has been located as far landward as feasible.

Coastal Development Permit Application No. 5-14-1571 was submitted for a similar project (with the proposed caissons and tiebacks closer to the bluff edge) on August 29, 2014. Commission staff recommended that the caissons be located further landward in order to minimize the likelihood that they would become exposed in the future. That application was continued by the Commission at a public hearing on July 9, 2015 and withdrawn by the applicant on October 15, 2015 because of the pending regulatory deadline associated with the Permit Streamlining Act.

In order to ensure that the applicant carries out the development as proposed and minimizes adverse impacts to coastal resources, staff recommends that the Commission approve the permit subject to eight special conditions requiring: 1) final project plans that identify the caissons, tieback anchors, proposed grading, and hardscape; 2) conformance with the geotechnical recommendations; 3) a plan to address the potential visual impacts of the caissons in the event that they are exposed; 4) an erosion control plan; 5) a construction best management plan; 6) acknowledgement that future improvements shall require a coastal development permit; 7) assumption of risk, waiver of liability, and indemnity; and 8) the recordation of deed restriction incorporating the terms of the permit.

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Appendix A – Substantive File Documents

EXHIBITS

- Exhibit 1 – Vicinity Maps
- Exhibit 2 – Project Plans
- Exhibit 3 – Survey
- Exhibit 4 – Slope Stability Cross Section

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit No. 5-16-0171 pursuant to the staff recommendation.*

Staff recommends a **YES** vote of the foregoing motion. Passage of this motion will result in conditional approval of the permit 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 a coastal development permit for the proposed development 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 applicant 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 applicant 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. **Submittal of Final Project Plans.**

- A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the Executive Director's review and approval, two (2) sets of final project plans that identify the caissons, tieback anchors, proposed grading, and hardscape.
- B. If installation of the caissons and tieback anchors requires removal of 50 percent or more of the existing rear concrete patio, the revised project plans shall also show the proposed removal and replacement of the patio. If replaced, the patio shall be located no closer than 10 feet landward of the bluff edge. Any replaced windscreen shall not exceed 42 inches in height and shall be installed no less than 10 feet landward of the bluff edge. Any Plexiglass or other glass wall shall be non-clear, tinted, frosted, or incorporate other elements to prevent bird strikes.
- C. The permittee shall undertake development in accordance with the approved permit. 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. **Conformance with Geotechnical Recommendations.**

- A. All final design and construction plans, including grading and drainage plans, and as modified and approved under Coastal Development Permit No. 5-16-0171, shall be consistent with all recommendations contained in the geotechnical report by Byer Geotechnical, Inc., dated February 8, 2013, as well as all requirements of the City of Los Angeles Department of Building and Safety, Geology and Soils Report Approval Letter, dated April 30, 2013.
- B. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the Executive Director's review and approval, two full sets of plans with evidence that an appropriately licensed professional has reviewed and approved all final design and construction plans and certified that each of those final plans is consistent with all the recommendations specified in the above-referenced report.
- C. The permittee shall undertake development in accordance with the approved permit. 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.

3. **Structural Appearance (Caisson Exposure).**

- A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a plan for the review and approval of the Executive Director to address the potential visual impacts of the caissons in the event that the caissons are exposed and

visible from Pacific Coast Highway as a result of earth movement or other circumstances. The applicant shall agree in writing to carry out the approved plan, which shall include:

- i. If the caissons are exposed, then the applicant shall submit photographs to the Executive Director within 30 days of exposure identifying the extent of the exposure.
- ii. Within 30 days of submitting photographs identifying the extent of the exposure of the caissons, the applicant shall color the exposed concrete caissons so that it will match the surrounding soils. The caissons should be colored in such a way that the result would be a natural, mottled appearance.
- iii. Installation of a low “breakaway” skirt wall to cover exposed earth and/or caissons. The applicant shall contact the Coastal Commission for a determination of whether or not the installation of the low “breakaway” skirt wall requires an amendment to this permit.

B. The permittee shall undertake development in accordance with the approved permit. 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.

4. Erosion Control Plan.

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the Executive Director’s review and approval, a plan for runoff and erosion control.

- i. The erosion control plan shall demonstrate that:
 - (1) During construction, erosion on the site shall be controlled to avoid adverse impacts on adjacent properties and Pacific Coast Highway.
 - (2) The following temporary erosion control measures shall be used during construction: sand bags, a desilting basin and silt fences.
 - (3) Following construction, erosion on the site shall be controlled to avoid adverse impacts on adjacent properties and public streets.
 - (4) The following permanent erosion control measures shall be installed: a drain to direct roof and yard drainage to the street; no drainage shall be directed to the rear yard slope; no drainage shall be retained in the front yard.
 - (5) No underground irrigation system shall be installed in the rear yard.
- ii. The plan shall include, at a minimum, the following components:
 - (1) A narrative report describing all temporary erosion control measures to be used during construction and all permanent erosion control measures to be installed for permanent erosion control.
 - (2) A site plan showing the location of all temporary erosion control measures.
 - (3) A schedule for installation and removal of the temporary erosion control measures.
 - (4) A site plan showing the location of all permanent erosion control measures.
 - (5) A schedule for installation and maintenance of the permanent erosion control measures.

- B. The permittee shall undertake development in accordance with the approved permit. 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.

5. Storage of Construction Materials, Mechanized Equipment and Removal of Construction Debris.

- A. The permittee shall comply with the following construction-related requirements:

- i. No construction materials, debris, or waste shall be placed or stored where it may be subject to water, wind, rain, or dispersion;
- ii. Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of the project;
- iii. 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 into coastal waters;
- iv. Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control dust and 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 coastal waters; and
- v. All construction materials, excluding lumber, shall be covered and enclosed on all sides, and as far away from a storm drain inlet and receiving waters as possible.

- B. Best Management Practices (BMPs) designed to prevent spillage and/or runoff of construction-related materials, sediment, or contaminants associated with construction activity shall be implemented prior to the on-set of such activity. Selected BMPs shall be maintained in a functional condition throughout the duration of the project. Such measures shall be used during construction:

- i. The applicant shall ensure the proper handling, storage, and application of petroleum products and other construction materials. These shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. It shall be located as far away from the receiving waters and storm drain inlets as possible;
- ii. The applicant shall develop and implement spill prevention and control measures;
- iii. The applicant shall maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than 50-feet away from a storm drain, open ditch or surface water; and
- iv. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during construction.

- 6. Future Development.** This permit is only for the development described in Coastal Development Permit No. 5-16-0171. Pursuant to Title 14 California Code of Regulations

Sections 13250(b)(6) and 13253(b)(6), the exemptions otherwise provided in Public Resources Code Section 30610(a) and (b) shall not apply to the development governed by Coastal Development Permit No. 5-16-0171. Accordingly, any future improvements to the structures authorized by this permit shall require an amendment to Permit No. 5-16-0171 from the Commission or shall require an additional coastal development permit from the Commission or from the applicable certified local government. In addition thereto, an amendment to CDP Coastal Development Permit No. 5-16-0171 from the Commission or an additional CDP from the Commission or from the applicable certified local government shall be required for any repair or maintenance identified as requiring a permit in PRC Section 30610(d) and Title 14 CCR Sections 13252(a)-(b).

7. **Assumption of Risk, Waiver of Liability, and Indemnity.** By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from slope instability, erosion, landslides and wave uprush, storm conditions, 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.
8. **Deed Restriction.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and approval documentation demonstrating that the landowners have executed and recorded against the parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

IV. DUAL PERMIT JURISDICTION AREA

The proposed development is within the coastal zone of the City of Los Angeles. Section 30600(b) of the Coastal Act allows a local government to assume permit authority prior to certification of its local coastal program. Under that section, the local government must agree to issue all permits within its jurisdiction. In 1978 the City of Los Angeles chose to issue its own coastal development permits pursuant to this provision of the Coastal Act.

Within the areas specified in Section 30601 of the Coastal Act, which is known in the City of Los Angeles permit program as the Dual Permit Jurisdiction area, the Act requires that any development that receives a local coastal development permit also obtain such a permit from the Coastal Commission. Section 30601 requires a second coastal development permit from the Commission on all lands located (1) between the sea and the first public road, (2) within 300 feet of the inland extent of a beach, or the sea where there is no beach, (3) on tidelands or submerged lands, (4) on lands located within 100 feet of a wetland or stream, or (5) on lands located within 300 feet of the top of the seaward face of a coastal bluff. Outside that area, the local agency's (City of Los Angeles) coastal development permit is the only coastal development permit required. Thus it is known as the Single Permit Jurisdiction area.

The proposed development is located just inland of Pacific Coast Highway, on the coastal bluffs within 300 feet of the top of the seaward face of a coastal bluff. This area is located within the coastal zone area of the City of Los Angeles that has been designated in the City's permit program as the "Dual Permit Jurisdiction" area pursuant to Section 13307 of Title 14 of the California Code of Regulations and Section 30601 of the Coastal Act. The applicant received a coastal development permit (ZA 2013-3422) from the City of Los Angeles on May 27, 2014. The permit was not appealed to the Commission and is, therefore, a final action by the City. This application is for the Commission's dual permit.

V. FINDINGS AND DECLARATIONS

A. PROJECT LOCATION & DESCRIPTION

The applicant proposes to install underground caissons with permanent tieback anchors to increase the factor of safety of a portion of the 27,796 square foot bluff-top lot on the south side of Corona del Mar just north of Pacific Coast Highway, in the Pacific Palisades area of the City of Los Angeles (**Exhibit 1**). The proposed project includes installation of a row of thirteen caissons, each at least 30 inches in diameter, a minimum of 45 feet deep, varying from 15 to 24 feet inland of the bluff edge, with permanent tieback anchors (**Exhibit 2**). The project will improve downhill slope stability under the existing home and reduce risks associated with a shallow landslide; however it will not achieve the 1.5 factor of safety required by the City of Los Angeles for new bluff top development. The proposed caissons will also be too shallow to prevent damage to the home caused by a deep-seated landslide. The setback of the existing home varies from approximately 45 to 58 feet from the bluff edge (**Exhibit 3**). The proposed project also includes approximately 120 cubic yards of grading. After the caissons and tiebacks are installed, they will be covered with soil and an existing concrete patio will be repaired atop the soil. No additional development is proposed.

The project site is located on the southern side of Corona del Mar, approximately one-quarter mile west of the intersection of Pacific Coast Highway and Chautauqua Boulevard on a bluff composed primarily of marine and non-marine terrace deposits. The proposed project site is on a coastal bluff overlooking and visible from Pacific Coast Highway and Will Rogers State Beach. The coastal bluff is not currently subject to marine erosion as Pacific Coast Highway is located between the sea and the toe of the bluff. The subject property is a rectangular lot measuring approximately 280 feet in length and 100 feet in width. The site consists of a level pad that varies from approximately 150 to 185 feet deep, as measured from the street to the existing bluff edge. The bluff begins its seaward descent from an elevation of approximately 186 feet above sea level. The toe of the slope has been

buttressed with a fill slope installed by Caltrans. There is also an approximately 10 foot high debris wall along the toe of the slope.

The applicant purchased the subject site and the vacant, landscaped lot next door in 1997. The subject property is developed with a two-story over basement 5,438 square-foot single family home constructed in 1934. The applicant believes that the concrete patio between the home and bluff in the rear yard of the property was constructed in 1972. The seaward edge of the concrete patio varies from approximately 3.7 to 13 feet from the bluff edge. Artificial turf is located between the seaward edge of the patio and the bluff edge. No natural landscaping exists at the rear of the property and none will be installed in conjunction with the proposed project. Existing drainage improvements collect and transfer stormwater to the storm drain on Corona del Mar.

The applicant also owns the approximately 27,669 square-foot vacant, landscaped parcel to the east of the subject property which is used as a yard for the home. Bluff stabilization is not proposed on this adjoining lot. Surrounding properties are improved with large single-family dwellings on large lots. The property slopes downward towards Pacific Coast Highway and is located in a Very High Fire Hazard Severity Zone, a seismically induced landslide hazard zone, and is approximately 160 meters from the Santa Monica Fault. The site experienced strong ground shaking and landsliding during the 1994 Northridge Earthquake.

Coastal Development Permit Application No. 5-14-1571 was submitted for a similar project (with the proposed caissons and tiebacks located closer to the bluff edge) on August 29, 2014. Commission staff recommended that the caissons be located further landward in order to minimize the likelihood that they would become exposed in the future. The applicant's geologist indicated that the proposed caissons were also necessary to protect the existing rear concrete patio, which Commission staff determined was not a principal structure entitled to a bluff protection device pursuant to Coastal Act Section 30253. That application was continued by the Commission at a public hearing on July 9, 2015 and withdrawn by the applicant on October 15, 2015. The applicant received a coastal development permit (ZA 2013-3422) from the City of Los Angeles on May 27, 2014. The applicant indicates that that permit can be applied to the subject proposal (with the caissons and tiebacks located further landward), subject to approval from the Los Angeles City Planning Department and Department of Building and Safety.

B. HAZARDS

Coastal Act section 30253 states in relevant part:

New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
- (b) 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.*

Development on a coastal bluff is inherently risky due to the potential for bluff failure. Bluff development poses potential adverse impacts to the geologic stability of bluffs and the stability of residential structures and ancillary improvements. In general, bluff instability is caused by environmental factors and impacts caused by human activity. Environmental factors include

seismicity, wave attack, drying and wetting of soils, wind erosion, salt spray erosion, rodent burrowing, percolation of rain water, poorly structured bedding and soils conducive to erosion. Factors attributed to human activity include bluff over steepening from cutting roads and railroad tracks, irrigation, over-watering, building too close to the bluff edge, grading into the bluff, improper site drainage, use of impermeable surfaces that increase runoff, use of water-dependent vegetation, pedestrian or vehicular movement across the bluff top, face and toe, and breaks in water or sewage lines.

The applicant has provided geological analyses for the subject site¹. The applicant's geotechnical analyses acknowledge that the subject parcel has inherent geologic risks regarding slope stability and states that the "slope has experienced failures that have caused significant retreat of the bluff toward the residence and left steep scarps and debris-blanketed slopes." The applicant has also provided a slope stability analysis which indicates that the slope stability will be enhanced by the proposed project (**Exhibit 4**). However, that does not preclude the possibility that a surficial failure could occur at areas of steepened slope wash and or steepened weathered bedrock due to poor irrigation practices, heavy prolonged rain, poor site drainage or other factors. The geotechnical engineering exploration was approved by the Los Angeles Department of Building and Safety (LADBS) Grading Division on April 30, 2013. The LADBS approval letter states:

The site is situated near the top of a coastal bluff that has a history of slope instability. According to the report, the top of the bluff has receded approximately 36 feet in the last 46 years and is currently encroaching upon an existing concrete deck. The geologic unit underlying the site consists of older (Pleistocene) alluvium with landslide and talus debris on the bluff face, as well as buttress fill at the bottom of the slope adjoining Pacific Coast Highway (PCH) that was placed by Cal Trans in 1979.

According to the applicant's geotechnical consultant, the average bluff retreat rate in this location is 0.78 feet per year, and although both the rear concrete patio and the home are at risk from erosion, when these structures will be undermined and fail is unclear. The applicant's geotechnical consultant notes that the majority of this historic erosion was caused by the 1994 Northridge Earthquake and that "[t]he top of the bluff has remained relatively stable over the last 20 years. Studies of long-term bluff retreat in California, which include the entire coastline, indicate an average annual retreat of six inches. However, this rate is deceptive, as catastrophic events can cause large amounts of bluff retreat in one event."

The Coastal Act and California Environmental Quality Act require analysis of project alternatives to identify the least environmentally damaging alternative. Alternatives typically considered for proposed bluff stabilization projects include: the "no project" alternative; drainage and erosion control on the bluff top; abandonment or relocation of threatened structures; other less damaging structural alternatives; and combinations of some or all of these options.

a. No Project Alternative

¹ Geotechnical Engineering Exploration by Byer Geotechnical, Inc. dates February 8, 2013; and supplemental memos from GeoSoils Inc. dated April 19, 2016; June 3, 2016; September 13, 2016; and February 1, 2017

Based on current conditions, the no project alternative would result in continued erosion of the coastal bluff. Because the home is developed in an area subject to earthquakes and landslides, with a factor of safety between 1.0 and 1.5, an episodic failure could damage or destroy the existing home at any time.

b. 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 drainage controls and vegetation can slow coastal erosion, they would not, by themselves, be sufficient to protect the existing home from being undermined by continued erosion. In this case, the concrete patio and existing drainage system prevent drainage from exacerbating erosion of the coastal bluff. Plantings and additional bluff drainage controls alone would not be adequate to address the erosion problem.

c. Abandonment or Relocation of Threatened Structures

Another alternative to protection devices is to abandon or relocate the threatened structures. The existing concrete patio at the rear of the home can be abandoned or moved landward from the bluff edge as erosion occurs. The applicant suggests that the existing patio prevents water saturation of the bluff edge from exacerbating erosion of the coastal bluff; thus removing it without stabilizing the bluff with a caisson and tieback system could increase the risk of damage or destruction of the existing home.

The applicant could also relocate the existing home or build a new home further landward on the property. However, based on the applicant's geotechnical engineering exploration, there is no portion of the property with a factor of safety greater than 1.5 that would ensure protection of the home without the proposed caissons and tiebacks. As a result, relocation of the existing home to an area with a 1.5 factor of safety is not feasible in this case.

d. 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 home and minimize the risk to life and property. The applicant's geotechnical consultants indicate that the proposed project is the only viable option because removal of the concrete patio would expose more of the bluff top to infiltration of rainwater and reduce the effectiveness of the existing storm-drain system. The proposal to install caissons and tiebacks under the concrete patio, with the tiebacks drilled at an angle under the deepened foundation of the existing home, is the least damaging structural alternative because it is located as far landward as feasible given the site constraints. Installation of caissons at the bluff edge would not be consistent with Coastal Act Section 30253 because the caissons, concrete cover, and grading would qualify as protective devices that would substantially alter natural landforms along bluffs. Installation of the caissons closer to the home is not feasible in this case because the angle of the tiebacks would need to be substantially greater than the optimal angle of 15 degrees in order to extend under the existing deepened foundation of the home. The applicant indicates that caissons closer to the home and tieback angles greater than 15 degrees would decrease the effectiveness of the proposed project and would not increase the factor of safety as effectively as the proposed location between the bluff edge and the existing home. The Commission's senior coastal engineer, Lesley Ewing, has reviewed the applicant's slope stability analysis and agrees that the applicant has selected the optimal location for the caissons given the site constraints and that the applicant has

selected the optimal angle for the tieback anchors. The proposed project will stabilize the land under the home and provide a factor of safety of approximately 1.43, less than the minimum 1.5 factor of safety required by the City of Los Angeles for new development, but greater than the current factor of safety, which is approximately 1.25. The applicant's proposed project is therefore the least damaging structural alternative.

To ensure that the proposed development assures stability and structural integrity, and neither creates nor contributes significantly to erosion, geologic instability, or destruction of the site or surrounding area, the caissons should be located as far landward as possible. As described above, the proposed caissons are located in the most landward feasible location. The geotechnical consultant has found that the subject site is suitable for the proposed development provided the recommendations contained in the geotechnical investigation prepared by Byer Geotechnical, Inc. dated February 8, 2013 are implemented in design and construction of the project. Adherence to the recommendations contained in the above-mentioned geotechnical investigation 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. In order to ensure that the applicant carries out development in accordance with the final approved plans, **Special Condition 1** requires the applicant to submit, for the Executive Director's review and approval, two (2) sets of final project plans that identify the caissons, tieback anchors, proposed grading, and hardscape. The permittee shall undertake development in accordance with the approved permit. 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. Additionally, **Special Condition 2** requires that all final design and construction plans, including grading and drainage plans, and as modified and approved under Coastal Development Permit No. 5-16-0171, shall be consistent with all recommendations contained in the geotechnical report by Byer Geotechnical, Inc., dated February 8, 2013, as well as all requirements of the City of Los Angeles Department of Building and Safety, Geology and Soils Report Approval Letter, dated April 30, 2013. Should the City of Los Angeles require changes to the project, the applicant shall be required to report such changes to the approved final plans 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.

In order to ensure that the applicant's construction and post-construction activities minimize water runoff and infiltration atop the coastal bluff, which could threaten the geological stability of the home and could damage Pacific Coast Highway below, the Commission imposes **Special Condition 4**, requiring the applicant to submit erosion and runoff control plans to minimize the percolation of water into the bluff and cease from installing any underground irrigation system at the rear of the property. The Commission also imposes **Special Condition 5**, requiring the applicant to implement construction best management practices which will ensure that heavy machinery is not located near the bluff edge and grading activities are minimized to the minimum extent necessary to install the caissons and tiebacks.

For new development, to ensure consistency with Section 30253 of the Coastal Act, the Commission has consistently required that bluff protective devices be located as far inland as possible to ensure that the protective device will not be exposed during the economic life (75-100 years) of the primary structure. In this case, the applicant is not proposing a new residential

structure, but is proposing to protect an existing older home. Both the home (built in 1934) and the rear concrete patio in the rear yard (assumed to have been constructed in 1972) are pre-Coastal Act structures. The Commission typically assumes that the expected economic life of a residential structure is 75 to 100 years. The existing principal structure in this case was built in 1934. At 83 years old, the home is nearing the end of its expected economic life. Commission staff does not have any information on the condition of the home, and although the applicant is not proposing additional development or redevelopment of the property at this time, future redevelopment of the site will need to ensure that it complies with Section 30253's mandate to ensure that it is safe from coastal hazards, including bluff erosion. Any such new development also would not be allowed to rely on bluff protective devices that would substantially alter natural landforms along the bluff. Any potential new home would need to be constructed to avoid reliance on the caissons installed pursuant to this permit and would not be entitled to a new protective device should the bluff experience future erosion. Additionally constructing a future home closer to the bluff than the existing home would not be consistent with Section 30253 because the future home would inherently rely on the stability provided by the caissons, which have been recognized as located as far landward as feasible to support the land under the existing home.

Because the proposed development is located within 15-24 feet of an eroding coastal bluff, any future improvements to, or repair or maintenance of, the development authorized by this permit has the potential to cause significant adverse environmental impacts. The Commission, therefore, imposes **Special Condition 6**, which requires that any future repair, maintenance or improvements to the development authorized by this permit will require an amendment to this permit.

The proposed project, even as conditioned, may still be subject to natural hazards such as slope failure and erosion. The geotechnical recommendations do not guarantee that future erosion, landslide activity, or land movement will not affect the stability of the proposed project. Because of the inherent risks to development situated on a coastal bluff, the Commission finds that the proposed project is subject to risk from erosion and that the applicant shall assume the liability of such risk. Therefore, the Commission imposes **Special Condition 7** 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 as a result of the failure of the development to withstand the hazards. As conditioned, the Commission finds that the development conforms to the requirements of Section 30253 of the Coastal Act regarding the siting of development in hazardous locations.

C. VISUAL RESOURCES

Coastal Act section 30251 states, in relevant 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.

Coastal Act section 30240 states, in relevant part:

(b) Development in areas adjacent to...parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those...recreation areas.

The proposed project is located atop a coastal bluff directly above Pacific Coast Highway, just west of Chautauqua Boulevard. Development on the bluff face and on top of the bluff will be visible from Pacific Coast Highway and the public beach. Section 30251 of the Coastal Act states that the scenic and visual qualities of coastal areas shall be protected and development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, and minimize alteration of natural landforms. This protection extends not only to immediate alteration of natural landforms, but also relates to the future impacts proposed development may have on visual resources. Similarly, Section 30240 requires that development be designed to avoid adverse impacts to adjacent parks and recreation areas, like the public beach below this property.

Due to the presence of Pacific Coast Highway and the Caltrans buttress fill at the toe of the slope, the rate of erosion for this bluff is independent of marine erosion. The applicant's consulting geologist has indicated that the bluff is eroding at approximately .78 feet per year. This rate varies within the Pacific Palisades bluffs due to various factors including catastrophic events, such as landslides, which the area is highly prone to. Numerous landslides have occurred in this area. Major recorded landslides occurred in October 1932, March 1951, February 1974, March 1978, February 1984, November 1989 and March 1995. Coastal bluffs are inherently unstable and subject to often unpredictable rates of erosion and sloughing. The bluffs present on the subject site are no exception, as identified by the applicant's geotechnical consultant: "[t]he top of the bluff has remained relatively stable over the last 20 years. Studies of long-term bluff retreat in California, which include the entire coastline, indicate an average annual retreat of six inches. However, this rate is deceptive, as catastrophic events can cause large amounts of bluff retreat in one event."

The applicant proposes to install the caissons under the concrete patio between the bluff edge and the existing home. The caissons will be located between 15 and 24 feet inland of the bluff edge, with permanent tieback anchors. The existing home is located approximately 45 to 58 feet from the bluff edge. The applicant indicates: "the caissons are sited as far inland as possible on the subject site given the constraints of the existing home with a deepened foundation. As shown on the slope stability analysis cross section (**Exhibit 4**), the foundation includes a basement and slab that extend about 10 feet below grade. The tie backs need to go beneath the foundation at as flat an angle as possible ~15 degrees or less, you cannot have the weight of the building loading the tie back beneath it. The tie back needs to be 5 feet or more below the foundation. Going beneath the foundation at a steeper angle, >15 degrees, the tieback is actually pulling the caisson down (sine of the angle), and the horizontal resistance is decreased."

The applicant acknowledges that if a catastrophic event such as an earthquake or natural or manmade waterflow occurs, the row of caissons may be exposed at the proposed location. Additionally, the applicant acknowledges that if a catastrophic event causes a deep-seated failure in the bluff, the caissons will not protect the existing home and the bluff, caissons, and home could be deposited onto Pacific Coast Highway below. Nonetheless, the applicant indicates that the proposed caissons will improve downhill slope stability under the existing home and may prevent portions of the rear yard from eroding down the coastal bluff onto Pacific Coast Highway. However, the buried caissons may be exposed in the future and may alter the characteristics of the natural bluff along and inland of the line of caissons. The applicant's proposal to locate the caissons with a setback from the coastal bluff, closer to the home, is a conservative approach that will minimize adverse impacts to the scenic and visual resources protected under Section 30251.

The Commission has considered bluff stabilization proposals in this immediate area in the past. The closest projects approved by the Commission were located at 14914 & 14930 Corona del Mar (the Tobalina property),² 14868 & 14880 Corona del Mar (the Flury property),³ and at 14984 Corona del Mar (the Giovine property).⁴ The Tobalina property is located immediately to the east of the subject property. Like the applicant, Tobalina owned two parcels—one vacant lot and one lot developed with an existing home and pool. The project at 14914 involved the installation of a row of soldier pilings and associated grade beams to stabilize the existing residential structure and rear yard with an existing pool. The applicants in that case sought approval of the stabilization project after the 1994 Northridge Earthquake and heavy rains in 1994-1995 caused the bluff to fail, damaging a tennis court slab supported on piles and caissons and causing minor damage to the pool decking and to the home. The final approved plans for the 2004 permit show the row of soldier piles located seaward of the existing pool and approximately 4 to 34 feet from the bluff edge. At 14930 Corona del Mar, Tobalina sought approval of a new single family home and bluff stabilization system. The final approved plans for the 2004 permit show the row of soldier piles located approximately 6 to 26 feet from the bluff edge. In both cases, the staff reports did not address visual impacts associated with the proposed projects. However in the years since approving these permits, the Commission has carefully assessed adverse impacts of proposed development on scenic and visual resources in this area.

In 2005 the Commission approved construction of a new single family home and swimming pool located four lots east of the subject property at 14868 and 14880 Corona del Mar (Flury). These parcels were previously developed with two single family homes that sustained extensive damage in the Northridge Earthquake. The applicant originally proposed extensive grading and landform alteration, installation of a tied-back soldier pile wall and a soil nail wall with shotcrete facing, construction of a swimming pool and patios at the bluff edge, and located the home on the upper portion of the bluff face. Commission staff raised concerns about adverse impacts to scenic and visual resources from the amount of landform alteration proposed and the unnatural engineered appearance of the soil nail wall that would be visible from both Pacific Coast Highway and the public beach below the site. To address staff's concerns the applicant redesigned the project to eliminate grading and landform alteration to the bluff face and significantly reduced grading atop the bluff. To ensure the safety of the home, the Commission required relocation of the proposed home a minimum distance of 45 feet from the existing bluff edge and behind the 1.5 factor of safety line. As a result, the final plans show the proposed house built on caissons, but no bluff protection device seaward of the home and the Commission required the applicant to waive his right to any future protective device. The Commission also required proposed ancillary development (a swimming pool, fence, and other hardscape) be set back at least 10 feet from the bluff edge.

In 2008 the Commission took a more protective approach when it approved a stabilization project for the Giovine home located three lots to the west of the subject property. This property was developed with an existing single family home and the applicant proposed to construct a pool,

² The Commission approved the same bluff stabilization project at 14914 Corona del Mar three times between 1997 and 2004 because the applicant let the first two permits expire (CDP Nos. 5-97-312, 5-00-217, and 5-04-213). The Commission approved the same project for construction of a new single family home and bluff stabilization at 14930 Corona del Mar two times between 2000 and 2004 because the applicant let the first permit expire (5-00-224 and 5-04-212).

³ The original application, 5-03-241, was withdrawn. The application was revised and resubmitted as CDP No. 5-05-253.

⁴ CDP No. 5-08-191/A-5-PPL-08-192.

improve the factor of safety of the home above a 1.5 factor of safety and improve the factor of safety of the rear yard to a 1.2 factor of safety. To improve the factor of safety of the home, the proposed project involved installation of a row of soldier piles located seaward of the home and tied back to a row of dead man piles near the street front property line. To stabilize the rear yard, the applicant proposed to install a second row of piles approximately 10 feet from the bluff edge. Based on the unstable history of the bluff, Commission staff geologist, Dr. Mark Johnsson, recommended placing the second (more seaward) row of soldier piles further inland on the lot to prevent exposure of the soldier piles for a longer period of time than the applicant's proposal would have achieved. The Commission adopted the staff recommendation, requiring installation of the seaward row of soldier piles no more than 40 feet from the home and approximately 28 to 30 feet from the bluff edge. Although the approved project did result in stabilization and support of a portion of the rear yard at the Giovine home, the Commission's primary concern was to protect scenic and visual resources consistent with Section 30251.

In the present case, the applicant originally proposed to site the caissons within three feet of the bluff edge, in order to protect the entire rear yard and concrete patio from erosion. Following direction from the Commission's deliberations at the July 2015 hearing, the applicant has redesigned the proposal to locate the caissons as landward as feasible, closer to the existing home. Although the caissons may still become exposed as a result of natural processes, such exposure may take longer than it would have under the previous proposal and will occur at a more landward location which would be slightly less visible from Pacific Coast Highway and the public beach below. Avoiding visual impacts by relocating the caissons (soldier piles) further inland to delay exposure for as long as possible, rather than allowing the caissons to be located in an area that could be exposed sooner and simply mitigating the associated adverse impacts, is a more protective and environmentally feasible alternative. The applicant has therefore selected the project alternative most protective of scenic and visual resources, consistent with the Commission's action on the Giovine and Flury projects described above because it minimizes adverse impacts to the scenic and visual resources protected under Section 30251.

Due to the age of the existing home reaching its economic life (75 to 100 years), the home may soon be demolished and a new structure built. As in the Flury project described above, the Commission has required in past permit actions that new structures be located as far inland as possible from the bluff edge so that during the structure's economic life, it will not be reliant on a bluff protection device and that coastal scenic and visual qualities are protected from exposure of the caissons. The Commission has also typically required that ancillary structures, like the rear concrete patio, be sited at least 10 feet from the bluff edge. In this case, the applicant is not proposing a new structure and is only proposing to protect the existing home and a portion of the rear concrete patio; however, a conservative approach is warranted to protect scenic and visual resources and to minimize the alteration of natural landforms as required by Section 30251. If 50 percent or more of the existing patio must be removed to install the caissons and tieback anchors, the replacement patio should be set back a minimum of 10 feet from the bluff edge as required by the Commission in other coastal development permits, such as the Flury project.

In conclusion, the Commission finds that the project, as currently proposed, is designed to protect scenic and visual qualities because the caissons have been proposed as landward as feasible given the site constraints including the basement and deepened foundation of the existing home. Accordingly, the Commission imposes **Special Condition 1** requiring that the applicant submit final project plans that identify the caissons, tieback anchors, proposed grading, and hardscape. Special

Condition 1 also requires that if 50 percent or more of the rear concrete patio must be removed in order to install the caissons and tiebacks, the applicant will bring the entire patio into conformance with the 10 foot minimum bluff setback for ancillary structures.

The caissons and tiebacks will be installed underground and will not be visible. However, over time, due to erosion or landslide activity, the caissons could be exposed and become visible from Pacific Coast Highway and the surrounding beach area creating a visual impact that degrades the visual quality of the area. Therefore, **Special Condition 3** requires that if the caissons are exposed the applicant shall report the extent of the exposure and undertake measures to minimize the visual impact. Such measures shall include coloring the caissons to match the surrounding soils and installing a skirt to cover the exposed caissons.

The development is located within an existing developed area and is compatible with the character and scale of the immediately surrounding area. However, the development will be located in close proximity to an eroding coastal bluff, and any improvement to, or repair or maintenance of, the development therefore could have significant adverse environmental effects. The Commission therefore imposes **Special Condition 6**, which requires that any future repair, maintenance or improvements to the development authorized by this permit will require an amendment to this permit. As conditioned, the Commission finds that the proposed project is consistent with Section 30251 and 30240 of the Coastal Act.

D. WATER QUALITY

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

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 proposed development has a potential for a discharge of polluted runoff from the project site into coastal waters. Furthermore, uncontrolled runoff from the project site and the percolation of water could also affect the structural stability of bluffs and hillsides. The subject property already has drainage improvements, including collection and transfer of runoff from the rear yard patio to the storm drain system and away from the bluff. To address possible water quality concerns during construction, the development, as proposed and as conditioned, incorporates design features to minimize the infiltration of water and the effect of construction and post-construction activities on the marine environment. **Special Condition 4** requires the applicant to submit an erosion and runoff control plan. In addition, the Commission imposes **Special Condition 5** requiring Best Management Practices, such as 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, a pre-construction meeting to review procedural and BMP guidelines and removal of construction debris and sediment from construction areas each day to prevent the accumulation of sediment and other debris which may be discharged to coastal waters. Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health.

E. DEED RESTRICTION

To ensure that any prospective future owners of the property are made aware of the applicability of the conditions of this permit, the Commission imposes **Special Condition 8** requiring that the property owner record a deed restriction against the property, referencing all of the above Special Conditions of this permit and imposing them as covenants, conditions and restrictions on the use and enjoyment of the Property. Thus, as conditioned, this permit ensures that any prospective future owner will receive actual notice of the restrictions and/or obligations imposed on the use and enjoyment of the land in connection with the authorized development, including the risks of the development and/or hazards to which the site is subject, and the Commission's immunity from liability.

F. LOCAL COASTAL PROGRAM

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, as conditioned, 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

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 Commission incorporates its findings on Coastal Act consistency at this point as if set forth in full. As discussed above, the proposed development, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. Feasible mitigation measures, which will minimize all significant adverse environmental effects, have been required as special conditions.

As conditioned to minimize adverse impacts to coastal resources, including scenic public views and water quality, there are no feasible alternatives or additional feasible mitigation measures available

that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, has no remaining significant environmental impacts, is the least environmentally damaging feasible alternative, and is consistent with the requirements of the Coastal Act to conform to CEQA.

Appendix A – Substantive File Documents

1. Coastal Development Permit Application No. 5-14-1571 (Wrobel).
2. City of Los Angeles Local Coastal Development Permit ZA 2013-3422 (CDP) and Letter of Correction dated November 14, 2014.
3. Geotechnical Engineering Exploration for Proposed Remedial Pad Stabilization at 14954 West Corona Del Mar, Pacific Palisades, California, prepared by Byer Geotechnical, Inc., dated February 8, 2013.
4. Geology and Soils Report Approval Letter, City of Los Angeles Department of Building and Safety, dated April 30, 2013.
5. Affidavit Regarding Maintenance of Remedial Pad Stabilization in an Area Subject to Landslides or Unstable Soil, recorded April 30, 2013.
6. Letter from Byer Geotechnical, Inc. to Harold Wrobel dated October 8, 2014.
7. Coastal Development Permits 5-10-058, 5-08-191, 5-04-213, 6-09-5, 6-07-132

Exhibit 1

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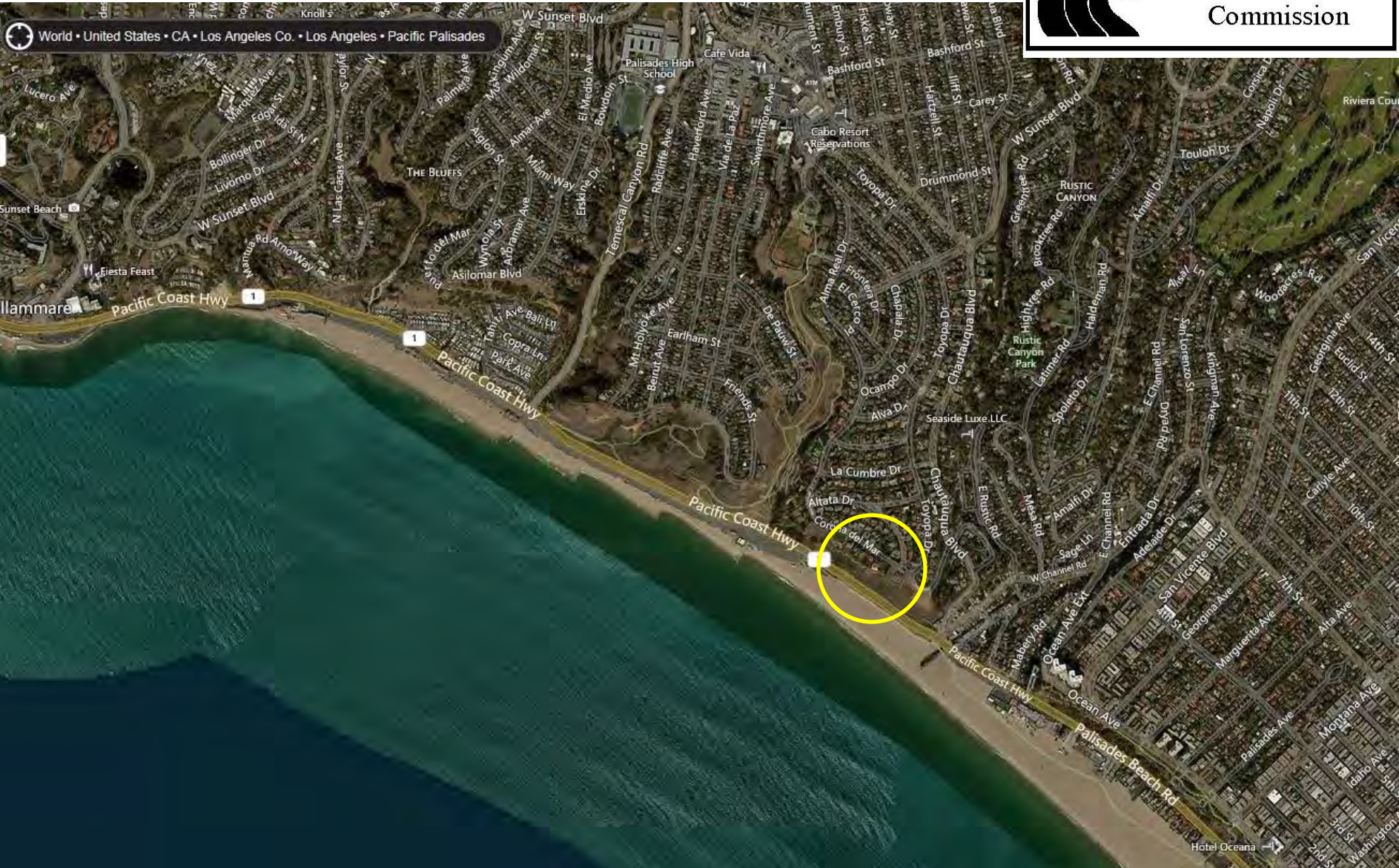


Exhibit 1

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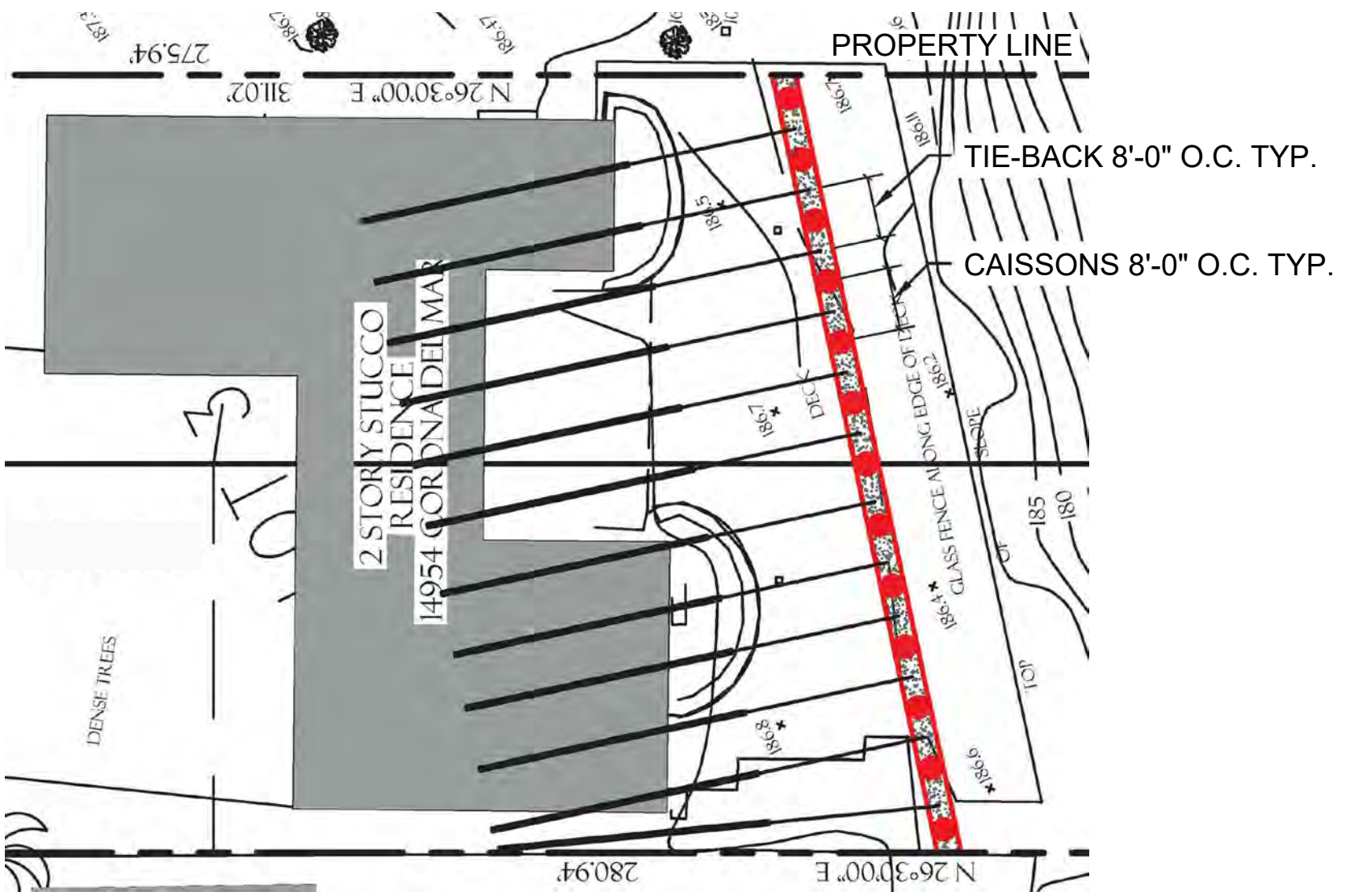
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14954 Corona Del Mar
Pad & Residence Stabilization
Construction Plan



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14954 Corona Del Mar
Pad & Residence Stabilization
Construction Best Management Practices

Construction Best Management Practices

- 1) No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.
- 2) No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to environmentally sensitive habitat areas, streams, wetlands or their buffers.
- 3) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
- 4) Demolition or construction debris and silt shall be removed from work areas each day that demolition or construction occurs to prevent accumulation of debris that may be discharged into coastal waters.
- 5) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- 6) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- 7) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.
- 8) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- 9) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.

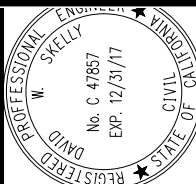
- 10) The discharge of any hazardous materials into any receiving waters shall be prohibited.
- 11) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- 12) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity
- 13) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

Construction and Drainage Control

- 1) Erosion and Drainage Control Plan
 - (a) During construction, erosion on the site shall be controlled to avoid adverse impacts on adjacent properties and public streets.
 - (b) The following temporary erosion control measures shall be used during construction: 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.
 - (c) All drainage from the lot shall be directed toward the street.
 - (d) A narrative report describing all temporary run-off and erosion control measures to be used during construction.

- (e) A site plan showing the erosion control measur
- (f) A schedule for installation and removal of the temporary erosion control measures.

These erosion control measures shall be required on the project site prior to or concurrent with the initial excavation operations and maintained through out the development process to minimize erosion and sediment from the runoff waters during construction. All sediment shall be retained on-site unless removed to an appropriately approved dumping location.



GeoSoils, Inc.
Geotechnical • Geologic • Coastal • Environmental
5741 Palmer Way, Carlsbad, CA 92010
760-438-3155

TITLE: **Pad & Residence Stabilization**
14954 Corona Del Mar
Los Angeles, CA
CLIENT: Mr. Harold Wobbel
14954 Corona Del Mar
Los Angeles, CA
W.O. S6980-SC

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DATE: **05/23/16**
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JOB NO.
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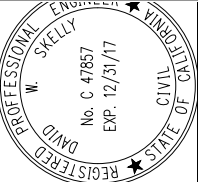
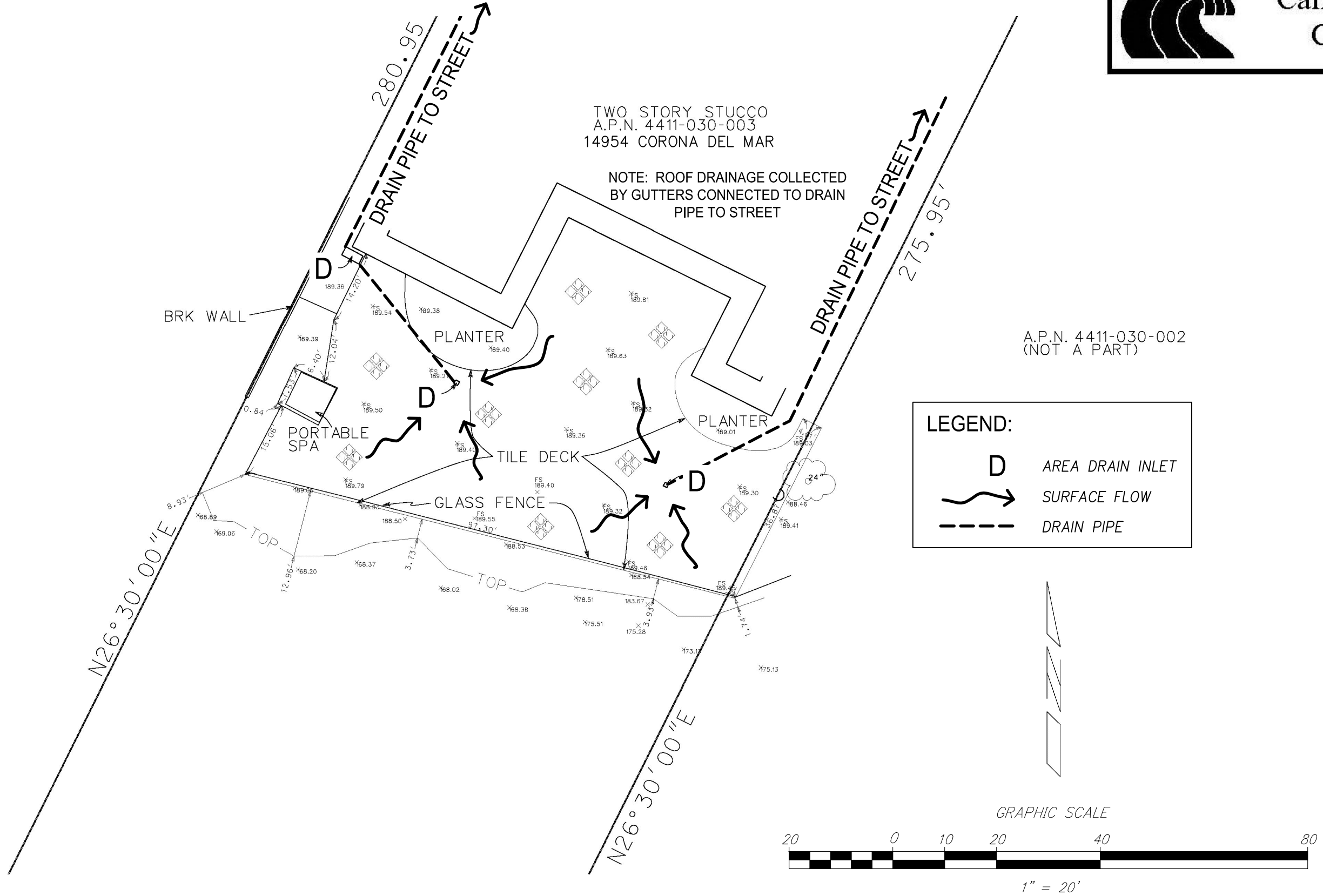
14954 Corona Del Mar
Pad & Residence Stabilization
Existing Site Drainage

Exhibit 2

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California Coastal
Commission



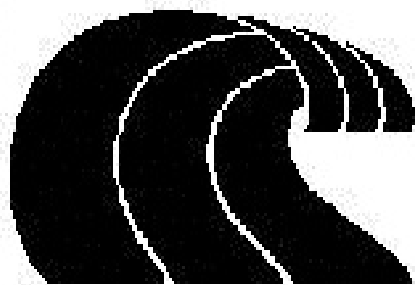
GeoSoils, Inc.
Geotechnical • Geologic • Coastal • Environmental
5741 Palmer Way, Carlsbad, CA 92010
760-438-3155

TITLE: **Pad & Residence Stabilization**
14954 Corona Del Mar
Los Angeles, CA
CLIENT: Mr. Harold Wobbel
14954 Corona Del Mar
Los Angeles, CA
W.O. S6980-SC

DRAWN
CHECKED
DATE 05/23/16
SCALE
JOB NO.
SHEET S3
3 OF 3 SHEETS

Exhibit 3

Page 1 of 1



California Coastal
Commission

PROPERTY ADDRESS:

14954 CORONA DEL MAR
PACIFIC PALISADES

ASSESSOR'S PARCEL NO.'S:

4411-030-003 (LOS ANGELES COUNTY)

LEGAL DESCRIPTION:

LOT 3 IN BLOCK 1 OF TRACT NO. 9377, IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED
IN BOOK 129 PAGES 3 TO 7 INCLUSIVE OF MAPS, IN THE OFFICE OF THE
COUNTY RECORDER OF SAID COUNTY.

BASIS OF BEARINGS:

THE BEARING OF N 02° 14' 10" W ALONG THE CENTERLINE OF VISTA
CREST ROAD AS SHOWN ON TRACT NO. 3452 IN THE COUNTY OF
LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK
109 PAGES 9-11 IN THE OFFICE OF THE RECORDER OF SAID COUNTY,
WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK:

LOS ANGELES 130.56' WIRE SPK E CURB CORONA DEL MAR 14-02890
(2000) 3 FT S OF BC CURB RET TO CHATAUQUA
BLVD N END CB

ELEVATIONS SHOWN ON THIS MAP ARE BASED ON NAVD 1988 DATUM.

NOTES:

1) THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE
REPORT. EASEMENTS, IF ANY, ARE NOT SHOWN ON THIS MAP..

2) PERTAINING TO SURVEY AND TOPO MAP, IF RETAINING WALLS OR
SIMILAR STRUCTURES ARE TO BE DESIGNED FROM CONTOURS SHOWN
ON THIS MAP, GROUND ELEVATIONS AT CRITICAL POINTS CONTROLLING
THE DESIGN SHOULD BE VERIFIED BY DIRECT LOCATION AND LEVELS
PRIOR TO FINAL DESIGN ADOPTION.

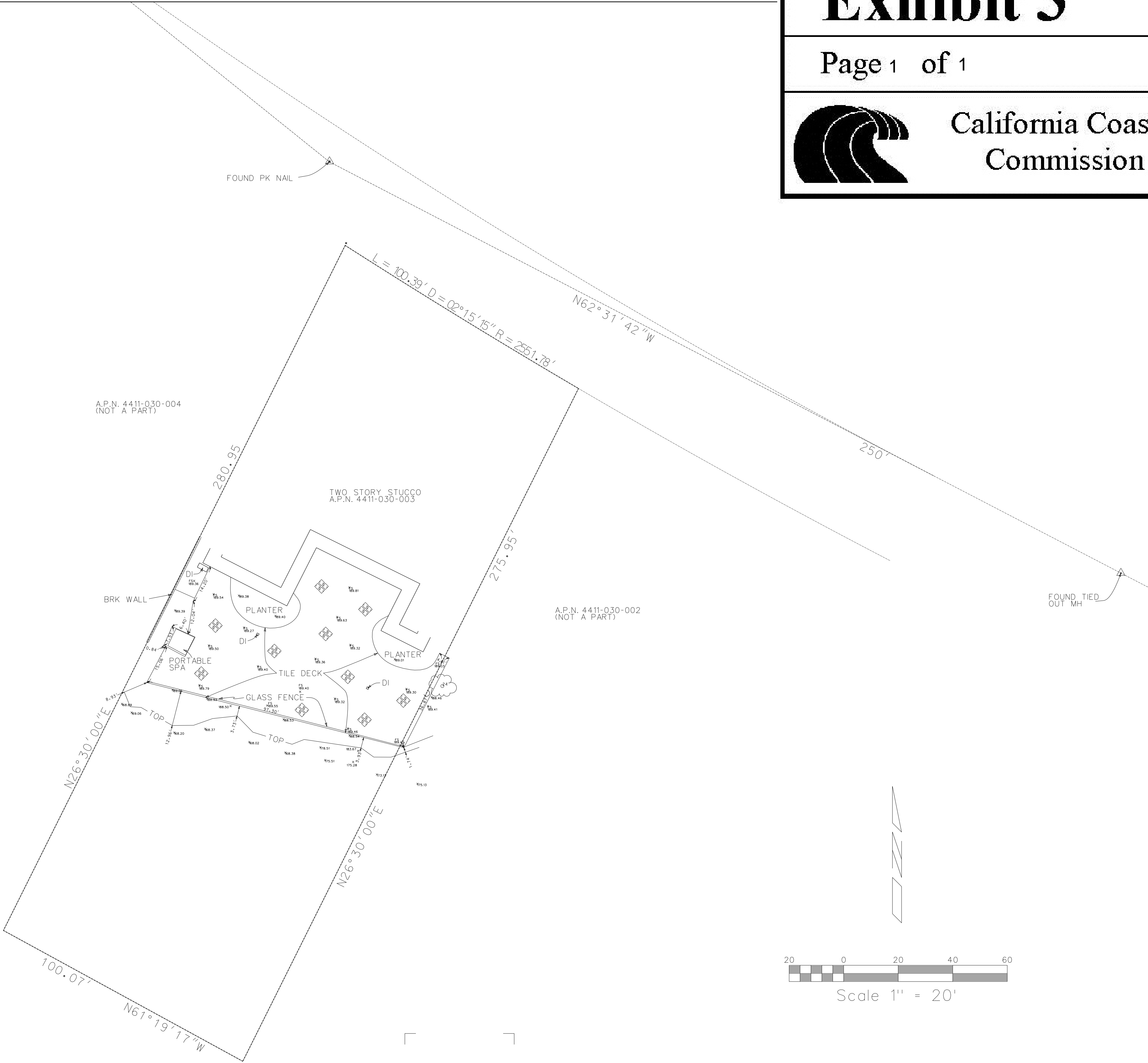
3) UTILITIES, IF LOCATED, ARE BY SURFACE EVIDENCE ONLY.
(MANHOLES, WATER METERS, GAS METERS, POWER POLES, ETC.)

LEGEND:

PROPERTY LINE:	-----
STREET CENTERLINE:	----- C -----
EASEMENT:	-----
MONUMENT:	△
STREET LIGHT (ST.LT.):	⊙ --- / ⊙
ASPHALT (A/C):	
BUILDING:	
CHAIN LINK FENCE (C.L.F.):	----- X -----
WOOD FENCE:	----- W -----
WIRE FENCE:	----- I I -----
WROUGHT IRON-FENCE	----- W I F -----
CONCRETE (CONC.):	△
TILE:	◆
SLATE/FLAGSTONE:	▨
GRAVEL:	⋄
BRICK (BRK):	▤
MANHOLE (M.H.):	⊙
TREES:	PINE PALM EUC OAK TREE SYC PEPPER CORK OLIVE

LIST OF ABBREVIATIONS:

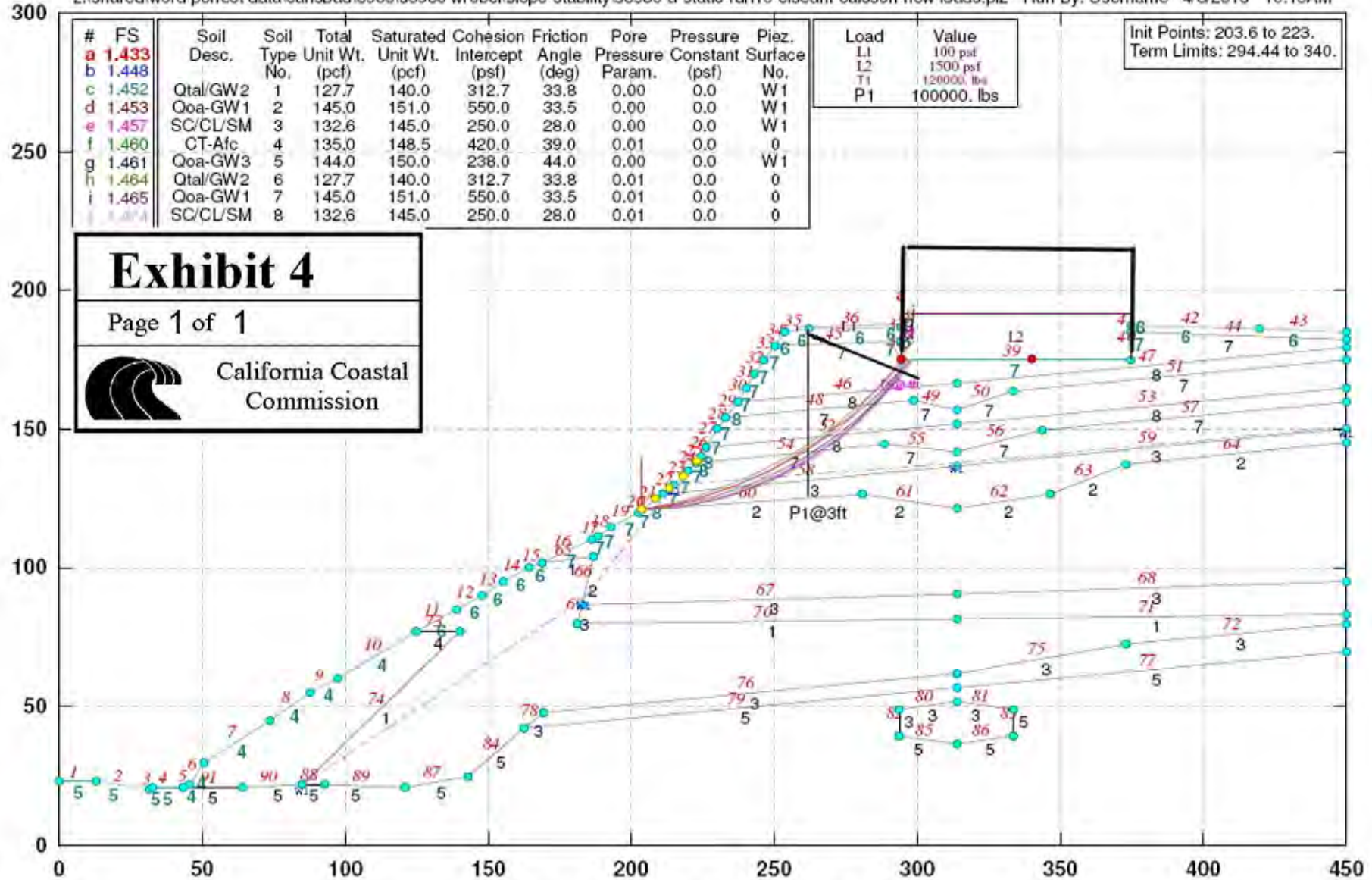
AC UNIT	AIR CONDITIONING UNIT
A/C	ASPHALT
BLK	BLOCK
B.O.B.	BASIS OF BEARING
BRK	BRICK
CLR	CLEAR
CN	CONCRETE NAIL
CONC	CONCRETE
DI	DRAIN INLET
DO	DRAIN OUTLET
FD	FOUND
FS	FINISHED SURFACE
ICV	IRRIGATION CONTROL VALVE
IP	LEAD & TACK
MH	MANHOLE
PILE	CONC PILE / CAISSON
PMX	PAINT MARK "X"
SPK	SPIKE
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
W	WASHER



PARTIAL ARCHITECTURAL SURVEY				
REVISIONS:	SURVEYED FOR:	SURVEYED BY:	SCALE:	CALC'D BY:
	HAROLD WROBEL C/O JUSTIN BLOCK BLOCK & BLOCK 1880 CENTRY PARK EAST, SUITE 415 LOS ANGELES CA 90067		1" = 20'	TW
			JOB NO:	CHECK'D BY:
			RIVER114	MDS
			SURVEY DATE:	EASE BY:
			12-31-14	N/A
			SHEET:	EASEMENTS
			1 OF 1	CHECK'D BY:
				N/A

S6980-Wrobel Critical Cross-Section, Static

z:\shared\word perfect data\carlsbad\6900\s6980 wrobel\slope-stability\s6980-a-static-run10-clseam-caisson-new loads.pl2 Run By: Username 4/8/2016 10:15AM



GSTABL7 v.2 FSmin=1.433

Safety Factors Are Calculated By The Modified Bishop Method