

CALIFORNIA COASTAL COMMISSION

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STAFF REPORT: REGULAR CALENDAR

Application No.: 5-16-0359

Applicants: City of Los Angeles, Department of Public Works, Bureau of Engineering

Location: Within public right-of-way at 9100 Vista Del Mar, approximately 1,800 ft. north of Imperial Highway, Playa Del Rey, Los Angeles, Los Angeles County

Project Description: Removal of interim emergency repairs undertaken pursuant to Emergency Permit No. G-5-15-0008, and construction of one bulkhead, approximately 55 ft. in length, to reinforce a portion of an existing roadway that has collapsed, or is in immediate danger of collapsing due to soil erosion and undermining of roadway. The project includes precast lagging panels, subgrade piles, repair of damaged paving, curb, gutter, and sidewalk; installation of a metal beam guardrail and pedestrian handrail; removal of unauthorized chain-linked fence; and revegetation of embankment disturbed by construction work.

Staff Recommendation: Approval with conditions.

SUMMARY OF STAFF RECOMMENDATION

The applicant proposes to construct one bulkhead (retaining wall) to stabilize a portion of Vista Del Mar road undermined by erosion caused by storm damage and runoff; without the proposed retaining wall, the roadway could collapse and adversely impact public beach access. The applicant is proposing a color-texture treatment of the proposed bulkhead to address possible visual impacts of the retaining walls from the public beach below. The primary issues associated with this development are hazards, visual resources, biological resources, and public access.

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

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Monitoring Plan; **6)** Future Development; and **7)** Construction Responsibilities and Debris Removal.

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EXHIBITS

- Exhibit 1 — Project Vicinity
- Exhibit 2 — Project Site
- Exhibit 3 — Erosion Photos
- Exhibit 4 — Emergency Repair
- Exhibit 5 — Design Plans

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 5-16-0359 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 5-16-0359 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. 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 permittees 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 of 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 permittees 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 *9100 Vista Del Mar Bulkhead – Geotechnical Design Memorandum* prepared by the City of Los Angeles, Department of Public Works, Bureau of Engineering dated May 12, 2015. 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.** By acceptance of this permit, the applicants acknowledge and agree (i) that the site may be subject to hazards from flooding, sea level rise, erosion and wave uprush; (ii) to assume the risks to the applicants 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 City of Los Angeles Department of Public Works, as the applicant, shall submit a written agreement, in a form and content acceptable to the Executive Director, incorporating all of terms of this condition as listed below.
 - B. The entire face of the proposed bulkhead structure (both above and below finished grades) shall be colored and textured with earth tones.
 - C. The wall structure shall be colored/constructed with concrete that has been colored with earth tones that are compatible with the adjacent bluff.
 - D. White and black tones shall not be used.

- E. The color shall be maintained through-out the life of the structure.
 - F. The structure shall be textured for a natural look that better blends with the bluff face.
 - G. Native vegetation appropriate to the habitat type may also be used if feasible to cover and camouflage the structure, consistent with **Special Condition 5** below.
 - H. The permittee shall undertake development in accordance with the approved final plans. 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. 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 rainy season (November 1 to March 31) if plantings have not been fully established.
 - D. Five years from the date of approval for Coastal Development Permit No. 5-16-0359 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.

- E. 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 No. 5-16-0359. 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 land use, shall require an amendment to Coastal Development Permit No. 5-16-0359 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 Best Management Practices.**

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.
- (f) Staging and storage of construction machinery and storage of debris shall not take place on the beach.
- (g) At the end of the construction period, the permittee shall inspect the project area and ensure that no debris, trash or construction material has been left on the beach or in the water, and that the project has not created any hazard to navigation.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION AND LOCATION

The applicant is proposing to construct an approximately 55 ft. long bulkhead to reinforce a portion of an existing roadway that has collapsed, or is in immediate danger of collapsing, consequent to soil erosion and undermining of the roadway. Rain and runoff from the roadway and bluff have eroded narrow gullies and washed out sandy material from beneath the roadway (**Exhibit 3**). The washout extends approximately 4.5 ft. underneath the curb, gutter, and the pavement of the parking lane along Vista Del Mar in the Playa Del Rey subarea of Los Angeles. The proposed bulkhead will have eight 36 in. diameter soldier piles, each approximately 20 ft. long, with precast concrete lagging placed between them (**Exhibit 5**).

The sloped area seaward of the bulkhead will be backfilled to an approximately 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. The bulkhead will have a 29-inch high metal beam vehicular guard-rail, 42-inch high pedestrian post and cable fencing, and street curb (**Exhibit 5**).

In 2015, the applicant undertook emergency repairs at the project site pursuant to Emergency Permit No. G-5-15-0008 issued by the Executive Director of the Coastal Commission on March 3, 2015. The project consisted of an interim emergency measure to prevent further deterioration of the roadway by means of shoring and slurry. The project included a temporary pipe, board, and slurry repair to stabilize the area affected by the washout (see **Exhibit 4**). The applicant is not requesting permanent authorization of the emergency measures but is proposing to replace these measures with the proposed permanent bulkhead. In addition, the applicant proposes to remove an unauthorized chain-linked fence installed at the project site.

The subject site is located along the seaward (western) embankment of Vista Del Mar, a four lane paved road and public right-of-way, in the Playa Del Rey and El Segundo Dunes planning area of the City of Los Angeles. Specifically, the project site is located near Jacquelin St., approximately 1/3 of a mile northwest of the Vista Del Mar and Imperial highway intersection. 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 (**Exhibit 1 & 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.

B. HAZARDS

Section 30235 of the Coastal Act states:

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. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

Section 30253 of the Coastal Act states, in pertinent 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.*

Existing Structure / Danger from Erosion

A geotechnical recommendation was prepared to remediate the developing instability along the subject section of Vista Del Mar along the western (seaward) side of the roadway. An erosion gully has eroded up to and underneath the roadway pavement at the top of the slope. A section of the roadway has collapsed creating a large, approximately 18 ft. wide hole and causing the City to close off this section of the roadway. The washout extends approximately 4.5 ft. underneath the curb, gutter, and the pavement of the parking lane. Other areas of the soil supporting the roadway have eroded under the roadway, creating instability of the roadway surface.

The City recommends a pile retaining wall system with cement lagging to retain the 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-dependent 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 effects 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 approval of protective devices for “existing” principal structures only when there are no feasible alternatives and when all feasible mitigation measures and/or alternatives that lessen

adverse impacts have been adopted. In this case, Vista Del Mar was constructed prior to the Coastal Act and is thus considered to be an “existing” principal structure. 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 and other Coastal Act provisions.

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-dependent 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 large enough that the City must take more permanent measures to abate the erosion and protect the roadway.

The proposed work 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.

Sand Supply Impacts

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, gullyng, 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 a section of 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. In addition, a public beach parking lot and public roadway exists between the toe of the bluff and an approximately 300-ft. wide sandy beach; 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 of Los Angeles'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 that 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 1** requires that the applicant conform to the geotechnical recommendations in the above mentioned geotechnical investigation, and that the applicant undertakes 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-approved amendment to this Coastal Development Permit unless the Executive Director determines that no amendment is legally required.

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 sea level rise, bluff erosion, and landslides, the applicant must assume the risks. Therefore, the Commission imposes **Special Condition 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 states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30253 states that new development shall:

(5) where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

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 public beach parking lots, public access road, concession/restroom facilities, bicycle path, and two maintenance yards.

Vista Del Mar is approximately 25 ft. 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. Section 30251 of 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 29-inch high vehicle guardrail and 36-inch high pedestrian post and cable fencing, which are required for public safety. The proposed design for the fencing is consistent with past commission action for similar projects in the area. The City previously worked with Commission staff to select a design for the fencing to be open and minimize view impacts from the roadway.

In addition, to minimize the visual impact of the wall from the adjacent public beach, the applicant is proposing 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. The exposed concrete panels will be textured with a formliner pattern (“fitzgerald”) and will be treated with a sandstone color. **Special Condition 3** requires the applicant to color and texture the bulkhead and to undertake development in accordance with the approved plans; this condition also requires that the color be maintained throughout the life of the structure. This condition has been previously imposed by the Commission on other similar bulkhead projects along Vista Del Mar. However, it should be noted that some of the existing Commission-approved bulkheads have been painted over with white paint subsequent to graffiti and have not been maintained pursuant to the condition requirements due to miscommunications between the City of Los Angeles Department of Public Works (LADPW) engineers and the field work crew in charge of maintaining the bulkheads. LADPW has since met with the crew to discuss how to address the issue, and reassures Commission staff that the existing bulkheads will be restored to the original color, sandstone, and will maintain the newly proposed bulkhead in compliance with the conditions of approval. To ensure this is implemented, **Special Condition 3** also requires that prior to issuance of the coastal development permit, the applicant submit a written agreement incorporating the terms of the condition.

Additionally, **Special Condition 4** requires the applicant to visually and aesthetically treat the bulkhead to match the surrounding terrain in the event that future erosion causes subsurface portions of the bulkhead to become exposed. Moreover, to further minimize the visual impact and minimize erosion along the bluff, **Special Condition 5** requires the applicant maintain the proposed

landscaping within the project area. **Special Condition 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 ASSESSMENT

Sections 30230 and 30231 of the Coastal Act require that marine resources and the biological productivity of coastal water be maintained and enhanced.

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.

Section 30230 of the Coastal Act requires that marine resources including biological productivity be protected. Section 30231 of the Coastal Act requires that the biological productivity of coastal waters be maintained, and where feasible, restored. In addition, Sections 30230 and 30231 require that the quality of coastal waters be maintained and protected from adverse impacts.

The proposed project involves the construction of a retaining wall. The project area consists of a roadway on top of a 25 ft. high sandy bluff. The face of the bluff is mostly 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 principally by non-native, exotic plant species, such as ice plant (*Caprobrotus edulis*), or ruderal weedy plant species.

Once the retaining wall is constructed the applicant will add fill in front of the wall along with native and non-invasive landscaping, as required in **Special Condition 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. Therefore, the applicant is proposing to monitor the project site for a five-year monitoring period. 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. 5-16-0359. 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.

Storage or placement of construction materials, debris, or waste in a location subject to erosion and dispersion or which may be discharged into coastal water via rain or wind would result in adverse impacts upon the marine environment that would reduce the biological productivity of coastal waters. For instance, construction debris entering coastal waters may cover and displace soft bottom habitat. The proposed project is not anticipated to result in any significant adverse impact to marine resources or water quality. Construction best management practices would be implemented to avoid or minimize impacts to the environment. In order to ensure prevention of adverse construction-related impacts upon marine resources and to minimize erosion, the Commission imposes **Special Condition 7** requiring the applicant to implement construction best management practices.

The special conditions of approval adequately address the appropriate landscaping requirements and any potential adverse impacts to the marine environment cause by the proposed project. Therefore, as conditioned, the proposed project is consistent with the marine resource policies, Sections 30230 and 30231, of the Coastal Act.

E. PUBLIC ACCESS AND RECREATION

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30213 of the Coastal Act states:

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

Section 30220 of the Coastal Act states:

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

One of the basic goals stated in the Coastal Act is to maximize public access and recreation along the coast. Pursuant to Section 30604(c) of the Coastal Act, because the proposed development is located between the first public road and the sea, the proposed project must be found consistent with the public access and recreation policies contained in Chapter 3 of the Coastal Act, which require that maximum access and recreational opportunities be provided and that development shall not interfere with public access.

The proposed project involves repairs to and reinforcement of Vista del Mar (aka Pacific Coast Highway), a major public access route. Public coastal access to Dockweiler State Beach and the ocean is available north and south of the project site at the existing pedestrian ramps and stairways. Continuous pedestrian access will be temporarily impacted during construction activities; pedestrians will be diverted to alternative ramps and stairways. In addition, approximately five public parking spaces will be temporarily displaced during construction. Although the proposed development will result in temporary impacts, the proposed project is necessary to allow and ensure continued use of the highway and parking lanes, which serve as a major access transportation corridor. Moreover, the duration of the project is not expected to exceed six months. Therefore, the City's proposed project will not have an adverse impact to public access.

The Commission finds that the proposed development, as conditioned, is consistent with 30210, 30220, 30221, and the other public access and recreation policies of the Coastal Act.

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:

(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.

The Playa Del Rey 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

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 development, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. Special Conditions imposed will mitigate adverse impacts to coastal resources and public access. The **Special Conditions** address the following issues: **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 Commission also analyzed various alternatives for the project but determined that they were either infeasible or would have greater environmental impacts. Therefore, the Commission finds that, as conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect of the proposed project, there are no remaining significant environmental impacts within the meaning of CEQA, and the project is consistent with CEQA and the policies of the Coastal Act.

Appendix A - Substantive File Documents

- Coastal Development Permit Application (CDP) No. 5-16-0359
- Emergency Permit No. G-5-15-0008
- CDP No. 5-12-079 Staff Report
- 9100 Vista Del Mar Bulkhead – Geotechnical Design Memorandum (W.O. E1907774, Geo File No. 14-040). City of Los Angeles, Department of Public Works (LADPW), Bureau of Engineering, Geotechnical Engineering Group; May 12, 2015.
- Summary of Field Investigation. LADPW, Bureau of Engineering, Geotechnical Engineering Group; April 11, 2014.
- Report of Subsurface Investigation (Geotechnical Services File #14-040). City of Los Angeles Department of General Services; February 2015.

5-16-0359 (LADPW)

- Natural Environment Study. William Jones, Environmental Supervisor II, Bureau of Engineering, Environmental Management Group; February 2012.
- Biological Resources Assessment Report Update. William Jones, Environmental Supervisor II, Bureau of Engineering, Environmental Management Group; January 27, 2017 (Update of February 2012 Report).

Project Location: Within public right-of-way along Vista Del Mar, approximately 1,800 ft. north of Imperial Highway, Playa Del Rey, Los Angeles, Los Angeles County





Reference: NavigateLA



Not To Scale

SITE LOCATION MAP

COASTAL COMMISSION

EXHIBIT # 2
PAGE 1 OF 1

Photo 1: Looking north showing west edge of road



Photo 2: Looking southeast



COASTAL COMMISSION

EXHIBIT # 3
PAGE 1 OF 1

2015 Emergency Repairs



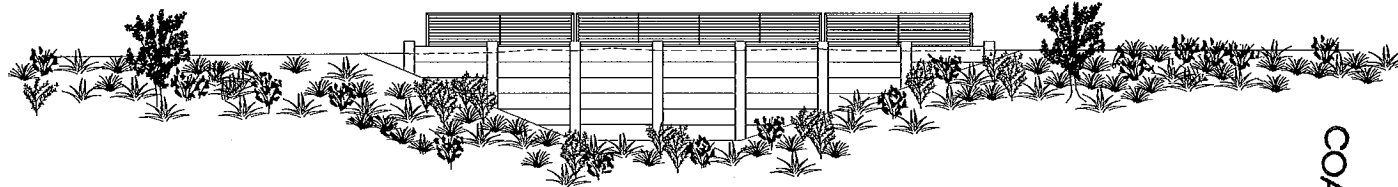
Photo 3: Looking upslope towards Vista del Mar

COASTAL COMMISSION

EXHIBIT # 4
PAGE 1 OF 1

**BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY OF LOS ANGELES**

VISTA DEL MAR (9100) BULKHEAD



ELEVATION
SCALE: 3/32" = 1'-0"

5-16-0359

RECEIVED
South Coast Region
APR 21 2016
CALIFORNIA
COASTAL COMMISSION

PROJECT TEAM

PROJECT MANAGEMENT:
GEOTECHNICAL ENGINEERING GROUP
CHRISTOPHER F. JOHNSON, P.E., G.E.
GROUP MANAGER
GENE N. EDWARDS, P.E.
PROJECT MANAGER

BID AND AWARD: PROJECT AWARD AND CONTROL DIVISION
JULIE SAUTER, P.E.
DIVISION MANAGER

STRUCTURAL: STRUCTURAL ENGINEERING DIVISION
SHAILESH "SUNNY" PATEL, S.E.
DIVISION ENGINEER
FARID BAHER, S.E.
SENIOR STRUCTURAL ENGINEER

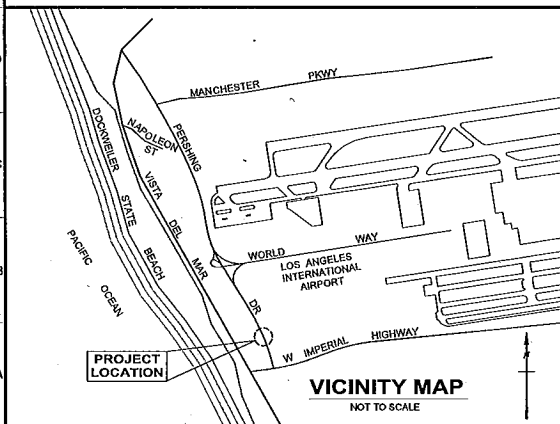
CIVIL: STREET IMPROVEMENT GROUP
STEVEN J. CHEN, P.E.
GROUP MANAGER

SURVEY: SURVEY DIVISION
JIM LANTRY, P.L.S.
CHIEF SURVEYOR

GEOTECHNICAL: GEOTECHNICAL ENGINEERING GROUP
CHRISTOPHER F. JOHNSON, P.E., G.E.
GROUP MANAGER

REAL ESTATE: REAL ESTATE DIVISION
URIEL JIMENEZ
DIVISION MANAGER

ENVIRONMENTAL: ENVIRONMENT
MARIA MARTIN
GROUP MANAGER



VICINITY MAP
NOT TO SCALE

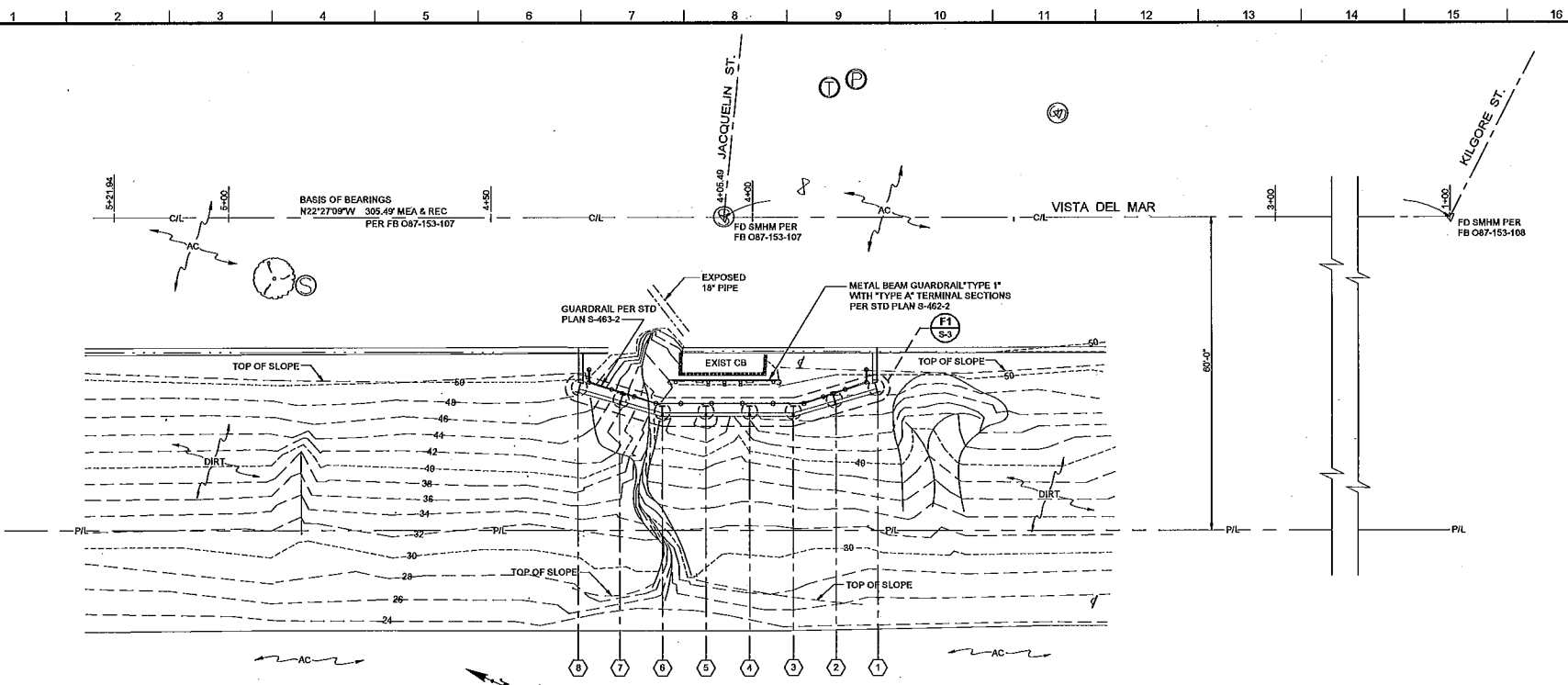
BUREAU OF ENGINEERING							
DATE: _____	STRUCTURE NO. SRW01030						
INDEX NO. _____	ENGINEERING CITY OF LOS ANGELES						
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DESIGNED BY: _____	CITY ENGINEER						
CHECKED BY: _____	DATE: _____						
APPROVED BY: _____	DATE: _____						
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PROJECT: VISTA DEL MAR (9100) BULKHEAD	CITY ENGINEER / PROGRAM MANAGER						
ADDRESS: 9100 VISTA DEL MAR	DATE: _____						
CITY: LOS ANGELES, CA	CITY ENGINEER						

COASTAL COMMISSION

EXHIBIT # 5
PAGE 1 OF 4

THE CITY OF LOS ANGELES AND ITS AGENCIES OR AGENTS SHALL HAVE NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION CONTAINED IN THIS PLAN SHEET.

Sheet Number 201



PLAN
SCALE: 1" = 10'-0"

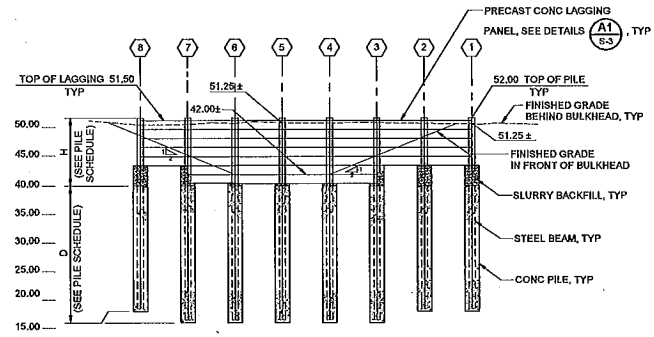
DESIGN DATA

ACI 318-11
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 35 PSF/FT
2. LIVE LOAD SURCHARGE 250 PSF, FOR THE UPPER 10 FEET
ALLOWABLE LATERAL PASSIVE PRESSURE 270 PSF/FT; (FROM THE TOP OF CONC PILE) 2,700 PSF MAX.

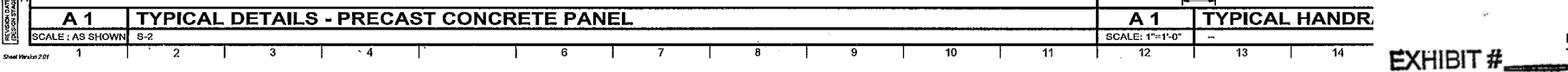
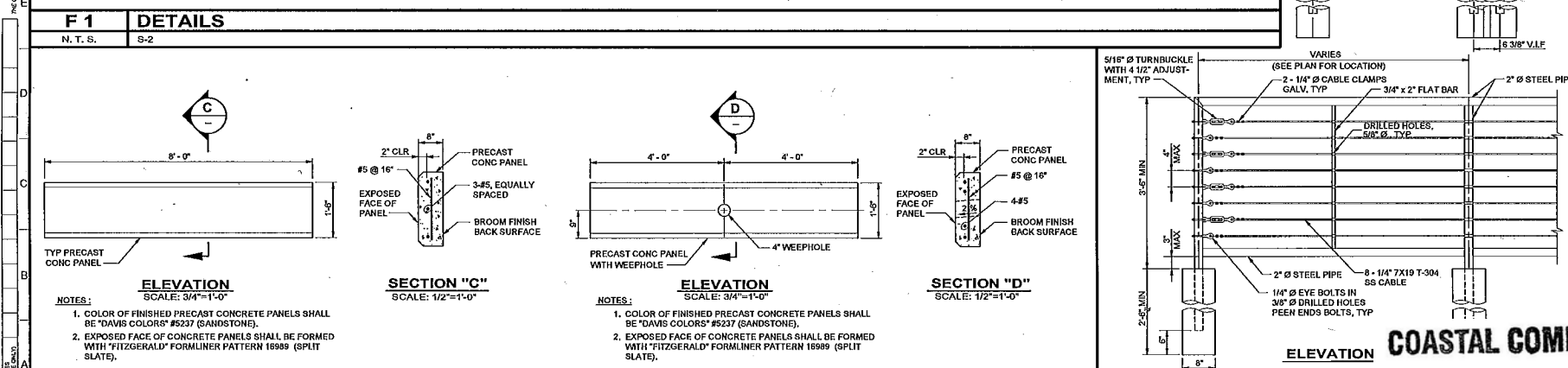
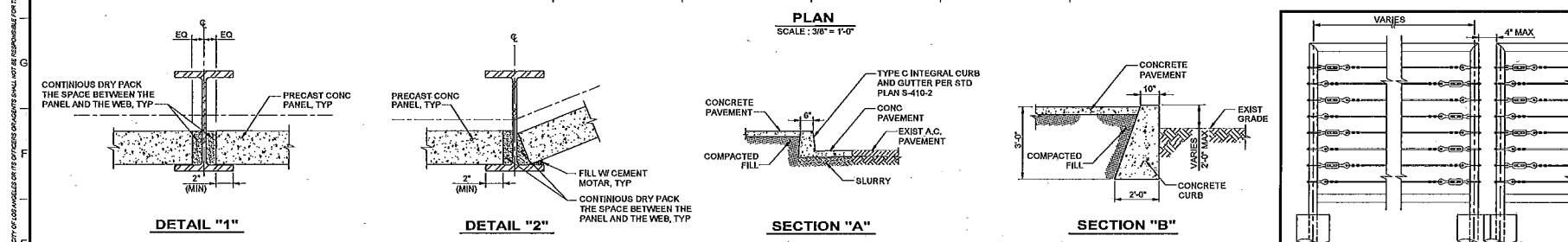
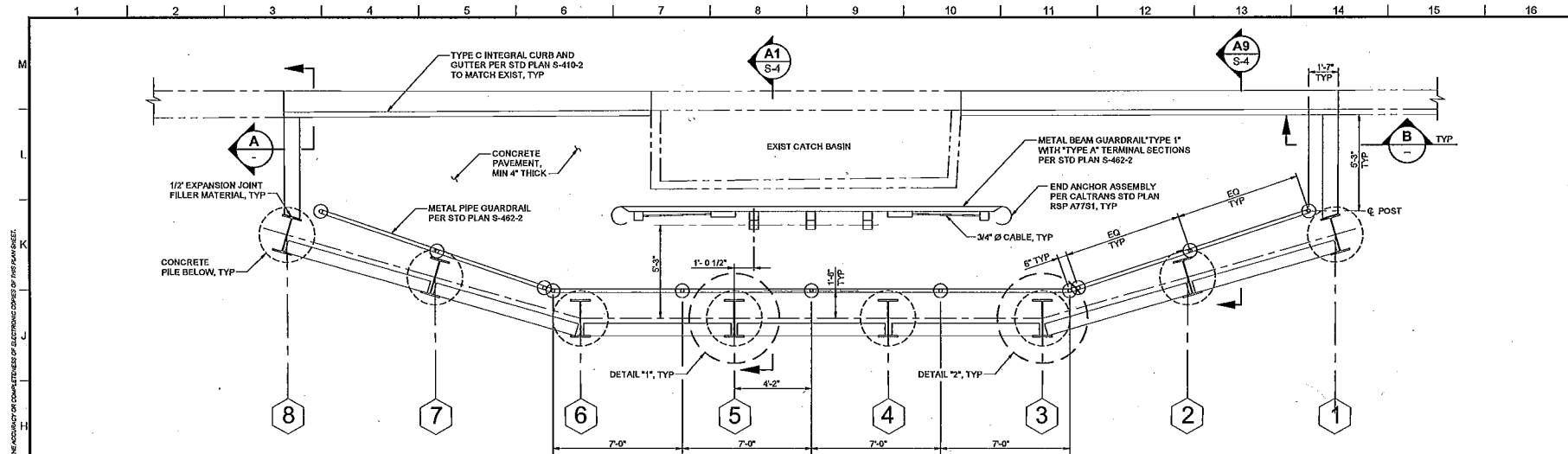
REINFORCED CONCRETE DESIGN:
ULTIMATE STRENGTH DESIGN
CONCRETE PILE ENCASEMENT $f_c = 3,250$ PSI (565-C-3250P)
PRECAST CONCRETE PANEL $f_c = 4,000$ PSI (650-CW-4000)
STEEL REINFORCEMENT $f_y = 60,000$ PSI

PILE SCHEDULE						
PILE NO.	CONCRETE PILE DIAMETER	D EMBEDMENT DEPTH (FT)	H (FT)	D+H (FT)	STEEL BEAM SIZE	STATION LOCATION (FT)
1	36"	20	12	32	W21x101	3+85.44
2	36"	20	12	32	W21x101	3+85.44
3	36"	20	12	32	W21x101	3+93.44
4	36"	20	12	32	W21x101	4+01.31
5	36"	20	12	32	W21x101	4+09.64
6	36"	20	12	32	W21x101	4+17.97
7	36"	20	12	32	W21x101	4+25.84
8	36"	20	12	32	W21x101	4+33.84



ELEVATION-LOOKING VIEW OF COASTAL COMMISSION
SCALE: 1" = 10'-0"

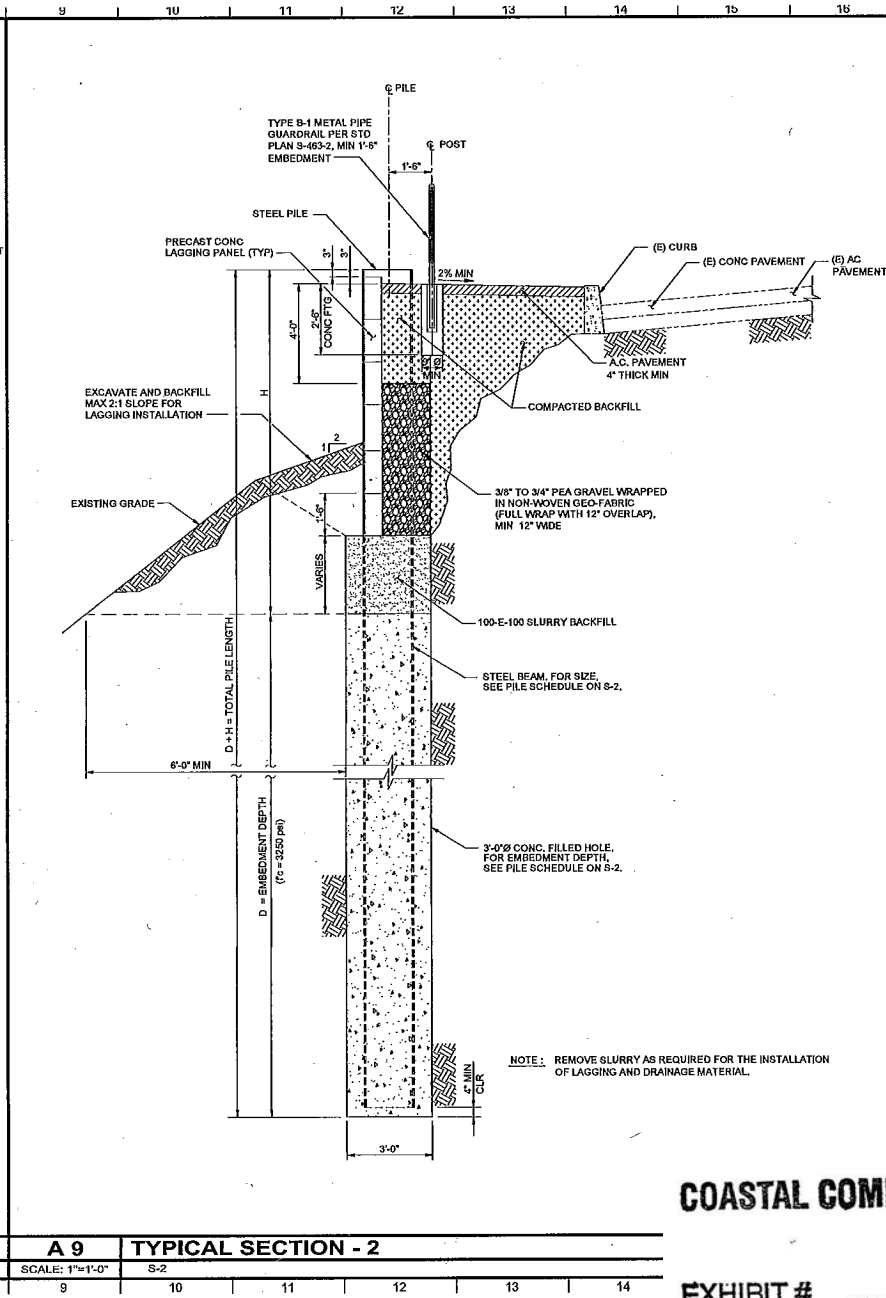
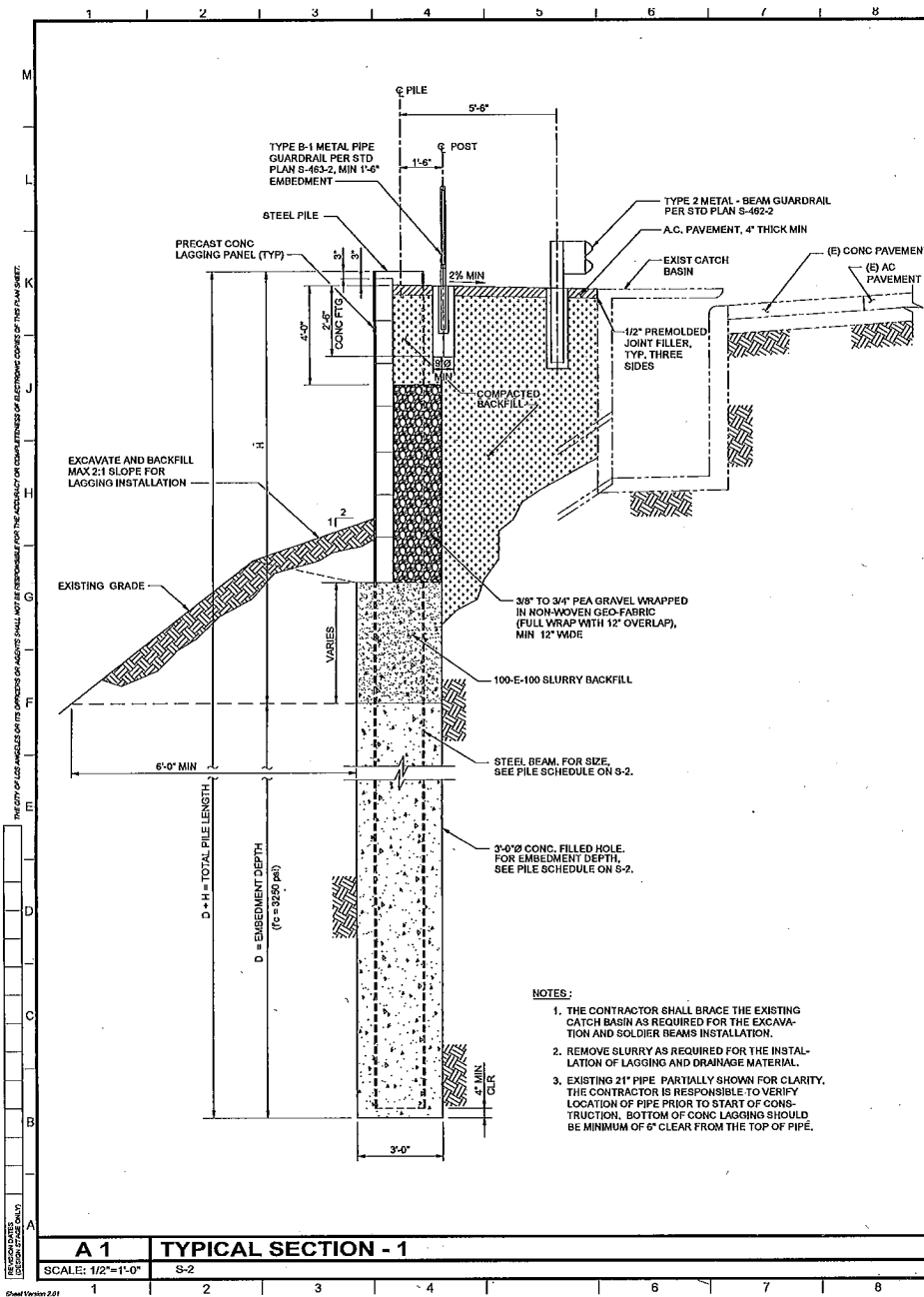
BUREAU OF ENGINEERING		ENGINEERING		CITY OF LOS ANGELES	
DATE:	10/15/15	DATE:	10/15/15	DATE:	10/15/15
BY:	DAVID BAKER, SE	BY:	PETER CHIU, SE	BY:	DAVID BAKER, SE
CHECKED BY:	PETER CHIU, SE	CHECKED BY:	DAVID BAKER, SE	CHECKED BY:	DAVID BAKER, SE
APPROVED BY:	DAVID BAKER, SE	APPROVED BY:	DAVID BAKER, SE	APPROVED BY:	DAVID BAKER, SE
STRUCTURE NO. SRW01030		INDEX NO.		INDEX NO.	
PROJECT: VISTA DEL MAR (100) BULKHEAD		PROJECT: VISTA DEL MAR (100) BULKHEAD		PROJECT: VISTA DEL MAR (100) BULKHEAD	
ADDRESS: 9100 VISTA DEL MAR		ADDRESS: 9100 VISTA DEL MAR		ADDRESS: 9100 VISTA DEL MAR	
LOS ANGELES, CA		LOS ANGELES, CA		LOS ANGELES, CA	



BUREAU OF ENGINEERING	
ENGINEERING	DATE: 10/1/88
CITY OF LOS ANGELES	STRUCTURE NO. SRW01030
NO. 01186	
DESIGNED BY: TONY LIAH, PE	
DRAWN BY: MARION HUI	
CHECKED BY: PETER CHU, SE	
APPROVED BY: SHAILEN "SHUN" PATEL, SE	
DESIGN GROUP: 2000-03-0008	
L.S. NO. 0.0008	
DESIGNED BY: TONY LIAH, PE	
DRAWN BY: MARION HUI	
CHECKED BY: PETER CHU, SE	
APPROVED BY: SHAILEN "SHUN" PATEL, SE	
VISTA DEL MAR (9100) BULKHEAD	
9100 VISTA DEL MAR	
LOS ANGELES, CA	

COASTAL COMMISSION

EXHIBIT # 5
PAGE 3 OF 4



COASTAL COMMISSION

EXHIBIT # 5
PAGE 4 OF 4

BUREAU OF ENGINEERING	
DATE: 01/15/15	STRUCTURE NO. SRW01030
DESIGNER: TONY LIM, PE	INDEX NO.
CHECKED BY: AMON NGU	
APPROVED BY: PETER CHAU, SE	
APPROVED BY: RALEIGH "BANNY" PATEL, SE	
LOS ANGELES DEPARTMENT OF PUBLIC WORKS CITY ENGINEER: GARY LEE MOORE, PE, ENV SP DESIGN GROUP: LEE NO. 0.3308 ENGINEER: TONY LIM, PE CHECKED BY: AMON NGU APPROVED BY: PETER CHAU, SE APPROVED BY: RALEIGH "BANNY" PATEL, SE	
TYPICAL SECTIONS PROJECT: VISTA DEL MAR (9100) BULKHEAD 9100 VISTA DEL MAR LOS ANGELES, CA	