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April 6, 2017

## NOTICE OF AVAILABILITY

**To:** Responsible Agencies, Trustee Agencies, Stakeholders and Interested Parties

**From:** City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600  
Los Angeles, CA 90015

**Subject:** **Notice of Availability of a Draft Environmental Impact Report for the Paseo Del Mar Permanent Restoration Project (SCH# 2016101016)**

The City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) is proposing to restore access along the portion of the Paseo Del Mar right-of-way (ROW) that was damaged by the 2011 White Point Landslide event. As the Lead Agency under the California Environmental Quality Act (CEQA), the City has prepared a Draft Environmental Impact Report (EIR) that evaluates the potential environmental effects of the proposed project. The City is requesting input from responsible agencies, trustee agencies, stakeholders, and other interested parties regarding the content of the environmental analysis and information included in the Draft EIR.

**Project Location:** The project site includes a landslide area located along a portion of the Paseo Del Mar roadway in the San Pedro community of the City of Los Angeles. Paseo Del Mar provides east-west access to residents in the southernmost area of the San Pedro community. Paseo Del Mar is bound by the White Point Nature Preserve owned by the City of Los Angeles Department of Recreation and Parks to the north and property owned by the County of Los Angeles Department of Beaches and Harbors, and the Pacific Ocean to the south. To the east is Weymouth Avenue and to the west is White Point-Royal Palms County Beach Park. Interstate 110 (I-110, Harbor Freeway) is oriented in a north-south direction in this area of Los Angeles, and is located approximately 2.48 miles northeast of the project site. Similarly, State Route 47 (SR 47, Seaside Freeway) is oriented in an east-west direction and is also located approximately 2.48 miles northeast of the project site. Figures 1 and 2 attached show the regional location and the project location, respectively.

**Project Background:** The 400-foot section of the Paseo Del Mar roadway that collapsed during the landslide event in November 2011 is approximately 120 feet above sea level along a steep bluff overlooking the Pacific Ocean. A large block of the bluff containing the roadway moved approximately 60 feet toward the ocean and left a large depression, or "graben", approximately 500 feet long by 60 feet wide by 40 feet deep where the roadway used to exist. The City of Los Angeles initiated studies, cleanup, and stabilization of the eastern adjacent slope and introduced a street turn-around at the eastern end to close the road until a permanent solution was determined. The western end has been fenced off.



**Project Description:** BOE is considering three build alternatives for the permanent restoration of the collapsed portion of the Paseo Del Mar roadway. Additionally, an analysis of the No Project Alternative is included in the EIR pursuant to Section 15126.6(e) of the CEQA Guidelines. The four alternatives analyzed in the Draft EIR include the following:

**No Project Alternative:** Under the No Project Alternative, the portion of the roadway damaged by the 2011 landslide event would not be restored and this segment of Paseo Del Mar would remain inaccessible to the public. The emergency measures that were implemented following the landslide event would remain in place. The additional stabilization measures in the existing landslide area described for the build alternatives would not occur under this alternative.

**Alternative 1 – Bridge Spanning over Landslide:** Alternative 1 would seek to limit major earthwork and remediation of the existing landslide area by constructing a single long-span bridge supported on stable ground outside the limits of the landslide area. The bridge would span approximately 400 feet. A standard barrier and railing would be installed on the edges of the bridge. In addition, a sidewalk would be installed on the south side of the bridge. The construction of this alternative would last for approximately 15 months.

**Alternative 2 – Anchored CIDH Piles with Buttress:** Alternative 2 would include a single row of large diameter, Cast-in-Drilled Holes (CIDH) piles near the edge of the existing slope. After partial removal of the landslide debris to an approximate elevation of 75 feet above the beach, the piles would be drilled and installed to below the basal shear interface layer. The pile would be connected with a reinforced concrete grade beam and tied back with soil anchors. A reinforced-earth buttress located above the piles would stabilize the head scarp and support the new roadway. A barrier and railing would also be required adjacent to the sidewalk similar to Alternative 1. Additionally, rock armor (riprap) protection up to an elevation of 25 feet above the mean high tide mark would be required under this alternative to protect the slope from recession due to wave action and other erosive forces. The construction of this alternative would last for approximately 22 months.

**Alternative 3 – Shear Pins with MSE Wall:** Alternative 3 would be similar to Alternative 2; however, rather than being located at the face of the existing slope, a row of large diameter piles and a grid of smaller diameter piles would be constructed below the proposed roadway. The piles would handle the vertical loading of the Mechanically Stabilized Embankment (MSE) wall and mitigate lateral forces on the existing slope. The MSE-type wall utilizes a reinforcement strap tied to a segment of wall panel. The self-weight and friction of the compacted earth would keep the face of the panels in place. A barrier and railing adjacent to the sidewalk would be required, similar to Alternatives 1 and 2. Additionally, riprap protection up to an elevation of 15 feet above the mean high tide mark would be required under Alternative 3 to protect the slope from recession due to wave action and other erosive forces, similar to Alternative 2. The construction of this alternative would last for approximately 19 months.

**Summary of Environmental Effects:** No impacts to agricultural resources, mineral resources, population and housing, or public services would occur as a result of the proposed project alternatives. Additionally, the Draft EIR identifies no impacts under the No Project Alternative to air quality, biological resources, cultural resources, greenhouse gas emissions, noise, paleontological resources, recreation, and tribal cultural resources. Aesthetics impacts under Alternative 1 would be less than significant. Impacts to air quality, greenhouse gas emissions, hydrology and water quality, hazards and hazardous materials, land use and planning, recreation, and utilities and service systems would be less than significant under Alternatives 1, 2, and 3. Additionally, impacts to transportation and traffic would be less than significant under all four alternatives. Impacts to biological resources, cultural resources, geology and soils, paleontological resources, and tribal cultural resources would be reduced to a less than significant level with implementation of mitigation measures under Alternatives 1, 2, and 3. Significant and unavoidable impacts would occur for the following: aesthetics under the No Project Alternative and Alternatives 2 and 3; geology and soils, hydrology and water quality, and land use and planning under the No Project Alternative; and construction noise under Alternatives 1, 2, and 3. In addition, the Draft EIR includes a discussion of alternatives considered that were previously eliminated.

**Public Review Period:** The Draft EIR is being made available for public review for a 60-day period, commencing on April 6, 2017, and concluding on June 5, 2017. Public comments on the Draft EIR will be received during this period. The Draft EIR is available for review at the following locations:

- San Pedro Regional Library, 931 South Gaffey Street, San Pedro, CA 90731
- Miraleste Library, 29089 Palos Verdes Drive East, Rancho Palos Verdes, CA 90275
- Council District 15, Harbor District Office, 638 South Beacon Street, Room 552, San Pedro, CA 90731
- City of Los Angeles Department of Public Works, Bureau of Engineering, EMG, 1149 S. Broadway, Suite 600, Los Angeles, CA 90015

A copy of the Draft EIR may also be obtained by contacting Mr. William Jones of the Bureau of Engineering at (213) 485-5760 and can also be accessed online at:

<http://eng.lacity.org/techdocs/emg/projects.htm>

Comments will be accepted from April 6, 2017 to June 5, 2017. Please submit comments in writing to the address below **no later than 5:00 p.m on June 5, 2017.**

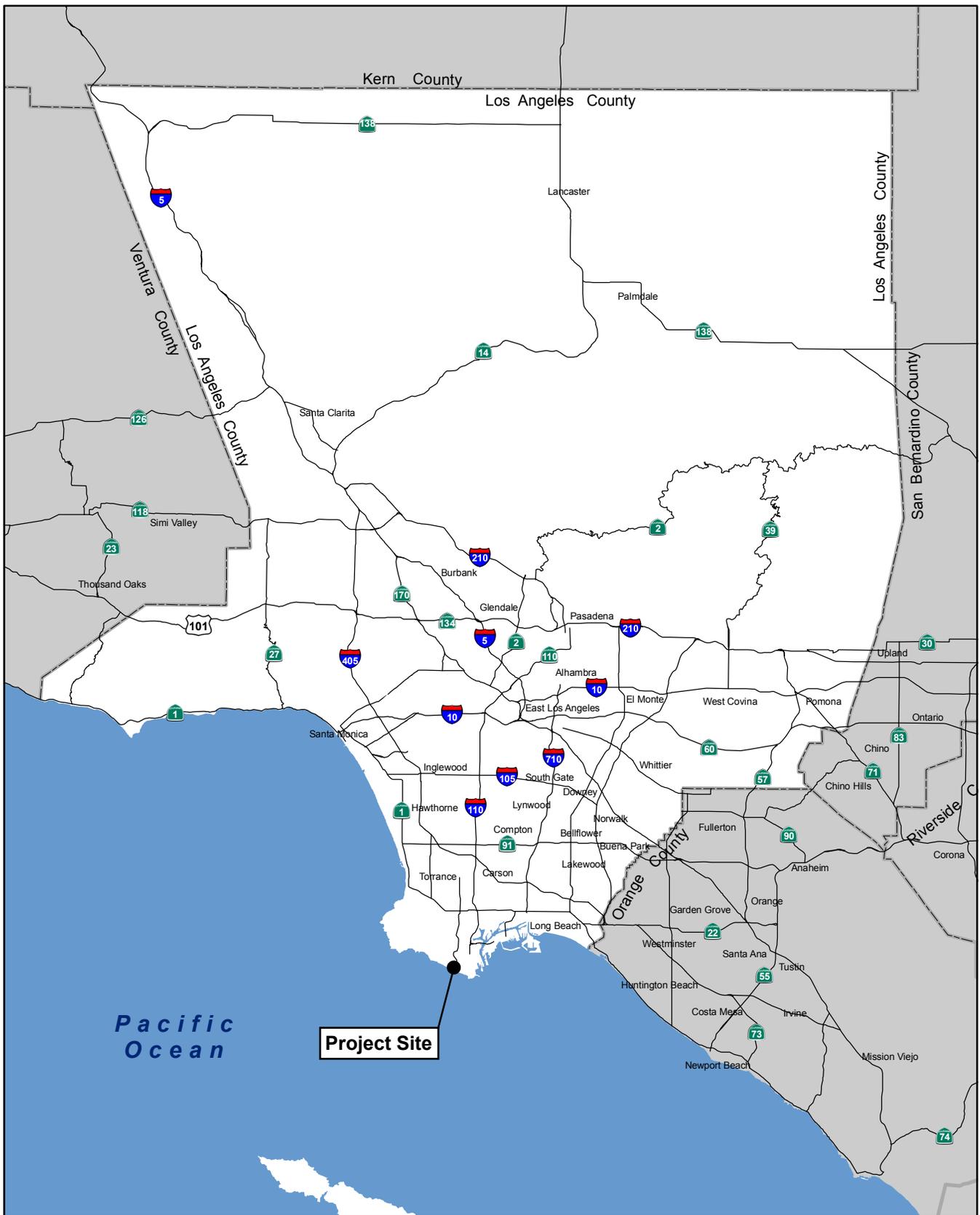
Mr. William Jones, Environmental Supervisor II  
City of Los Angeles Department of Public Works  
Bureau of Engineering, EMG  
1149 S. Broadway, Suite 600, Mail Stop 939  
Los Angeles, CA 90015

Comments may also be submitted by e-mail to [William.Jones@lacity.org](mailto:William.Jones@lacity.org) (please include "**Paseo Del Mar Comments**" in the subject line) or by fax to (213) 847-0656.

**Public Meeting:** A public meeting will be held during the Draft EIR public review period to solicit comments from interested parties on the content of the Draft EIR. This meeting will be held at the following date, time, and location:

**Wednesday, May 3, 2017**  
6:00 p.m. to 8:00 pm

The Plaza at Cabrillo Marina  
Cabrillo Marina Community Room  
2865 Via Cabrillo Marina  
San Pedro, CA 90731



Source: Esri Maps & Data, 2016



**Figure 1**  
**Regional Location Map**



Source: ESRI 2016

 Project Site



**Figure 2**  
**Project Location**