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<http://eng.lacity.org>

October 6, 2016

NOTICE OF PREPARATION

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 Preparation of a Draft Environmental Impact Report for the
Paseo Del Mar Permanent Restoration Project**

The City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) is the Lead Agency under the *California Environmental Quality Act* (CEQA) and will prepare an Environmental Impact Report (EIR) for the proposed project. In November 2011, a landslide event damaged an approximate 400-foot-long section along the Paseo Del Mar right-of-way. As a result, the City is proposing to restore access along the collapsed portion of the right-of-way.

The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with *California Code of Regulations*, Title 14, Section 15082(b). Your agency may need to use the EIR when considering any permit or other approval that your agency must issue for the proposed project. In addition, the City requests comments from other interested parties, stakeholders, and the general public on the scope of the environmental issues related to the proposed project.

The project site includes a landslide area located along a portion of Paseo Del Mar 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, as well as 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.

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 temporary street turn-around at the eastern end to close the road until a permanent solution was determined. The western end has been fenced off.

BOE is considering four project alternatives for the permanent restoration of the collapsed portion of the Paseo Del Mar roadway. These four alternatives include the following:

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 span would be approximately 380 feet. A standard barrier would be installed on the edges 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, 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 above the piles would stabilize the head scarp and support the new roadway. A barrier would also be required adjacent to the sidewalk similar to Alternative 1. 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 adjacent to the sidewalk would be required, similar to Alternatives 1 and 2. The construction of this alternative would last for approximately 19 months.

Alternative 4 – Roadway Realignment: Alternative 4 would seek to limit major earthwork and remediation of the existing landslide by realigning the roadway northerly into the White Point Nature Preserve. The roadway realignment would extend from the intersection of Paseo Del Mar and Weymouth Avenue approximately 1,175 feet to the west. Including a series of curves and bends, the realigned roadway would need to extend beyond a 170-foot safety buffer zone around the existing landslide. A new street easement would also need to be dedicated from land currently owned by the City of Los Angeles Department of Recreation and Parks. A new traffic signal would also be installed at the intersection of the realigned roadway and Weymouth Avenue. The construction of this alternative would last for approximately 11 months.

An analysis of potential environmental effects is provided in the Initial Study Checklist prepared for the proposed project. Potential impacts associated with the proposed project may include:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Recreation

- Transportation/Traffic

The Initial Study Checklist 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 Initial Study Checklist 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>

A scoping meeting will be held to obtain input on the scope of the contents of the EIR, as well as to present information on the proposed project design. This meeting will be held at the following date, time and location:

Wednesday, October 26, 2016

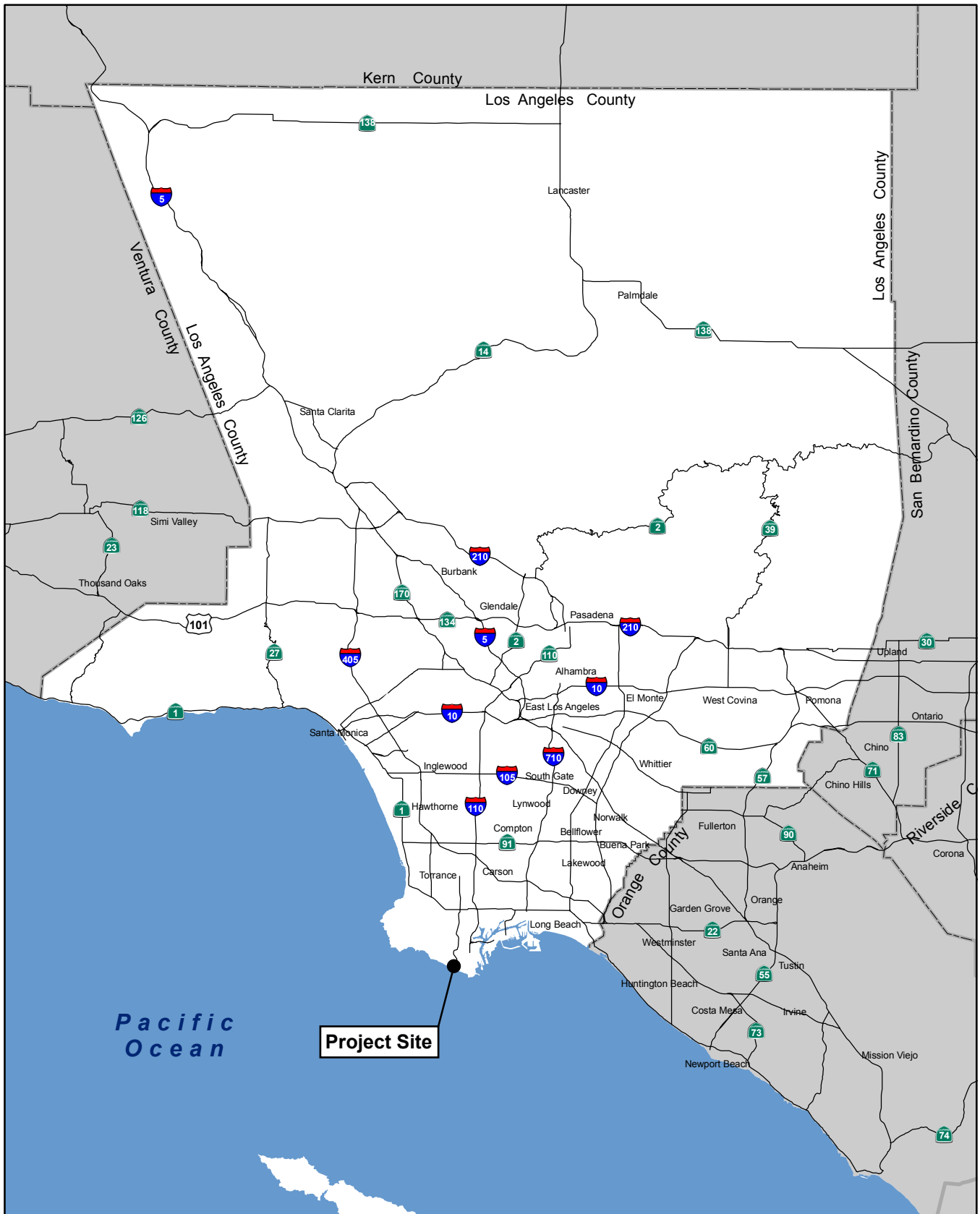
6:00 p.m. to 8:00 pm

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

Comments will be accepted from October 6, 2016 to November 4, 2016. Please send your comments by mail to:

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 (please include "**Paseo Del Mar Comments**" in the subject line) or by fax to (213) 847-0656.



Source: Esri Maps & Data, 2016

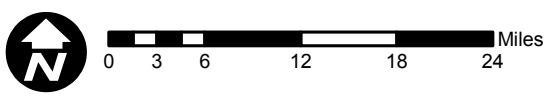


Figure 1
Regional Location Map



Source: ESRI 2016

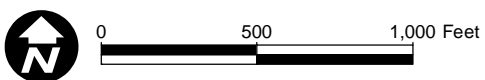


Figure 2
Project Location