

**Final Environmental Impact Report
SCH No. 2017091076**

Asilomar Boulevard Stabilization Project



City of Los Angeles



*Bureau of Engineering
Environmental Management Group*

City of Los Angeles Department of Public Works
Bureau of Engineering, Environmental Management Group
1149 South Broadway, Suite 600
Los Angeles, California 90015

February 2021

Final Environmental Impact Report
Asilomar Boulevard Stabilization Project
State Clearinghouse No.: 2017091076

Prepared for:

City of Los Angeles Department of Public Works
Bureau of Engineering, Environmental Management Group
1149 South Broadway, Suite 600
Los Angeles, California 90015

Prepared by:



300 South Grand Avenue, 8th Floor
Los Angeles, California 90071

February 2021

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1.0 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) to evaluate potential environmental effects that would result from development of the proposed Asilomar Boulevard Stabilization Project (Proposed Project). This EIR has been prepared in conformance with the *California Environmental Quality Act of 1970* (CEQA) statutes (California Public Resources Code Section 2100 et. seq., as amended) and its implementing guidelines (California Code of Regulations., Title 14, Section 15000 et. seq., 2016). BOE is identified as the lead agency for the Proposed Project under CEQA. This Final EIR contains comments and responses to comments received on the Draft EIR, which was circulated for public review from May 10, 2018 to June 25, 2018. Revisions and clarifications to the Final EIR made in response to comments and information received on the Draft EIR are listed in Chapter 2, Clarifications and Modifications. The comments and responses to comments are presented in Chapter 3, Response to Comments on the Draft EIR.

1.1 SUMMARY OF THE PROPOSED PROJECT

The Asilomar Boulevard Landslide is an active landslide located on the south-facing slope below the Asilomar Boulevard right-of-way (ROW) between Almar Avenue and Wynola Street in the Pacific Palisades community of the City of Los Angeles. The landslide extends from approximately the middle of the Asilomar Boulevard ROW down the slope approximately 600 feet to the Palisades Bowl Mobile Home Park, which fronts onto Pacific Coast Highway. Movements associated with the landslide have been documented back to the 1950s and are currently characterized by settlement and cracking within the southern portion of the Asilomar Boulevard ROW. The Proposed Project would construct a geotechnically stable roadway in the landslide area to prevent further sliding of Asilomar Boulevard between Almar Avenue and Wynola Street. Using a construction method called Cement-Deep Soil Mixing (CDSM), work within the ROW would occur using a specialized drill rig that would mix the existing subsurface material with cement, forming columns up to a depth of approximately 120 feet, which would strengthen the subsurface material and stabilize the slide area of the roadway. Following construction, the Project site would appear similar to existing conditions, as all structures would be installed below the ground surface. The Proposed Project would also maintain the natural look of the existing slope south of Asilomar Boulevard.

1.2 THE CEQA ENVIRONMENTAL PROCESS

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of a proposed project. The EIR process is intended to facilitate the evaluation of potentially significant direct, indirect, and cumulative environmental impacts of a proposed project, and to identify feasible mitigation measures and alternatives that might reduce or avoid the project's significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to remain significant after the application of mitigation measures.

1.2.1 Notice of Preparation and Initial Study

In accordance with the CEQA Guidelines, an Initial Study was prepared and a Notice of Preparation (NOP) was distributed on September 28, 2017, to approximately 440 public agencies,

interested organizations, members of the general public, and adjacent residents in the Project area. The purpose of the NOP was to provide notification that BOE planned to prepare an EIR for the Proposed Project and to solicit input on the scope and content of the EIR. Six written comment letters were received from various agencies, organizations, and individuals. The Initial Study, NOP, and these comment letters are included in Appendix A to this EIR.

A scoping meeting was held near the Project site at Palisades Charter High School in Pacific Palisades on October 10, 2017. The purpose of this meeting was to seek input from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the Proposed Project to be addressed in the EIR. Approximately 24 individuals attended the public scoping meeting. The following list summarizes the public comments and questions that were received at the scoping meeting related to environmental issues:

- **Aesthetics.** The use of nighttime lighting should be discussed as the area is a designated dark skies neighborhood. Views towards the ocean from Asilomar Boulevard should be maintained and no walls or structures should extend above the street level. (See Section 3.1, Aesthetics)
- **Geology and Soils.** The potential for construction to affect the landslide should be considered. Stability of the roadway should be considered with the use of trucks and equipment. The cause of the landslide should be discussed. (See Section 3.5, Geology and Soils)
- **Noise.** Construction vibration impacts should be analyzed. (See Section 3.8, Noise)
- **Recreation.** Improvements to the Asilomar View Park should be considered. (See Section 3.10, Recreation)
- **Transportation and Traffic.** Construction truck traffic trips and circulation should be analyzed. (See Section 3.11, Transportation and Traffic)
- **Alternatives.** The two alternatives should be considered in addition to the Proposed Project. (See Chapter 5, Alternatives)

1.2.2 Notice of Availability and Draft EIR

This EIR focuses on the environmental impacts identified as potentially significant during the Initial Study process, including the comments received in response to the NOP. The issue areas analyzed in detail in the Draft EIR include aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, paleontological resources, recreation, transportation and traffic, and tribal cultural resources. Effects not found to be significant are addressed in Section 4.2 of Chapter 4, Impact Overview, of the Draft EIR.

The Draft EIR was circulated for 45 days for public review and comment. The timeframe of the public review period was identified in the Notice of Availability attached to the Draft EIR. The public review period was conducted pursuant to CEQA and its implementing guidelines. The purpose of the public review period was to provide interested public agencies, organizations, and individuals the opportunity to comment on the contents and accuracy of the document. The Draft EIR and the Notice of Completion were distributed to the California Office of Planning and

Research, State Clearinghouse. A Notice of Availability (NOA) was distributed to approximately 60 relevant legislators, agencies, and community stakeholders, and approximately 400 individuals. The NOA informed them of where the Draft EIR could be reviewed and how to submit comments. Copies of the Draft EIR were made available to the public for review at two local libraries and the BOE office. An electronic copy of the document was also posted online.

A public meeting was held during the Draft EIR public review period to solicit comments from interested parties on the content of the Draft EIR. Information regarding the public meeting was included in the NOA, which was widely distributed, as described above. The meeting was held on May 29, 2018, at Palisades Charter High School in Pacific Palisades. Approximately 8 individuals attended the Draft EIR public meeting.

1.3 FINAL EIR

This Final EIR contains comments and responses to comments received on the Draft EIR. Revisions and clarifications made in response to comments and information received on the Draft EIR are listed in Chapter 2, Clarifications and Modifications. The comments and responses to comments are presented in Chapter 3, Response to Comments on the Draft EIR.

Prior to approval of the Proposed Project, the City, as the lead agency and decision-making entity for the Project, is required to certify that this EIR has been completed in accordance with CEQA, that the EIR reflects the independent judgment of the lead agency, and that the information in this EIR has been considered during the review of the Project. CEQA also requires the City to adopt “findings” with respect to each significant environmental effect identified in the EIR (*California Public Resources Code* Section 21081; *California Code of Regulations*, Title 14, Section 15091). For each significant effect, CEQA requires the approving agency to make one or more of the following findings:

- Alterations have been made to avoid or substantially lessen significant impacts identified in the Final EIR.
- The responsibility to carry out such changes or alterations is under the jurisdiction of another agency.
- Specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or project alternatives identified in the Final EIR.

If the City concludes that the Proposed Project would result in significant effects that have been identified in this EIR but cannot be substantially lessened or avoided by feasible mitigation measures, it must adopt a “statement of overriding considerations” in order to approve the Project (*California Public Resources Code* Section 21801[b]). Such statements are intended under CEQA to provide a means by which the lead agency balances, in writing, the benefits of the Proposed Project with the significant and unavoidable environmental impacts. Where the lead agency concludes that the economic, legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts “acceptable” and approve the Proposed Project.

In addition, the City must also adopt a Mitigation Monitoring and Reporting Program describing the changes that were incorporated into the Project or made a condition of approval in order to mitigate or avoid significant effects on the environment (*California Public Resources Code* Section 21081.6). The Mitigation Monitoring and Reporting Program is adopted at the time of Project

approval and is designed to ensure compliance during Project implementation. Upon approval of the Proposed Project, the lead agency will be responsible for the implementation of the Mitigation Monitoring and Reporting Program.

1.4 ORGANIZATION OF THE FINAL EIR

This Final EIR is organized as follows:

Chapter 1 (Introduction) provides a summary of the Proposed Project, an overview of the CEQA environmental review process, and a description of the organization of the Final EIR.

Chapter 2 (Clarifications and Modifications) provides a detailed description of all clarifications and modifications that were made to the text or graphics of the Draft EIR. Clarifications and modifications reflect changes made to the Proposed Project, analysis, or mitigation measures due to editorial changes or as a result of a comment made by an agency or individual during the public review period. These clarifications and modifications do not constitute significant new information and do not change any of the conclusions of the document. This chapter also reflects changes necessary to combine the Draft EIR into this Final EIR.

Chapter 3 (Response to Comments on the Draft EIR) provides a list of agencies, organizations, and individuals commenting on the Draft EIR, copies of the written and oral comments received during the Draft EIR public comment period, and the lead agency responses to those comments.

2.0 CLARIFICATIONS AND MODIFICATIONS

The following clarifications and modifications are intended to update the Draft EIR in response to the comments received during the public review period. The following clarifications and modifications also show revisions made to convert the Draft EIR into this Final EIR; a single document that encompasses the final impact analysis for the Proposed Project. None of these revisions made to the Draft EIR have resulted in new significant impacts or mitigation measures, nor has the severity of an impact increased. None of the criteria for recirculation have been met.

The changes to the Draft EIR are listed by page number, with reference to the section or paragraph number on that page as applicable. Text which has been removed is shown with a ~~strike through~~ line, while text that has been added is shown underlined.

<u>Page</u>	<u>Clarification/Revision</u>
-------------	-------------------------------

ES-2	<i>An editorial change has been made to clarify the start date of construction for the Project discussed in the second paragraph under section ES.4 Proposed Project Characteristics. The first sentence in this paragraph is modified as follows:</i>
------	--

The construction of the Proposed Project would begin in approximately July 2022 ~~January 2020~~ and last for approximately 12 months.

1-1	<i>An editorial change has been made to clarify the conditions at the Project site discussed in the second paragraph under section 1.1 Summary of the Proposed Project. The last sentence in this paragraph is modified as follows:</i>
-----	---

This southwestern portion of the roadway has been ~~is currently~~ blocked off from vehicular traffic at different points in time due to damage from the landslide using traffic cones and signage.

2-4	<i>An editorial change has been made to clarify the conditions at the Project site discussed in the first full paragraph on this page. The last sentence in this paragraph is modified as follows:</i>
-----	--

This southwestern portion of the roadway has been ~~is currently~~ blocked off from vehicular traffic at different points in time due to damage from the landslide using traffic cones and signage.

2-4	<i>An editorial change has been made to clarify the conditions at the Project site discussed in the second paragraph under subsection 2.3.2 Surrounding Setting. The last sentence in this paragraph is modified as follows:</i>
-----	--

Surface cracks from the active Asilomar Boulevard Landslide are evident in the portion of the park just south of the portion of the Asilomar Boulevard ROW that has, at different points in time, been closed off to vehicular access.

- 2-6 *An editorial change has been made to clarify the start date of construction for the Project discussed in the first paragraph under section 2.6 Construction Scenario. The first sentence in this paragraph is modified as follows:*

The construction of the Proposed Project would begin in approximately July 2022 ~~January 2020~~ and last for approximately 12 months.

- 4-1 - 4-2 *An editorial change has been made within Chapter 4, Impact Overview to clarify the recreation effects not found to be significant. The discussion under section 4.2 Effects Not Found to be Significant, is modified as follows:*

Section 15128 of the CEQA Guidelines requires the identification of impacts of a project that were determined not to be significant and that were not discussed in detail in an impacts section of the EIR. These issues were eliminated from further review during the Initial Study process (see Appendix A). The following section presents a brief discussion of environmental issues that were not found to be significant (i.e., a No Impact or Less Than Significant Impact determination was made in the Initial Study) for the Proposed Project, including aesthetics (scenic resources within a state scenic highway/light and glare); agriculture and forestry resources; air quality (operational emissions/objectionable odors); biological resources (federally protected wetlands); geology and soils (alternative wastewater disposal systems); greenhouse gas emissions (operational emissions); hazards and hazardous materials; hydrology and water quality (housing or structures within a 100-Year flood hazard area/flooding from failure of a levee or dam); land use and planning; mineral resources; noise (noise related to public airports and private airstrips); population and housing; public services; recreation (construction or expansion of recreational facilities); transportation and traffic (changes in air traffic patterns/hazards due to design feature or incompatible uses); and utilities and service systems.

- 4-8 *An editorial change has been made within Chapter 4, Impact Overview to clarify the recreation effects not found to be significant. Subsection 4.2.14, Recreation, is added as follows:*

4.2.14 Recreation – Construction or Expansion of Recreational Facilities

The Proposed Project does not include a component (i.e., residential development) that would generate increased population that would directly increase the demand for parks and recreational facilities. As the Proposed Project is intended to stabilize the roadway at the Project site, it would not increase the overall population of visitors to the community within or near the Project area in a manner that would induce population growth, thereby indirectly increasing the demand for recreational facilities. Therefore, impacts related to the construction or expansion of recreational facilities would be less than significant.

- 4-8 *Due to the addition of the discussion of recreation effects not found to be significant, the discussion of transportation and traffic effects not found to be significant has been renumbered as follows:*

4.2.15 14 Transportation and Traffic – Changes in Air Traffic Patterns/Hazards Due to Design Feature or Incompatible Uses/Emergency Access

4-9 *Due to the addition of the discussion of recreation effects not found to be significant, the discussion of utilities and service systems effects not found to be significant has been renumbered as follows:*

4.2.16 15 Utilities and Service Systems

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3.0 RESPONSE TO COMMENTS ON THE DRAFT EIR

The Draft EIR was distributed for public review on May 10, 2018 through June 25, 2018, pursuant to CEQA Guidelines Section 15105. A total of 2 comment letters were received. According to CEQA Guidelines Section 15088(a), “the lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response.” This chapter provides responses to written environmental comments received during the public comment period, as well as oral environmental comments received during the Draft EIR public meeting.

This chapter is organized into two parts: 1) responses to written comments received during the public review period, and 2) responses to oral comments received at the Draft EIR public meeting. Written responses are presented for all comment letters received during the public review period. The written responses to the oral comments received at the Draft EIR public meeting are provided at the end of this chapter.

Each letter has been assigned a number code, and individual comments in each letter have also been coded to facilitate responses. For example, the letter from the State of California, Department of Transportation is identified at Comment Letter 1, with comments noted as 1-1, 1-2, etc. Copies of each comment letter are provided prior to each response. Comments that present opinions about the project or that raise issues not directly related to the substance of the environmental analysis in the Draft EIR are noted but, in accordance with CEQA, did not receive a detailed response.

3.1 RESPONSES TO WRITTEN COMMENTS RECEIVED THAT ADDRESS ENVIRONMENTAL ISSUES RAISED IN THE EIR

Table 3-1
List of Comment Letters on Draft EIR

Letter No.	Agency/Organization/Individual	Date of Letter	Page # of Response
Agencies			
1	State of California, Department of Transportation (Caltrans) <i>Signed: Frances Lee</i>	June 25, 2018	3-3
2	State of California Governor’s Office of Planning and Research, State Clearinghouse <i>Signed: Scott Morgan</i>	June 26, 2018	3-8

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-8391

FAX (213) 897-1337

TTY 711

www.dot.ca.gov

Comment Letter No. 1



*Serious Drought.
Making Conservation
a California Way of Life.*

June 25, 2018

Ms. Eileen Schoetzow
City of Los Angeles Dept. of Public Works
Bureau of Engineering, Env. Management Group
1149 South Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

RE: Asilomar Boulevard Stabilization Project
Draft Environmental Impact Report (DEIR)
SCH # 2017091076
GTS # 07-LA-2017-01446-FL
Vic. LA/ 001/ PM 38.1

Dear Ms. Schoetzow:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would use a construction method called Cement-Depp Soil Mixing (CDSM), which would strengthen the subsurface material and stabilize the Asilomar Landslide area of the roadways (slope south of the Asilomar Boulevard ROW between Almar Avenue and Wynola Street).

1-1

The nearest facilities to the proposed project is SR-1 or Pacific Coast Highway (PCH). Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

1-2

Caltrans noted that the entire slide commonly known in Caltrans terminology as "Tahitian Terrace slide" is located completely outside the State right-of-way (ROW). However, as a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

1-3

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water. If you have any questions, please feel free to contact the project coordinator, Frances Lee, the at (213) 897-0673 and refer to GTS #07-LA-2017-01161-FL.

1-4

Sincerely,

FRANCES LEE

IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse

Comment Letter 1: State of California, Department of Transportation**Response 1-1**

This comment includes introductory remarks and does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. Therefore, no further response to this comment is required.

Response 1-2

The commenter states that the nearest Caltrans facility to the Project site is Pacific Coast Highway and that they do not expect a direct adverse impact to this facility. No further response to this comment is required.

Response 1-3

The commenter states that the use of oversized transport vehicles on state highways would require a Caltrans transportation permit. The Proposed Project would be required to comply with all applicable Caltrans regulations during construction. As applicable, a Transportation Permit would be obtained from Caltrans for the use of oversized vehicles associated with the Proposed Project that would be expected to travel on state highways. To the extent practicable, large size truck trips would be limited to off-peak commute periods.

Response 1-4

The commenter states that the Project should be designed to discharge clean run-off water. The approvals and permits that would be required to implement the Proposed Project are listed in Chapter 2, Project Description, Section 2.8, Project Approvals, beginning on page 2-13 of the Draft EIR. As listed in the approvals and permits that would need to be obtained from the Los Angeles Regional Water Quality Control Board (RWQCB), the Proposed Project would require a permit under the National Pollutant Discharge Elimination System (NPDES).

As discussed in Section 3.7, Hydrology and Water Quality, of the Draft EIR, the Proposed Project would require coverage under California's Construction General Permit (CGP), which requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) pursuant to NPDES. As stated on page 3.7-19 of the Draft EIR, "the CGP requires the development and implementation of a SWPPP. The SWPPP would detail treatment measures and site-specific [Best Management Practices (BMPs)] that would be implemented to minimize discharges of pollutants in stormwater runoff to the maximum extent practicable. The SWPPP prepared for the Proposed Project would be based on final engineering design and identify locations for storage of hazardous materials during construction as well as BMPs, notifications, and cleanup requirements for incidental spills or other potential releases of hazardous materials. In addition, the SWPPP would have inspection, monitoring, and reporting requirements that would be implemented and maintained during construction." Additionally, the Proposed Project would implement worker environmental awareness training during the construction phase to provide construction personnel with instruction on their individual regulatory compliance responsibilities. The Draft EIR concludes that implementation of effective BMPs, as identified in the CGP, and worker environmental awareness training would ensure that construction impacts to water quality and waste discharge would be less than significant. The Draft EIR further concludes that the potential for runoff contaminated by vehicle pollutants during operation of the Proposed Project

would be similar to existing conditions, and operational impacts to water quality and waste discharge would be less than significant.

Comment Letter No. 2



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

June 26, 2018

Eileen Schoetzow
City of Los Angeles
1149 S Broadway, Suite 600, MS 939
Los Angeles, CA 90015

Subject: Asilomar Boulevard Stabilization Project
SCH#: 2017091076

Dear Eileen Schoetzow:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 25, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in black ink that reads "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

2-1

2-2

Document Details Report State Clearinghouse Data Base

SCH# 2017091076
Project Title Asilomar Boulevard Stabilization Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR

Description The proposed project would seek to limit major earthwork and construction activity on the slope south of the Asilomar Blvd ROW. Using a construction method called Cement-Deep Soil Mixing, work within the ROW would occur using a specialized drill rig that would mix the existing subsurface material with cement, forming approx 2 to 8 ft wide columns, depending on final design, up to a depth of approx 120 ft, which would strengthen the subsurface material and stabilize the slide area of teh roadway. The CDSM columns would be installed in a grid pattern located entirely within an approx 600-ft long by 50 ft wide portion of the Asilomar Blvd ROW between Almar Ave and Wynola St. Following construction, the project site would appear similar to existing conditions.

Lead Agency Contact

Name Eileen Schoetzow
Agency City of Los Angeles
Phone 213-485-5751 **Fax**
email
Address 1149 S Broadway, Suite 600, MS 939
City Los Angeles **State** CA **Zip** 90015

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long
Cross Streets Asilomar Blvd between Wynola St and Almar Ave
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways SR 1
Airports
Railways
Waterways
Schools Palisades Charter HS
Land Use R1, OS/Local Limited Street

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Coastal Zone; Flood Plain/Flooding; Geologic/Seismic; Noise; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing; Cumulative Effects

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; State Water Resources Control Board, Division of Drinking Water; Native American Heritage Commission; State Lands Commission

Date Received 05/10/2018 **Start of Review** 05/10/2018 **End of Review** 06/25/2018

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

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Clear

6/25/2018

E



*Serious Drought.
Making Conservation
a California Way of Life.*

June 25, 2018

Governor's Office of Planning & Research

JUN 25 2018

STATE CLEARINGHOUSE

Ms. Eileen Schoetzow
City of Los Angeles Dept. of Public Works
Bureau of Engineering, Env. Management Group
1149 South Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

RE: Asilomar Boulevard Stabilization Project
Draft Environmental Impact Report (DEIR)
SCH # 2017091076
GTS # 07-LA-2017-01446-FL
Vic. LA/ 001/ PM 38.1

Dear Ms. Schoetzow:

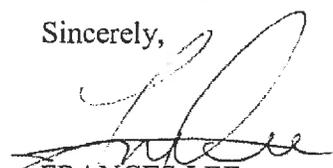
Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would use a construction method called Cement-Depp Soil Mixing (CDSM), which would strengthen the subsurface material and stabilize the Asilomar Landslide area of the roadways (slope south of the Asilomar Boulevard ROW between Almar Avenue and Wynola Street).

The nearest facilities to the proposed project is SR-1 or Pacific Coast Highway (PCH). Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

Caltrans noted that the entire slide commonly known in Caltrans terminology as "Tahitian Terrace slide" is located completely outside the State right-of-way (ROW). However, as a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water. If you have any questions, please feel free to contact the project coordinator, Frances Lee, the at (213) 897-0673 and refer to GTS #07-LA-2017-01161-FL.

Sincerely,


FRANCES LEE

IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse

2-4

Comment Letter 2: State of California Governor's Office of Planning and Research, State Clearinghouse

Response 2-1

The commenter states that the State Clearinghouse circulated the Draft EIR to selected state agencies for review during the public review period, which closed on June 25, 2018, and that comments from responding agencies are attached. No further response to this comment is required.

Response 2-2

The commenter acknowledges that the Lead Agency has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. No further response to this comment is required.

Response 2-3

The Document Details Report from the State Clearinghouse database explaining the distribution of the Draft EIR is noted. No further response to this comment is required.

Response 2-4

See Responses 1-1 through 1-4 above for responses to comments submitted by the State of California Department of Transportation.

3.2 RESPONSES TO ORAL COMMENTS RECEIVED AT DRAFT EIR PUBLIC MEETING

A public meeting was held during the Draft EIR public review period to solicit comments from interested parties. This Draft EIR public meeting was held on May 29, 2018, at 6:00 p.m. at Gilbert Hall at Palisades Charter High School (15777 Bowdoin Street, Pacific Palisades, CA 90272). At the meeting, an overview of the Proposed Project and the Draft EIR conclusions were presented. Following the presentation, the meeting was opened to oral public comments. Eight members of the public provided oral comments on the Draft EIR during the public meeting. A court reporter was present at this meeting and a transcript of the comments received is provided below followed by responses to each public testimony (PT).

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Pacific Palisades, California

Tuesday, May 29, 2018

6:00 P.M.

-oOo-

MS. SCHOETZOW: Good evening, everyone. My name is Eileen Schoetzow. I'm just going to get started.

Can you guys hear me? Anybody have a microphone? Do we have a microphone?

AUDIENCE: There's one right there.

MS. SCHOETZOW: Yeah, I -- I know, but I have a gregarious voice.

Okay. We'll get started. Good evening everyone, and welcome. This is the City of Los Angeles Bureau -- I'm sorry -- the Department of Public Works, Bureau of Engineering's Asilomar Boulevard Stabilization Project Draft EIR public meeting.

The agenda for today is basically here. Again, my name is MS. SCHOETZOW. I'm with the Bureau of Engineering, Environmental Management Group. We have MR. KUNESH who is the project manager for BOE who basically is an engineer on this project.

We'll talk about the purpose of the draft EIR meeting tonight, project overview, a tentative project schedule, the sequel process, the California Environmental Quality Act process, key environmental

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1 issues addressed in the draft EIR, less than significant
2 impacts with Mitigation, Incorporated, less than
3 significant impacts, significant unavoidable impacts,
4 the alternatives, analyzed public review locations, and
5 the draft AR comments.

6 The purpose of this draft EIR meeting is to inform
7 the public about the proposed project and disclose
8 potential environmental impacts, to receive comments
9 from the public regarding environmental analysis and
10 concerns, and to inform the public about the ongoing
11 CEQA process.

12 Spanish translation is available, and if you would
13 like speak, please complete a speaker card, and we will
14 be able to provide those comments after the
15 presentation.

16 So now we will have Craig come up and discuss the
17 actual technical aspects of this project.

18 MR. KUNESH: Good evening. My name MR. KUNESH. I
19 am the engineering geologist and the project manager for
20 three of Asilomar Boulevard projects. One is
21 de-watering well project which is more or less completed
22 except for a little bit of work on the operational
23 equipment.

24 I'm also the project manager for the pilot study
25 that's currently in the design phase. And I'm also the

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Cont'd

1 project manager for the permanent repair of Asilomar
2 Boulevard which -- which is the project that we're
3 discussing here tonight.

4 Now the Asilomar landslide has been going on since
5 the 1950s when it was first documented; however, it
6 became probably most acute beginning in the early 2000s,
7 and this occurred -- primarily occurred between 2000 and
8 2006.

9 And as this slide says that we've had approximately
10 three feet of subsidence in the street, which has been
11 periodically repaired over the years. And I believe it
12 was repaired as part of the de-watering project, and the
13 road is quite passable the last time I saw it.

14 However, over time it's to be expected, because the
15 repair to the street was just a Band-Aid, that we'll
16 probably get some cracking occurring down the road in
17 the street. And over -- and over time we fill these
18 cracks up with slurry and asphalt. And the southwestern
19 portion of the roadway has been blocked off periodically
20 due to the subsidence of the street.

21 However, as I mentioned just earlier, that
22 currently it's open, and it's quite passable to vehicle
23 traffic. May I have the next slide, please?

24 Now, the project objective is to stabilize the
25 portion of the Asilomar Boulevard going from Almar

PT-1
Cont'd

1 Avenue to just around the corner. This is Almar, and it
2 wraps around here -- is where we're -- where we've
3 experienced the -- the affects of the landslide within
4 the public right-of-way. Next slide, please.

5 Now, this is -- this project is going to use a
6 method called "cement deep soil mixing," which we're
7 going be drilling holes in the street within the
8 right-of-way, and we're going to be mixing this material
9 with cement.

10 And this will harden the material, make it
11 stronger, and will also penetrate through the two
12 landslide planes that are currently at around 40 feet
13 and 80 feet below the ground surface.

14 And the benefit -- the primary -- there's a couple
15 benefits of using this deep soil cement mixing process.
16 One is that it has the least impact within the -- within
17 the public right-of-way.

18 The other methods we've looked at which include a
19 tied-back wall, a soil nail wall, and large-diameter
20 piles would much more disruptive to the community.
21 And -- and this also has the benefit of costing half as
22 much as the other alternatives. Next slide, please.

23 Now, the active construction is going -- as I
24 mentioned earlier, going to be going from Almar -- I
25 mean -- yeah, Almar up to this point on Asilomar. And

PT-1
Cont'd

1 this portion of the road will be used as a lay-down area
2 for storing equipment or materials and supplies during
3 this project. Next slide, please.

4 Now, this is the deep soil cement mixing. This
5 is where -- this is Asilomar Boulevard. These columns
6 are going to go down approximately 120 feet. And
7 there's -- like I mentioned earlier, there's a landslide
8 plane about 40 feet, and there's another deeper one at
9 80 feet.

10 The purpose of these columns is to penetrate the
11 landslide planes and replace the relatively weak
12 un-cemented soil and -- and stabilize the bedrock that's
13 been broken up by the landslides into a homo -- more of
14 a homogeneous mass that won't move as opposed to what's
15 going on now. Can I have next slide?

16 Now, this is -- these are the some of the project
17 alternatives. One is a retaining wall, but this is --
18 this is what my first one was called. A tied-back
19 retaining wall where we have piles here, and then we
20 have these tie-backs.

21 This is a fairly invasive process that we not only
22 have to do drilling within the right-of-way. But then
23 we have to cut back the slope, install these tie-backs
24 which would also run under residential properties, not
25 just within the right-of-ways, but extend under --

PT-1
Cont'd

1 underneath not only the house immediately on the north
2 side of the street, but possibly the houses yet on the
3 next street over.

4 And then the tie-backs would be used to -- they
5 function as anchors for these columns. And then we'd
6 also have to remove and re-compact all this slope
7 material that you see on the downslope side of the wall.

8 Soil nail wall is very similar to the tied-back
9 wall. And it has -- and it costs about the same amount.
10 It's just a different methodology. Next side, please.

11 And what isn't shown on here was the large-diameter
12 piles where we would be using this large piles, which
13 would become more or less pins. And these would be
14 about eight to ten feet in diameter. And they would
15 just be almost -- you know, almost like a continuous
16 wall of concrete and reinforcement steel. That would be
17 underground.

18 All these alternatives other than the deep soil
19 cement mixing process involve -- and they are a lot more
20 invasive. They involve a lot more material excavation,
21 a lot more material haul off. And because we not only,
22 you know -- for example, on anything dealing with the
23 piles or the large -- either the -- the pile's of either
24 the large or smaller-diameter piles, all the material
25 that's excavated gets hauled off. And we have to bring

PT-1
Cont'd

1 in concrete and fill those holes in.

2 Deep soil cement mixing process just has cement
3 mixed in with on-site soils, and there's a much less
4 material that has to be hauled off as a result. And the
5 stabilization is equivalent amongst all of these. It's
6 primarily just the cost of the procedure that we're
7 going to use.

8 Now, as far as permits and as far as the project
9 schedule, we're looking at the permits and approvals
10 being completed around late 2018, mid 2019. And that's
11 what we're here for is one of the process -- one of the
12 requirements is to have this environmental impact
13 report.

14 Our design phase is supposed to be completed by mid
15 2019, and we're in the process of hiring a consultant
16 for the design at this point in time. And the
17 construction is slated to begin early 2020, and it's
18 supposed to last approximately a year.

19 Now, all of this is -- you know, as far as when
20 construction -- we estimate early 2020, but the issue of
21 funding through this project is estimated to cost at
22 least \$16 million. And at the -- at the current time,
23 money has not been allocated for the construction at
24 this point in time. So this 2020 figure is still a
25 moving target. Next slide.

PT-1
Cont'd

1 Okay. All right. I'll turn it back over to --

2 MS. SCHOETZOW: Thank you, Craig.

3 California Environmental Quantity Act process is
4 required for all projects as defined by CEQA. It
5 informs the public and decision makers. It's a feasible
6 way to avoid, reduce, and/or mitigate impacts.

7 It considers the alternatives, discloses
8 significant and unavoidable impacts, and it's an
9 opportunity to comment on the environmental issues. So
10 right now we are at the public review of the draft EIR.
11 You guys have followed us throughout the whole CEQA
12 process beginning with the public scoping meeting and
13 the first public meeting we've had.

14 And you guys have been able to review the initial
15 study, and now we are at the draft EIR. So we published
16 the draft EIR for your review and comment. And that's
17 why we are here this evening. Next slide, please.

18 So the key environmental issues addressed in the
19 draft EIR -- basically, there's quite a few: Aesthetics
20 air quality, biological resources, cultural resources,
21 geology and soils, greenhouse gases, hydrology and water
22 quality, noise and vibration, paleontological resources,
23 recreation, transportation and traffic, travel/cultural
24 resources, affects found not to be significant,
25 cumulative impacts, and the project alternatives that

PT-1
Cont'd

1 Craig actually went over earlier.

2 It includes a no-project alternative and two goal
3 alternatives. Next slide, please.

4 So the less than significant impacts for
5 Mitigation, Incorporated include the biological
6 resources, the cultural resources, and the geology and
7 soils. And all the mitigation, we have a handout that
8 you guys can actually analyze and look at, all the
9 mitigation for each of these CEQA elements.

10 And some of them include -- for the biological
11 resources: Construction limitations to avoid nesting
12 birds. Those are -- that's one of the examples.

13 For cultural resources, construction monitoring by
14 qualified archeologists, and the development of cultural
15 resources monitoring and mitigation plan. Those are for
16 cultural resources.

17 An example for geology and soils would include
18 removing obstructions, specifications for excavations,
19 materials, fill, and column compressive strength.

20 You can read the comprehensive mitigation measures
21 for every single element that we have in the handout
22 that I provided to you guys. Next.

23 Also, we have paleontological resources,
24 transportation and traffic, and travel/cultural
25 resources all with less than significant impacts with

PT-1
Cont'd

1 Mitigation, Incorporated.

2 So the less than significant impacts that don't
3 require any mitigation are aesthetics, air quality,
4 greenhouse gases, hydrology and water quality, and
5 recreation.

6 Significant unavoidable impacts include noise and
7 vibration, impacts related to temporary noise and
8 vibration during construction. Mitigation includes
9 noise control devices for construction equipment,
10 equipment maintenance, use of sound curtains around
11 drilling equipment, and establishing a noise disturbance
12 coordinator.

13 Mitigation may not reduce impacts below significant
14 thresholds simply because it's basically in the street
15 right-of-way, right in front of the homes on Asilomar
16 Boulevard. So the next slide, please.

17 Craig has already kind of gone over these
18 alternatives with the -- with the photos or the pictures
19 that he went over, he had earlier in the presentation.
20 So I'll just go over them again.

21 But the -- there was a no-project alternative. And
22 although temporary construction impacts would be
23 avoided, this alternative would result in potentially
24 significant unavoidable long-term impacts.

25 Alternative one is a retaining wall with soldier

PT-1
Cont'd

1 piles and tie-backs, and would this result in additional
2 impacts compared to the proposed project as Craig
3 described.

4 Alternative two is a soil nail wall, and this would
5 result in additional impacts compared to the proposed
6 project as well based upon what Craig has already
7 presented. Next slide.

8 So the public review locations to review the draft
9 EIR, you can review them online. And then we also have
10 it in our local library. We have it in the Downtown
11 Central Library and also in my office at the Public
12 Works building. Next slide, please.

13 So the draft EIR comments -- the following comments
14 will be considered: Verbal comments at this meeting,
15 comment cards at the draft EIR meeting or mailed in to
16 the address here, and written responses to the draft EIR
17 mail or e-mail.

18 So this is the address -- this is my address,
19 actually. You can send these to me. The comment period
20 ends July -- I'm sorry -- June 25, 2018. That's pretty
21 much the end of our presentation.

22 And would anyone -- does anyone -- has anyone
23 filled out any comment cards?

24 AUDIENCE: I didn't fill it out. I just want to
25 say that there's very few people here. I want to --

PT-1
Cont'd

PT-2

1 MS. SCHOETZOW: Can you say your name for the
2 record?

3 AUDIENCE: AUDIENCE. This is Brooke Campbell. Can
4 you hear me? There's very few people here; right?

5 MS. SCHOETZOW: Compared to last time, yes.

6 AUDIENCE: Compared to last time, and you're done
7 with your presentation; correct?

8 MS. SCHOETZOW: Yes.

9 AUDIENCE: I think that's why there's very few
10 people here is because this is not something that is
11 really very pertinent. It's a nice thing for the city
12 to do to follow your rules and maybe what must be done
13 for the Coastal Commission.

14 But, in essence, the street is not getting fixed
15 anytime soon. And the major point that Craig made was
16 at the very last sentence when he said 2020 is
17 negotiable. And there is not any money that has been
18 allocated to this project.

19 So we have watering wells that were put in that
20 aren't functioning. That was his first job, and he
21 knows that he is going to be fixing that, we hope.
22 I'm -- I'm pretty sure he will.

23 MR. KUNESH: Yes.

24 AUDIENCE: They manually operate, but no little elf
25 is going to come and pull the trigger on the box that's

PT-2
Cont'd

1 sitting there when it starts to rain. So he is going to
2 work on trying to make the auto -- it work
3 automatically.

4 We, personally, have been waiting 15 years or more
5 for the street to get fixed, and 2020 is still
6 negotiable.

7 The retaining wall that you talked about shouldn't
8 have even been a slide. It's not happening. I don't
9 know why you have a picture of what's not happening in
10 your presentation.

11 They are possibly doing the core drilling which the
12 Coastal Commission is making you do a block up. And
13 then when it's going to come down to our street -- who
14 knows when? It has to have a design that's then bid on,
15 and they don't know where they're going to get the money
16 from.

17 So there's nobody here because I don't think we
18 believe that much is going to be happening. In the
19 meantime, there is definite cracking going on in the
20 street. There is definite movement. And if -- and this
21 is 2018. And you cannot tell us that in 2020 it's going
22 to make a difference in the street that the cores with
23 the soil mixture is going to stop the slide.

24 So, in essence, we're not much better, except you
25 can pass our road. You guys did a patchwork on the road

PT-2
Cont'd

PT-3

PT-4

PT-5

1 so cars can pass easier. It's just a patchwork. It's
2 very sad.

3 And I'm perplexed why you put up slides on
4 something that isn't going to happen. It isn't even in
5 the cards, can't possibly be done, no money there. And
6 we don't even know when the money will come in 2020.

7 So I guess this is a show for the city that you
8 have you to do, but it's not very supportive for the
9 people that thought they were going to come tonight and
10 hear some progress.

11 We have watering wells in that don't even work. I
12 mean, it's sad. It's sad. And we're not talking about
13 a short time. It's over 15 years. And now it might go
14 to 2021 or '22. That's kind of bad.

15 So I'm making a public statement, and I hope that
16 the city hears this: That the real push needs to go,
17 not to you all, but to the auditors of the city to
18 please allocate money for the project, period.

19 If you can come in here and tell us what we can do,
20 what official we can write, who is the auditor that we
21 can put some pressure on for monies to get this job
22 done, that's the bottom line.

23 AUDIENCE: Hi. I'm Hugh Wellinger. I'm here to
24 discuss the construction laydown area, the yellow on
25 Asilomar. I noticed up on the board, but no comment was

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Cont'd

PT-6

PT-7

PT-8

1 made about that, please.

2 MR. KUNESH: Can we go back to the slide that had
3 that?

4 MS. SCHOETZOW: Yes. Here you go.

5 MR. KUNESH: Can we go back to the slide that had
6 the construction area and the laydown area?

7 Right there. There it is. Yeah. This is -- where
8 the red is. This is the area that's going -- where the
9 proposed columns are supposed to go.

10 On this part of the road, this is where the
11 landslide is active. And the yellow area is just a
12 proposed laydown area for storing equipment and
13 materials during the construction.

14 THE AUDIENCE: Are you going to be digging there?

15 MR. KUNESH: No, no. The laydown area is just --
16 is just for storing, like I said, equipment and
17 materials.

18 THE AUDIENCE: Could you tell us where that red
19 line begins. What street aligns with that?

20 MR. KUNESH: This is Wynola. This is Wynola. And
21 it wraps around -- I don't know if --

22 THE AUDIENCE: Almar.

23 MR. KUNESH: Well, Almar, yeah. It basically goes
24 up to this point here. This is where the proposed work
25 is going to happen. Question?

PT-8
Cont'd

1 AUDIENCE: So I live on a cul-de-sac where that
2 yellow area is. And --

3 MR. KUNESH: Over here?

4 AUDIENCE: Yeah. And it's sliding too. And
5 there's, you know, at times 20 cars. So the thought of
6 you're going to take out that side of the block to fix
7 the other side is really concerning for me.

8 But it's got a huge hole in it they had to fix.
9 It's has cracks as well. You can tell in the land, it's
10 sliding. I know since I've moved there, it's gone at
11 least six inches.

12 So how do we protect that, or are you just going to
13 let the same thing happen over there?

14 MR. KUNESH: Well, I wasn't -- I wasn't aware of
15 anything distressing on that cul-de-sac.

16 AUDIENCE: How do we find out?

17 MR. KUNESH: Find out what?

18 AUDIENCE: Well, because you're going to be laying
19 all those heavy trucks there.

20 MR. KUNESH: Well, we aren't necessarily --

21 AUDIENCE: There's a lot of weight on our block.

22 MR. KUNESH: Well, we aren't necessarily going to
23 use this whole entire -- this is just a proposed --
24 proposed for the construction. I would be surprised if
25 we use that whole entire yellow strip.

PT-9

1 AUDIENCE: So how do I feel safe that it's not
2 happening on our side? How do I get that checked?
3 Because I see it visually. I mean, I know it's
4 happening. I just don't --

5 MR. KUNESH: Well, I can have it looked at.

6 AUDIENCE: I would love that. Thank you.

7 MR. KUNESH: If I could get your contact
8 information?

9 AUDIENCE: Absolutely.

10 MR. KUNESH: After this meeting --

11 AUDIENCE: I appreciate so much. Thank you.

12 MR. KUNESH: -- I will -- we will do an -- we'll go
13 out and look at the site and get back with you on that.

14 AUDIENCE: Okay. Thank you.

15 MR. KUNESH: Any other questions?

16 AUDIENCE: At the last -- at the last meeting, you
17 told us you will be doing test drilling where the yellow
18 is. Now you don't even mention that. Is that not --

19 MR. KUNESH: Well, that's the pilot study.

20 AUDIENCE: Yeah. But when is that supposed to
21 start?

22 MR. KUNESH: That is going to start, hopefully,
23 this year.

24 AUDIENCE: It was supposed to start in June. It
25 was.

PT-9
Cont'd

PT-10

1 MR. KUNESH: Well, the design is supposed to be
2 done in June. And then we have to put it out for bid.
3 So right now we're in -- we have a consultant designing
4 that -- the layout of the columns and giving us detailed
5 plans on it.

6 And once we have those, which should be by the
7 middle of June, we're going to put that out to bid.

8 AUDIENCE: Do you have the money for that?

9 MR. KUNESH: Yes, we do, so that's going forward.
10 That -- the pumps are actually going to be operational.
11 Just give me another week.

12 MS. SCHOETZOW: Pumps will be operational --

13 MR. KUNESH: Like I said, we had to get -- we had
14 to --

15 AUDIENCE: They will be drilling in the yellow
16 area.

17 MR. KUNESH: Well, we're only drilling -- we're
18 only going to be drilling from about this point over
19 here. That's where the tests -- the pilot study is
20 going to do occur.

21 AUDIENCE: There will be drilling there?

22 MR. KUNESH: Yes.

23 AUDIENCE: What's the final amount?

24 MS. SCHOETZOW: Not at this project.

25 MR. KUNESH: Not -- not as far as the permanent

PT-10
Cont'd

1 project, but we're going to do what we call a "test
2 pilot study" to -- the city has not used this
3 methodology before, and we're going to -- we want to
4 test it in this location.

5 And we're also going to develop design criteria for
6 the permanent repair. You know, we mix a certain amount
7 of cement into the soil as it's drilled. And each --
8 we're going to be doing about a half a dozen of these
9 holes. We're going to burying the cement content. So
10 we want to do this pilot study.

11 It wasn't done at the recommendation of the Coastal
12 Commission. It was done at the request of the Bureau of
13 Engineering, senior management. They wanted to have a
14 test study done to test the -- not only determine
15 on-site design -- to develop on-site design criteria,
16 but also to see how this methodology works.

17 AUDIENCE: See, and that wasn't told at the last
18 meeting. You can go back and look at notes. They said,
19 "Oh, it's because the Coastal Commission won't give any
20 kind of green light until they know how that block and
21 those cores, which one worked the best of the mixtures."

22 MR. KUNESH: Well, that's -- that's not for the
23 Coastal Commission, that's for our design.

24 AUDIENCE: Well, I'm understanding that, and I hear
25 you. It's just that last time, that's what we were --

PT-10
Cont'd

1 MR. KUNESH: That was at the scoping meeting?
2 AUDIENCE: Yes.
3 MR. KUNESH: Okay. Somebody misspoke if that was
4 the case.
5 AUDIENCE: Okay. So for whomever put down the law
6 that these cores go there on that block before they come
7 to us, so be it.
8 But now I want to know when it's going to come to
9 the part that really needs them.
10 MR. KUNESH: Well, like I said, the -- the
11 schedule --
12 AUDIENCE: But that's --
13 MR. KUNESH: -- the schedule right now is to -- let
14 me -- per construction start in 2020.
15 AUDIENCE: Yeah. If -- if you get the money.
16 MR. KUNESH: Well, that's true, if we get the
17 money. And I'm being honest with you because I don't
18 have any control over that other than I submit my
19 request, and it's up to the -- the city accounting
20 office to approve that money.
21 AUDIENCE: Yes. And so that was my point of my --
22 MR. KUNESH: And the city accounting office --
23 AUDIENCE: Who do I call? Who do I write to? Who
24 do we as -- as residents start to say how can we get the
25 money allocated. There's a lot of money that's being

PT-10
Cont'd

PT-11

1 allocated in different directions. How about
2 considering this plan, which we've been told might start
3 in 2020?

4 MR. KUNESH: Well, you're -- you're best source --
5 you're best contact is your council person.

6 AUDIENCE: Bonin?

7 MR. KUNESH: Yes.

8 AUDIENCE: That's a joke.

9 MR. KUNESH: Yes. He's your -- he's your elected
10 official, and he represents the Council District No. 11
11 which -- which the area is located in. He should be
12 your cheerleader as far as getting funding for this
13 matter.

14 AUDIENCE: Okay.

15 MR. KUNESH: So that's -- that's the best answer I
16 can give you.

17 AUDIENCE: Well, and I think then have I to make
18 friends with the auditor.

19 MR. KUNESH: I mean, let me be perfectly clear is
20 that we -- we don't have the funding, but we haven't
21 been denied funding yet either, so, you know, all is not
22 lost.

23 AUDIENCE: Oh -- well, no. There's still hope. I
24 understand.

25 MR. KUNESH: It's a work in progress.

PT-11
Cont'd

1 AUDIENCE: So the funding you have will allow you
2 to make the design to go out for bid so that you could
3 see how you get the funding?

4 MR. KUNESH: That's correct. We have to go --

5 AUDIENCE: Do you have enough for the design?

6 MR. KUNESH: Yes, we do.

7 AUDIENCE: Okay.

8 MR. KUNESH: We have enough money for the design.

9 AUDIENCE: And that's it.

10 MR. KUNESH: And once we finalize the design, we
11 can put actually -- we can submit it out for bids. So
12 we come out with a hard cost, and then it's up to the
13 accounting office to find that money.

14 It -- it may be more or less than the estimate
15 right now which is \$16 million.

16 Question, please?

17 AUDIENCE: First, a quick question. My
18 understanding is -- is there just a negative declaration
19 on the pilot study that didn't -- that just got a
20 clearance?

21 MS. SCHOETZOW: There was a notice of -- a notice
22 of exemption.

23 AUDIENCE: Exemption. And then is there a chance
24 that that pilot study won't work and then go -- have to
25 go back to alternates of the actual repair, or are we --

PT-11
Cont'd

PT-12

PT-13

1 are you pretty confident? Because one of the key things
2 was preserving the view and the natural look.

3 MR. KUNESH: Right. The consulting firm we've
4 retained is very confident that this method will work.
5 And I don't have any reason -- it's been -- it's been
6 used elsewhere in the country. And it's not like
7 this is the first project of its kind.

8 It's been used elsewhere, and it's been successful.
9 It's just that the City of Los Angeles hasn't employed
10 it to date because we've never had a landslide really
11 this big or this deep to deal with.

12 That's the problem with this site. It's not the
13 size of it, but it's the depth that makes it a very
14 challenging engineering problem. Because we not only
15 have one slide plane at 40 feet which is quite deep to
16 begin with, but we have a second one, an older slide
17 plane of 80 feet.

18 And both of these slide planes go to the north.
19 They extend -- you know, it's just a layer within the
20 bedrock. It's a clay seam -- clay seams within the
21 bedrock that are weak, and water tends to, you know,
22 cause movement along these clay seams.

23 And that's what's -- what causes movement, and
24 that's why when we get a lot rain, like we got in 2006,
25 we had a lot of movement on the slide. By a lot, we had

PT-13
Cont'd

1 a few feet. We haven't had that kind of movement
2 since -- that kind of movement since 2006.

3 AUDIENCE: If I can follow up because I know
4 neighbors have been concerned. Are you continuing to
5 monitor the construction and grading at the trailer park
6 at the base of the slope? I know it's not technically
7 your jurisdiction, but that had been a big concern of
8 the neighborhood before.

9 And at the time, it was -- last time I looked, it
10 was still ongoing. Do you -- are you following that?

11 MS. SCHOETZOW: I can answer that.

12 MR. KUNESH: You want to answer that?

13 MS. SCHOETZOW: I just recently talked to the
14 Coastal Commission about the status of that project.
15 Because we were finishing up the EIR, and we wanted to
16 make sure that I had the most up-to-date information
17 regarding that.

18 And, basically, the plans that were adopted and
19 approved by the Coastal Commission in 2015, they have
20 finished the retaining wall construction. And,
21 basically, I went down there, and they actually kind of
22 kicked me out of the park, but I went down to inspect.
23 And it -- it appears that the retaining wall has been
24 completed.

25 When I checked the plans against what's going on in

1 the ground, it seems as if they're still going to build
2 a couple more mobile homes kind of across the street
3 from the retaining wall.

4 But as far as the Coastal Commission has briefed
5 me, that they are in compliance with their coastal
6 development permit, and everything they have done is --
7 basically has been approved and that there's no
8 cumulative impact in terms of our -- this project here
9 that we're -- that we're finalizing now.

10 And therefore, because it was approved so long ago,
11 it's not included as a cumulative. It's actually
12 finished, the retaining wall.

13 So I was really concerned about if, indeed, it will
14 affect our project. And the Coastal Commission assured
15 me that it will not affect it at all based upon
16 they're -- they're engineers' analysis of that project
17 and then their knowledge of this project.

18 And this was all maybe three weeks ago, right
19 before we finished this draft. That was at the
20 beginning of May.

21 AUDIENCE: Keep an eye on it.

22 MS. SCHOETZOW: Absolutely. Yes. And I am doing
23 that. I am -- I think it was funny. I went down there
24 to try to check, and they kind of booted me out. So
25 they didn't want me to see, but we took pictures.

PT-14
Cont'd

1 So we have photographic evidence of what's going
2 down -- what's going on in the ground in that project.

3 AUDIENCE: Why would they boot you out?

4 MS. SCHOETZOW: Because we're taking pictures, and
5 it's a private property -- private property.

6 It's run by the state, so we don't -- the city
7 doesn't really have jurisdiction to go in and just take
8 pictures.

9 But we wanted to make sure that whatever -- I had
10 the drawings from the Coastal Commission. They gave
11 them to me. I just wanted to get some photos of -- to
12 see the difference between what's going on in the ground
13 and what's in the -- on the plans to make sure that
14 they're not doing more than they should, and that
15 anything that we have done is compliant with their plan.

16 AUDIENCE: I didn't know about this. So the state
17 has paid for that retaining wall?

18 MS. SCHOETZOW: No. The state is -- has
19 jurisdiction.

20 AUDIENCE: Right.

21 MS. SCHOETZOW: So they're the ones that process
22 the permits.

23 AUDIENCE: Right.

24 MS. SCHOETZOW: So -- so the state applied for the
25 coastal development permit with the -- the State Housing

PT-14
Cont'd

1 Bureau applied for the coastal development permit with
2 Coastal Commission, California Coastal Commission.
3 AUDIENCE: And so they are making a wall?
4 MS. SCHOETZOW: They have a 2015 coastal
5 development permit that approved them -- approving the
6 retaining wall, but it's over -- it's like -- it's --
7 MR. KUNESH: It's down here.
8 AUDIENCE: It's not below us?
9 MR. KUNESH: It's down here.
10 MS. SCHOETZOW: It's like over more -- no. It's --
11 MR. KUNESH: Oh, I'm sorry. I'm sorry.
12 MS. SCHOETZOW: -- moved a bit over.
13 MR. KUNESH: It's down there. It's down there
14 (indicating.)
15 MS. SCHOETZOW: Yes.
16 AUDIENCE: Oh, it's way down there (indicating).
17 MS. SCHOETZOW: It's kind of like over here
18 (indicating).
19 MR. KUNESH: I see.
20 MS. SCHOETZOW: It's actually like over here
21 (indicating).
22 AUDIENCE: Oh, it's not below us at all.
23 MS. SCHOETZOW: No, no. But, you know, I just -- I
24 just wanted to make sure. Since we are finalizing this
25 draft EIR, I wanted to make sure that I personally went

PT-14
Cont'd

1 down there to see exactly what they're doing, personally
2 call the Coastal Commission to make sure that they're
3 okay, and there's no issue at all in terms of us having
4 to disclose that as a potential cumulative impact on
5 this project.

6 So I did my due diligence to make sure that that is
7 out of the way, that we don't have to worry about that,
8 and that they are complying with the coastal development
9 permit.

10 AUDIENCE: But it's not below us?

11 MS. SCHOETZOW: No. It's over to the side.

12 AUDIENCE: I got it. I didn't -- that's what I was
13 confused about because I'm --

14 MS. SCHOETZOW: Exactly.

15 AUDIENCE: -- not seeing anything going on down
16 below me.

17 MS. SCHOETZOW: Yeah. And also, we were just
18 making sure that they were done, you know, because we
19 keep -- well, actually, the community -- you guys are
20 the ones that informed me at the last meeting.

21 And I just wanted to make sure that your concerns
22 were met, and I was able -- I would be able to at least
23 brief you on the update as well as what's really going
24 on in the ground there.

25 AUDIENCE: Thank you.

PT-14
Cont'd

1 AUDIENCE: One other piece of information, as we
2 kept collecting things, apparently, there's a large, I
3 think, about a 12,000-square-foot single-family
4 home that's supposed to be on the --

5 MS. SCHOETZOW: Yes.

6 AUDIENCE: Immediately to the west of your
7 construction zone.

8 MS. SCHOETZOW: It's right here.

9 AUDIENCE: Right.

10 MS. SCHOETZOW: And there's a -- or is it right
11 here? It's right here.

12 AUDIENCE: Right there.

13 MS. SCHOETZOW: There's an appeal.

14 AUDIENCE: Yes.

15 MS. SCHOETZOW: It didn't get constructed. And,
16 actually, they're going to demolish -- the coastal
17 development permit that got approved and then
18 appealed -- this house was going to be demolished, and
19 they were going to fill in -- you know, they're going
20 fix the landslide or the hillside and then build a
21 humongous 12,000 --

22 AUDIENCE: Fill in what? Was it not on one street
23 as well as another?

24 MS. SCHOETZOW: I'm not sure of the land use, per
25 se, but I did read the coastal development permit in

PT-14
Cont'd

1 that it was appealed last year in June. And then it
2 never got -- they just let the appeal lapse, and I don't
3 think they reapplied for a coastal development permit.

4 So from -- when I spoke to Al in the Coastal
5 Commission, they're not aware of any subsequent permits
6 or actions after that appeal.

7 AUDIENCE: So it's not being built?

8 AUDIENCE: So it's not being built. It was
9 appealed and not -- it was not followed up on appeal.

10 MR. KUNESH: The proposal was to go from Almar all
11 the way to Puerto Del Mar.

12 MS. SCHOETZOW: The house?

13 MR. KUNESH: Yes. So that's the proposal.

14 AUDIENCE: From your construction -- from there to
15 your -- right in there.

16 MS. SCHOETZOW: Oh, okay. Well, the address is on
17 Puerto Del Mar.

18 AUDIENCE: Yes.

19 AUDIENCE: Yeah.

20 MR. KUNESH: Which is across from Almar.

21 MS. SCHOETZOW: Okay. Okay.

22 MR. KUNESH: It's west of Almar.

23 MS. SCHOETZOW: Yeah. So that -- that project is
24 not being built. It does not have a permit -- have an
25 active permit.

PT-14
Cont'd

1 AUDIENCE: I thought it was in here.

2 AUDIENCE: It's between the two streets or on the
3 other side of Puerto Del Mar?

4 MS. SCHOETZOW: I thought it was right here because
5 part of the project description is to fill in or fix
6 this landslide -- I mean, I'm sorry -- the hillside.
7 And that's why I was concerned because I wanted to also
8 make sure -- as well as, you know, down here in the
9 mobile home park -- that what -- is this house is going
10 to affect our project?

11 And because it's kind of adjacent to it, I just
12 wanted to make sure, double-check with the Coastal
13 Commission to make sure that what they're doing, if
14 they're doing anything.

15 And it turns out, they're not doing anything
16 because it was appealed, and they didn't ever follow up.
17 You know, they didn't ever file something to continue
18 the permit.

19 AUDIENCE: I wonder if the landslide continues west
20 from the project site.

21 MS. SCHOETZOW: Well, no. I think it was because
22 he was building a humongous house, and he had to make
23 sure that it was engineered -- you know, that
24 the hillside had enough stability to build such a huge
25 house.

PT-14
Cont'd

1 AUDIENCE: And it doesn't.

2 MS. SCHOETZOW: And when I found out about it, I
3 was a little concerned, so I did a little research to
4 make sure, and so I can brief you all as to what the
5 status of that permit is.

6 AUDIENCE: Thank you.

7 MS. SCHOETZOW: All right. Any other questions?

8 Feel free to write comments and mail them to me. I
9 have to legally respond to all of them, and we will
10 respond in our final EIR, and then we will, of course,
11 circulate that as well for your review.

12 AUDIENCE: So the auditor is going to say the
13 auditor of the city for quite a while is not coming up
14 on the ballot.

15 MS. SCHOETZOW: I'm not sure. I don't know -- even
16 know who our auditor is. I would call your council
17 office --

18 AUDIENCE: Who do we write the letter to?

19 MR. KUNESH: Controller in the council office.

20 MS. SCHOETZOW: Controller. I think it's
21 controller. Well, call your council office. I know
22 recently Debbie Dyner has moved on to more political
23 aspirations.

24 AUDIENCE: Talk to Lisa Cahill.

25 MS. SCHOETZOW: Lisa Cahill, she's a planning

PT-14
Cont'd

PT-15

PT-16

1 director; right? Lisa Cahill, she would be able to make
2 the political moves to get it funded.

3 AUDIENCE: How long will the digging take between
4 Abramam and Wynola?

5 MR. KUNESH: Approximately a year from the time we
6 start the project to the time it's finished.

7 AUDIENCE: On Wynola? Between Wynola and Abramam?

8 MR. KUNESH: Yes.

9 AUDIENCE: A year?

10 MR. KUNESH: Yes.

11 AUDIENCE: The paperwork will take weeks.

12 AUDIENCE: This is almost --

13 MR. KUNESH: No. That's the pilot study.

14 AUDIENCE: Well, what I'm talking about is you're
15 going to be digging between Wynola and Abramam; right?

16 MR. KUNESH: Okay. Yes, the pilot study.

17 AUDIENCE: In the paperwork, it says eight weeks it
18 will take.

19 MR. KUNESH: That's for the pilot study.

20 AUDIENCE: What goes on after that?

21 MR. KUNESH: Well, that information from the pilot
22 study is going to be used for the design of the
23 permanent repair between Wynola -- Wynola and --

24 AUDIENCE: Almar.

25 MR. KUNESH: -- Almar.

1 AUDIENCE: But between Wynola and Abrammar is only
2 eight weeks; is that right?

3 MR. KUNESH: That's correct.

4 AUDIENCE: Okay.

5 MR. KUNESH: But that's just -- just where we are
6 going to drill a half a dozen columns in various cement
7 content. And that information will be used in the
8 designing of the repair of the street that's been
9 impacted by the landslide.

10 AUDIENCE: So the digging including those two
11 blocks will take about eight weeks; is that right?

12 MR. KUNESH: The digging -- the digging, itself,
13 will only take approximately a month. But we have once
14 a week -- once a week get the cement mixed in with the
15 soil, it has to cure just like concrete does for 28
16 days.

17 And then we will core it. We'll drill and core it
18 and take samples from it and test each one of those
19 cement mixers to see which one works the best for the
20 materials at this site.

21 And then, of course, when we're done taking those
22 samples, the street will be repaved and --

23 AUDIENCE: And then we wait.

24 MR. KUNESH: What's that?

25 AUDIENCE: And then we wait.

PT-17
Cont'd

1 MR. KUNESH: And then we wait. And then we go to
2 the design phase. We go to the design, and then once we
3 get the design finalized, and we get a cost, then we go
4 looking for money.

5 So all is not lost. I mean, it just takes --
6 because of the -- because of the dollar amount that's
7 involved, it takes a long time to get one of these
8 projects designed and funded, so it's not an easy fix.
9 I mean, if it had been an easy fix, we would have taken
10 care of it a long time ago.

11 It's just that the depth -- the depth of this
12 landslide is the -- is the complicating factor. And
13 that's what driven up the costs, you know, substantially
14 over -- you know, if the slide plane was half as deep,
15 it would be a totally different story.

16 AUDIENCE: So I won't be -- a year for now, the
17 cores will be developed. You'll know what you're doing.
18 The design will be made. You'll have us come back for
19 another meeting, and you'll have the design bids, and
20 you'll be able to tell us --

21 MR. KUNESH: We should.

22 AUDIENCE: That's good.

23 MR. KUNESH: However, we'll be very close to
24 getting the bids.

25 AUDIENCE: That would be fabulous.

PT-17
Cont'd

1 MR. KUNESH: Yes. That's our goal. I mean, we're
2 -- you know, I know it -- I know it's been a long
3 agonizing process. Believe me, I've been -- I've been
4 working on this landslide since the year 2000 off and
5 on.

6 You probably don't remember seeing me, but I used
7 to be measuring the -- taking measurements out of the
8 street. We have a number of slopes -- called sloping
9 kilometers in the street. I'd be out there with a coil
10 of cable and taking readings, you know, for half a day
11 out there at a time.

12 But I've been involved with the site since almost
13 the year 2000. And I've been waiting for it to get
14 done.

15 AUDIENCE: Yes. Yes, so --

16 MR. KUNESH: But we are making -- we are making
17 progress. I know it's not as fast as everyone hopes,
18 but, you know, unfortunately, the wheels of progress
19 turn slowly.

20 And it's ultimately, you know, the -- what kicks it
21 off is going to be the funding, you know. If we can get
22 funding, it will happen. But the funding is going to be
23 a challenge on this because it's a lot of money and --
24 and it doesn't -- it only impacts, you know, a small
25 number of properties.

PT-18

PT-19

1 AUDIENCE: Right.

2 MR. KUNESH: So that makes it even more challenging

3 because, you know, the accounting office might say,

4 well, it might cheaper if we just buy -- buy these

5 people out and -- and, you know --

6 AUDIENCE: Make me an offer.

7 MR. KUNESH: Yeah. Well, like I said, \$16 million

8 goes a long way.

9 AUDIENCE: I'll take \$16 million.

10 MS. SCHOETZOW: Add a couple names.

11 MR. KUNESH: I mean, that is -- that is one

12 alternative.

13 AUDIENCE: Well, there is -- there is a law that

14 says, you know, if we lose our homes, you're liable for

15 the cost of the home. The city is liable.

16 MR. KUNESH: Right. The fair market value.

17 AUDIENCE: Right.

18 MR. KUNESH: At the time that it's --

19 AUDIENCE: And they keep on going up, so --

20 MR. KUNESH: Well --

21 AUDIENCE: -- it's a lot more than 16 million.

22 MR. KUNESH: Anything is possible. Like I said,

23 you know, there's a number of options that -- that will

24 come into play. And we're optimistic, you know, if we

25 get a design -- you know, if we get a design, and we get

PT-19
Cont'd

1 a cost figure behind it, that, you know, we stand a good
2 chance of getting the money.

3 AUDIENCE: Okay. Well --

4 MR. KUNESH: And that's where we are right now.
5 It's a work in progress --

6 AUDIENCE: All right.

7 MR. KUNESH: -- and I can promise you that the
8 pumps will be working next month.

9 AUDIENCE: Thank you, Craig.

10 MR. KUNESH: That's --

11 AUDIENCE: Thank you, Craig.

12 MR. KUNESH: -- that's one promise I can keep.

13 AUDIENCE: That would be nice. Okay. That's good.

14 AUDIENCE: Thanks, Craig.

15 MR. KUNESH: You're very welcome.

16 AUDIENCE: Thank you all very much.

17 AUDIENCE: Just one more question?

18 MR. KUNESH: Sure.

19 AUDIENCE: You began at six o'clock this evening.
20 Was that the time of the last meeting? Do you know?

21 MS. SCHOETZOW: I think so, yes.

22 MR. KUNESH: I believe so.

23 AUDIENCE: Because it seems early, and we have a
24 parceling of people here, and I --

25 MS. SCHOETZOW: Maybe because there was no daylight

PT-19
Cont'd

PT-20

1 savings time. It wasn't light anymore.
2 AUDIENCE: It was creepy.
3 MS. SCHOETZOW: It might have been 6:30 the last
4 meeting.
5 AUDIENCE: Oh, really?
6 MS. SCHOETZOW: Yeah. Probably, it might have
7 been. I don't remember.
8 AUDIENCE: But I think it was dark already.
9 MS. SCHOETZOW: It was.
10 AUDIENCE: But the auditorium seems lighter.
11 MS. SCHOETZOW: Yeah. It was about 30 people here
12 originally.
13 MR. KUNESH: This was about the turnout from the
14 last meeting we had a week later from the scoping.
15 AUDIENCE: Yeah.
16 MS. SCHOETZOW: All right. Thanks for coming.
17 MR. KUNESH: Thank you very much.
18 AUDIENCE: Thank you, all. When do I get my \$16
19 million?
20 MR. KUNESH: When the city makes you an offer.
21 (Whereupon the public meeting was adjourned.)
22
23
24
25

PT-20
Cont'd

PT-21

Response PT-1

This portion of the transcript includes the presentation of the Proposed Project given by the moderators of the Draft EIR public meeting. No response to these comments is required.

Response PT-2

The comment notes previous work that has been conducted in the Project area. Additionally, the comment raises concerns over the Project implementation schedule. As clarified in Chapter 2.0, Clarifications and Modifications, of this Final EIR, construction of the Proposed Project would begin in approximately July 2022 and would take approximately 12 months to complete.

Response PT-3

The comment questions why a retaining wall is presented. Section 15126.6 of the CEQA Guidelines describes the consideration and discussion of alternatives in an EIR, stating:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives.

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”

Chapter 5, Alternatives, of the Draft EIR, presents the alternatives to the Proposed Project that were developed during the planning process. Specifically, Section 5.3, Alternatives Carried Forward for Detailed Analysis, beginning on page 5-3 of the Draft EIR, includes descriptions and analyses of the feasible alternatives to the Proposed Project. Three alternatives were considered, including the No Project Alternative, which is required under CEQA; Alternative 1 – Retaining Wall with Soldier Piles and Tiebacks; and Alternative 2 – Soil Nail Wall. Alternatives 1 and 2 were included because they employ engineering techniques known to be successful in landslide areas. Thus, the alternatives presented in the Draft EIR constitute the reasonable range of alternatives to the Proposed Project pursuant to CEQA Guidelines Section 15126.6.

Response PT-4

This comment inquires as to the planning process leading up to commencement of construction activities for the Proposed Project. BOE is currently in the process of conducting a pilot study to test various cement/soil mixing ratios within Asilomar Boulevard to the east of the Project site. The pilot study will consist of the installation of three to four CDSM test column areas followed by

coring and testing of the samples obtained from the cores to gather information regarding which cement and soil mixture would work best for implementation of the Proposed Project. Once the pilot study has been completed and the necessary information has been gathered, final design of the Proposed Project can be completed. The tentative Project schedule, as presented at the Draft EIR public meeting, is that the permits/approvals process would occur in approximately late 2018 to mid-2019; the design phase would be completed in approximately mid-2019; and construction of the Proposed Project would begin in approximately July 2022. It should be noted that the pilot study is a separate project with its own environmental review, permitting, and approval process and is not part of the Proposed Project.

Response PT-5

This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required. Notwithstanding, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response PT-6

The comment questions the alternatives to the Proposed Project. See Response PT-3 regarding the consideration and discussion of alternatives required in an EIR.

Regarding the question of funding, cost and funding are not issues considered in the CEQA environmental review process, as CEQA is concerned with impacts to the physical environment that may result from construction and/or operation of a project. Thus, cost and funding are not a part of the analysis contained in the EIR.

Response PT-7

The comment raises concerns over the Project implementation schedule and the funding for the Proposed Project. See Response PT-2 regarding the anticipated construction schedule for the Proposed Project and Response PT-6 regarding funding of the Proposed Project.

Response PT-8

The comment asks for clarification regarding the construction laydown area. As shown in Figure 2-5, Construction Area Map, on page 2-9 of the Draft EIR, the active construction zone would occur in an approximately 600-foot-long segment within the ROW of Asilomar Boulevard between Almar Avenue and Wynola Street. The construction staging and laydown area would occur east of the active construction area along the south side of Asilomar Boulevard, east of Wynola Street. The construction staging and laydown area would be used to “stage”, or store, construction equipment and materials until they are needed, at which time they would be moved into the active construction zone. The laydown area would be restricted to public access for safety and security reasons.

Response PT-9

The comment expresses concerns regarding the weight of construction equipment and materials in the proposed laydown area. As discussed in the Project background presented in Chapter 2, Project Description, of the Draft EIR, the Asilomar Boulevard Landslide is an active landslide located on the south-facing slope below the Asilomar Boulevard ROW between Almar Avenue

and Wynola Street in the Pacific Palisades community of the City of Los Angeles. The landslide extends from approximately the middle of the Asilomar Boulevard ROW down the slope approximately 600 feet to the Palisades Bowl Mobile Home Park, which fronts onto Pacific Coast Highway. Additionally, as shown in Plate 2 of the Geotechnical Study prepared for the Proposed Project, which is included as Appendix F to the Draft EIR, the active slope movement area is mapped primarily to the west of Wynola Street. Thus, the active landslide area is identified below the Project site, rather than the proposed laydown area.

Response PT-10

The comment inquires about the pilot study. See Response PT-4 regarding the pilot study.

Response PT-11

The comment raises concerns over the Project implementation schedule and the cost of and funding for the Proposed Project. See Response PT-2 regarding the anticipated construction schedule for the Proposed Project and Response PT-6 regarding cost and funding of the Proposed Project.

Response PT-12

The comment inquires about the environmental review process for the pilot study. See Response PT-4 regarding the pilot study.

Response PT-13

The comment inquires about the relationship between the pilot study and the Proposed Project. See Response PT-4 regarding the pilot study.

Response PT-14

The comment raises concerns over two projects identified in the Project area. Construction on one of the projects has been completed and the other project does not have active permits and is not moving forward. Thus, there would be no construction activities associated with these two projects that could combine with the construction of the Proposed Project to result in cumulative impacts. Accordingly, these two projects were omitted from the Draft EIR as related projects.

Response PT-15

The moderator reiterates the EIR public comment process. No further response to this comment is required.

Response PT-16

This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required. Notwithstanding, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response PT-17

The comment inquires about the schedule of the pilot study and the relationship between the pilot study and the Proposed Project. See Response PT-4 regarding the pilot study.

Response PT-18

The moderator discusses the history of the Proposed Project. No response to this comment is required.

Response PT-19

The comment discusses funding for the Proposed Project. See Response PT-6 regarding cost and funding of the Proposed Project.

Response PT-20

The comment inquires as to the start time of the scoping meeting. The Notice of Preparation (NOP) for the Draft EIR was distributed on September 28, 2017 and included a description of the Proposed Project; a list of potential impacts associated with the Proposed Project; the locations where the Initial Study was available for review; the scoping meeting location and time; the duration of the Initial Study/NOP public review period and where and how to submit comments; and a map showing the Project location. The NOP is included as Appendix A to the Draft EIR. As listed in the NOP, the scoping meeting was held at Palisades Charter High School on Tuesday, October 10, 2017 from 6:45 p.m. to 8:45 p.m.

Response PT-21

This portion of the transcript includes closing remarks provided by the moderator concluding the Draft EIR public meeting. It does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.