

APPROVED
JAN 21 2021
BOARD OF RECREATION
AND PARK COMMISSIONERS

BOARD REPORT

NO. 21-016

DATE January 21, 2021

C.D. 11

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: POTRERO CANYON PARK - LANDSCAPING (W.O. E1908635) – APPROVAL OF FINAL PLANS AND CALL FOR BIDS

AP Diaz	_____	M. Rudnick	_____
H. Fujita	_____	<i>fu</i> C. Santo Domingo	<i>DF</i> _____
V. Israel	_____	N. Williams	_____



General Manager

Approved X Disapproved _____ Withdrawn _____

RECOMMENDATIONS

1. Approve the final plans and specifications, substantially in the form on file with the Board of Recreation and Park Commissioners (Board) Office and as attached to this Report (Attachment No. 1), for the Potrero Canyon Park – Landscaping (W.O. E1908635) Project (Project);
2. Approve the date to be advertised for receipt of bids for the Project as Wednesday, February 24, 2021 at 2:00 P.M. electronically to the Board Office;
3. Find that no major revisions to the Environmental Impact Report (EIR) for the Project are required and no subsequent EIR, or negative declaration is required for approval of the Project; and,
4. Authorize the Department of Recreation and Parks' (RAP) Chief Accounting Employee or designee to make technical corrections as necessary to carry out the intent of this Report.

SUMMARY

Submitted for the Board's approval are the final plans and specifications of the Project, which is located at 15101 Pacific Coast Highway, in Pacific Palisades.

Potrero Canyon was originally purchased by the City of Los Angeles (City) in the 1960's. The City subsequently transferred jurisdiction of the property to RAP. Ultimately, the canyon portion of the completed Project will serve as a City park, operated and maintained by RAP.

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Throughout its history, Potrero Canyon has experienced numerous landslides due to the instability of its canyon walls resulting in damage to many homes and properties. From 1964 to 1975, the City purchased properties along the canyon rim, with the goal of stabilizing the canyon and extending the Palisades Recreation Center. Due to litigation settlement, the City was later obligated to purchase an additional twenty-two (22) properties along the canyon rim.

In 1986, RAP authorized a comprehensive study by Kovacs Byer, Inc., (later J. Byer Group) to evaluate proposed plans to fill the canyon in order to stabilize it and to create a park. The fill grading project began in 1988 and consisted of multiple phases. The first phase, completed in 1990, consisted of cleaning out the canyon and installing a storm drain. The second phase consisted of large scale import and compaction of fill in the canyon. It also included removal of landslide debris and benching of stability fill-slopes into the canyon walls. Numerous sub-drains were installed. In 2004, grading stopped due to a lack of funding, leaving the canyon grading approximately 35% incomplete.

On October 27, 2004, City Council adopted a motion (Council File 04-1587) which instructed RAP and the Department of Public Works - Bureau of Engineering's (BOE) Geotechnical Engineering Division (GED) to complete the stabilization of the canyon. As part of this process, GED evaluated the existing canyon conditions, prepared a scope of work and project schedule, and prepared preliminary grading plans for the canyon. GED was also instructed to review the geotechnical conditions of the 22 City-owned lots and to prepare real estate disclosure reports for the lots to be sold. All of these properties have now been sold and the proceeds of those sales are being used towards the cost of the Project, and other related ongoing Potrero Canyon stabilization work.

In December 2010 MARRS Services, Inc. was retained to produce final grading and landscaping plans to complete the Potrero Canyon Park (Park). The new Park will encompass approximately 48 acres and will be a passive park with walking trails, riparian zones, and a grassy meadow area. On June 20, 2018, RAP awarded the grading contract for the park to OHL USA, Inc (Report No. 18-124). Construction of the grading phase was completed on August 18, 2020. The landscaping plans for the Park are now complete (Attachment No. 1) and ready to be advertised for bids.

The proposed scope for the Project includes the following:

1. Clearing and grubbing
2. Reconstruction of the Palisades Recreation Center parking lot, including paving, striping of parking stalls, installation of Americans with Disabilities Act (ADA) compliant signage and paths, and planting of trees and shrubs in the center parking lot island
3. Minor grading – cut and fill from existing stockpiles, including buttressing of over-steepened slopes at the mouth of the canyon nearest to Pacific Coast Highway
4. Installation of irrigation systems throughout the canyon
5. Installation of landscaping, including plants, decorative boulders and informational signs
6. Construction of a new prefabricated restroom at the top of the canyon including, construction of concrete foundation pad, installation of restroom building, connection to utilities, and planting along the exterior walls.
7. Construction of perimeter fencing around the entire canyon

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8. Construction of fencing around riparian zones and paths
9. Construction of soil cement access road
10. Construction of scenic overlooks, including benches, trash cans, and decomposed granite (DG) paths to the overlooks
11. Construction of a pump station to recycle stormwater runoff into the riparian system
12. Construction of approximately 700 linear feet of a 6" PVC force main to supply water for the riparian zone
13. Construction of approximately 700 linear feet of 12" to 24" diameter storm drain pipes
14. Construction of a decomposed granite path connecting the entrance at Friends Street to park trails
15. Erosion control / Stormwater Pollution Prevention Plan implementation

The Potrero Canyon Community Advisory Committee was formed in 2007 to field the community's questions, concerns, and suggestions, and to ensure that they were addressed and incorporated into the design. Regular meetings were held with the committee throughout the design process.

MARRS Services, Inc. prepared the plans and specifications under the direction of GED.

Due to a potential limited availability of funds, one (1) Additive Alternate has been identified in the bid. The scope of work for the Additive Alternate includes hauling away and disposing of an existing soil stockpile at the base of the canyon that is outside the park boundaries. The Additive Alternate bid item may be awarded as part of the contract at the discretion of the Board at the time of award, should sufficient funding be available. However, if not awarded, the soil stockpile will not result in a reduction of park improvements.

Additive Alternate No. 1:

A lump sum price for the removal and hauling away of a soil stockpile near the mouth of the canyon.

The determination of the lowest bidder will be made on the basis of the Base Bid amount without the consideration of the Additive Alternate No. 1. The City Engineer's estimate for the Project's construction cost, excluding the Additive Alternate, is Nine Million, Four Hundred Thirty-Five Thousand, One Hundred Eighty-Three Dollars (\$9,435,183). It is noted that the City Engineer's estimate for the additive Alternate No. 1 described above is One Million, Three Hundred Seventy-Two Thousand, One Hundred Forty Dollars (\$1,372,140).

Additionally, it should be noted that as part of the overall Park project's approval from the California Coastal Commission, a Habitat Mitigation and Monitoring Plan (HMMP) was established which outlines the City's maintenance, monitoring, and reporting requirements for the Park for a period of 5-years after completion of the construction of this Project. To comply with these requirements a subsequent and separate contract will be executed, at the conclusion of this Project, to retain a contractor to maintain the landscaping and ensure the habitat restoration complies with the performance standards outlined in the HMMP. Monitoring and reporting duties will be performed by the BOE's Architectural Division and Environmental Management Group.

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The current City Engineer’s estimate to comply with the 5 year maintenance, monitoring, and reporting requirements is Two Million, Five Hundred Thousand Dollars (\$2,500,000).

There is currently a funding shortfall of approximately \$1 million to complete the construction of the Project and to comply with the Project’s 5-year maintenance, monitoring, and reporting requirements. The identified budget shortfall can be potentially mitigated once the construction is substantially completed and expenditures of contingencies are accounted in the construction phase. Additionally, the Board can forgo the award of Additive Alternate No. 1 to ensure sufficient funds and contingencies for the remaining tasks are available.

Funds are currently available from the following funds and accounts:

<u>FUNDING SOURCE</u>	<u>FUND/DEPT./ACCT. NO.</u>
Potrero Canyon Trust Fund	100/54/00G998
Potrero Canyon Trust Fund	50F/50/50RMAB

TREE AND SHADE STATEMENT

This Project will remove various mature trees in areas of the canyon that were not graded during the previous Grading project. During the clearing and grubbing phase, a BOE landscape architect will visit these areas to determine which trees may remain based on the restrictions imposed by the Los Angeles Fire Department and the California Coastal Commission. Trees within the canyon must be native and drought tolerant, and also approved to be within the fuel modification zones of the park.

The proposed landscaping palate has been discussed at the various community meetings, and will consist of native, drought tolerant landscaping, and trees and shrubs that are indigenous to the various microclimates located along Potrero Canyon.

A total of five hundred thirty (530) trees will be planted as a part of the Project, which will include one hundred fourteen (114) Juglans Californica (California Walnut), forty-seven (47) Populus Fremontii spp. Fremontii (Western Cottonwood), fifty-four (54) Salix Gooddingii (Black Willow), fifty-nine (59) Salix Laevigata (Red Willow), forty-six (46) Plantanus Racemosa (Western Sycamore), one hundred seventy-six (176) Quercus Agrifolia (Coast Live Oak), twenty-two (22) Heteromeles Arbutifolia (Toyon), and twelve (12) Pinus Torreyana (Torrey Pines). The new trees will be dispersed among four ecologic zones in the park area and in the parking lot of Palisades Recreation Center.

At the time of construction completion, the new trees will provide approximately 2,098 square feet of canopy coverage. At five (5) years after construction completion, it is anticipated that those trees will provide approximately 114,260 square feet of canopy coverage.

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ENVIRONMENTAL IMPACT

The Project was previously evaluated for environmental impacts in accordance with the California Environmental Quality Act (CEQA). A final Environmental Impact Report (EIR) (State Clearinghouse No. 84091901) (Attachment No. 2) for the Project was previously adopted by the Board on June 28, 1985. An Addendum to the previously certified EIR was prepared on November 19, 2020 (Attachment No 3) by BOE pursuant to Section 15164 of the Sate CEQA Guidelines. The Addendum determined that there have been no changes to the Project, nor to the circumstances under which the Project is being undertaken, nor has new information arisen that would result in new significant environmental effects or would increase the severity of previously identified significant effects.

FISCAL IMPACT

The Project will be funded by the aforementioned funding source. There is no immediate fiscal impact to RAP's General Fund. The future maintenance and operations costs will be requested through the City budget process.

STRATEGIC PLAN INITIATIVES AND GOALS

Approval of this Board Report advances RAP's Strategic Plan by supporting:

Goal No. 1: Provide Safe and Accessible parks.

Outcome No. 1: Every Angeleno has walkable access to a park in their neighborhood

Key Metric: Percentage of Angelenos with park access within a ½ mile of their home

Target: 60% by 2022

This Report was prepared by Pedro Garcia, Civil Engineer, PM I, BOE Geotechnical Engineering Division. Reviewed by Paul Tseng, Contract Administrator and Steven Fierce, Principal Architect, BOE Architectural Division; Deborah Weintraub, BOE, Chief Deputy City Engineer; Sean Phan, Planning Maintenance, and Construction Branch; and Darryl Ford, Superintendent, Planning, Maintenance, and Construction Branch.

LIST OF ATTACHMENTS

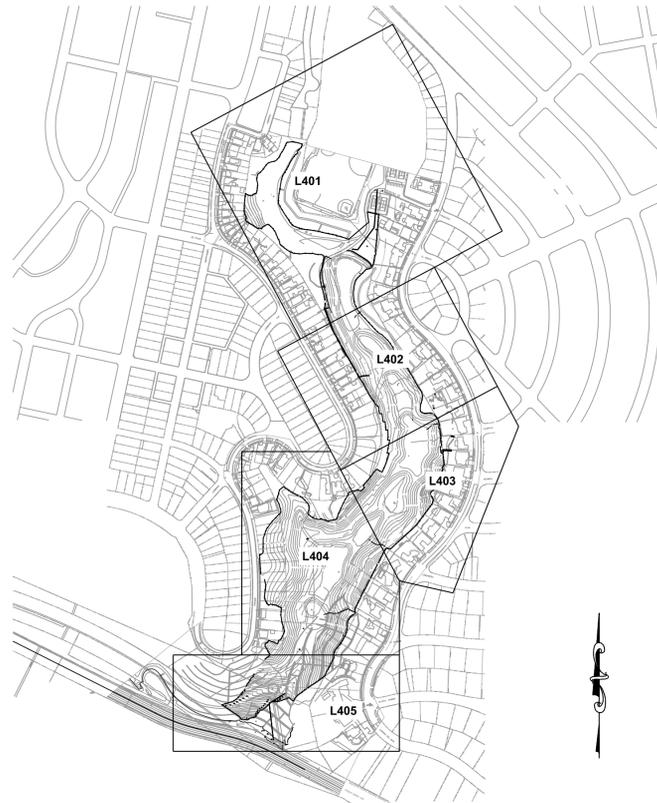
Attachment No. 1 – Final Plans and Specifications for the Project Dated October 2020

Attachment No. 2 – Final Environmental Impact Report, Potrero Canyon Park Development Project, dated June 1985

Attachment No. 3 – Addendum to EIR, dated November 19, 2020

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

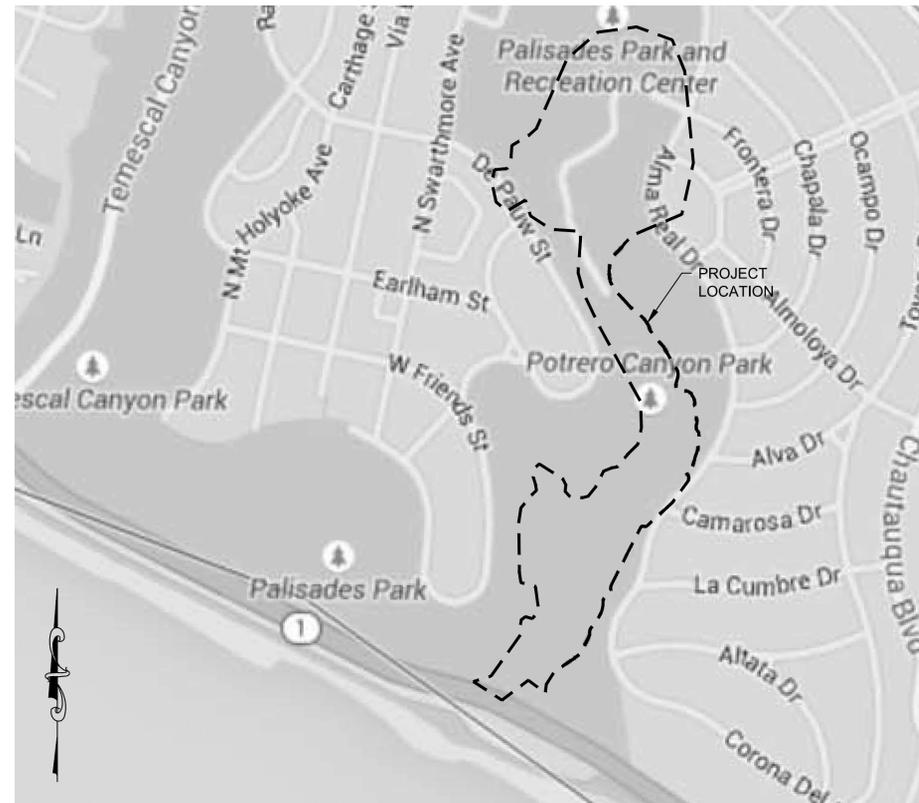
**POTRERO CANYON PARK- LANDSCAPING
15101, 15125 AND 15145 PACIFIC COAST HIGHWAY**



LANDSCAPING INDEX MAP

SCALE: 1"=500'

WDID # 419C362661



VICINITY MAP

SCALE: 1"=400'

EASTON FORCIER, P.E., G.E.

SOILS ENGINEER & REGISTRATION # _____ DATE _____

ERIC NOREEN, C.E.G. & MARCOS MARIN, P.G.

GEOLOGIST & REGISTRATION # _____ DATE _____

UNDERGROUND SERVICE ALERT



Call: Toll FREE
1-800-422-4133

TWO WORKING DAYS BEFORE YOU DIG "CAUTION": Remember that the USA Center notifies only those utilities belonging to the center. There could be other utilities present at the work site. The center will inform you of whom they will notify.



**FOR BID
OCT. 19, 2020**

PROJECT TEAM

CIVIL DESIGN: MARRS SERVICES, INC.
RIAZ CHAUDHARY, PE
PROJECT MANAGER
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FULLERTON, CA 92832
714-213-8650

LANDSCAPE: RRM DESIGN GROUP
MIKE SHERROD, ASLA
949-361-7950

DEPT. OF RECREATION & PARKS:
MICHAEL A. SHULL
GENERAL MANAGER
DARRYL FORD
SUPERINTENDENT

BUREAU OF ENGINEERING: GEOTECHNICAL ENGINEERING DIVISION

PATRICK SCHMIDT, GE, PE
DIVISION MANAGER

PEDRO GARCIA, PE
PROJECT MANAGER

KRISTEN LY, PE
PROJECT ENGINEER

EASTON FORCIER, GE, PE
GEOTECHNICAL ENGINEER II

ERIC NOREEN
ENGINEERING GEOLOGIST ASSOC. III

MARCOS MARIN
ENGINEERING GEOLOGIST ASSOC. III

ARCHITECTURAL DIVISION

JANE ADRIAN
LANDSCAPE ARCHITECT II

RICHARD FISHER
LANDSCAPE ARCHITECT

ENVIRONMENTAL MANAGEMENT GROUP

MARIA MARTIN
GROUP MANAGER

NORMAN MUNDY
ENVIRONMENTAL SUPERVISOR III

WILLIAM KNIGHT - ACTING DIVISION MANAGER
SURVEY DIVISION

ROBERT NIELSEN, P.L.S.
CHIEF SURVEYOR

SCOPE OF WORK:

SEE SHEET C-1 FOR UNIT 2 GRADING (COMPLETED WORK) AND LANDSCAPING CONTRACT INTERFACE AND GENERAL DESCRIPTION OF LANDSCAPE CONTRACT WORK ELEMENTS.

AGENCY REPRESENTATIVES

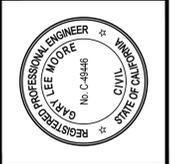
AGENCY	STATUS	REPRESENTATIVES	PHONE
LOS ANGELES DEPARTMENT OF WATER & POWER		ADRIAN CRUZ	213-367-6018
LOS ANGELES BUREAU OF SANITATION		CLINT MENK	323-342-6034
LOS ANGELES CITY FIRE DEPARTMENT		DAVID PEREZ	213-978-3845
COASTAL COMMISSION		SHANNON VAUGHN	562-590-5071



MARRS SERVICES, INC.
340 E. Commonwealth Ave.
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213-8650



DATE BY:	
WORK ACCEPTED	SERIAL NO.
INDEX NO. D-35381	



ACCEPTED BY:	CITY ENGINEER	DATE
<i>Gary Lee Moore</i>	<i>Amy Lee Moore</i>	11/22/20
DEPUTY CITY ENGINEER / PROGRAM MANAGER	CITY ENGINEER	DATE

VERTICAL CONTROL:	SEE PLAN SHEETS FOR CONTROL LINE REFERENCE
HORIZONTAL CONTROL:	
SHEET TITLE:	TITLE SHEET
PROJECT:	POTRERO CANYON PARK - LANDSCAPING
ADDRESS:	15101, 15125 AND 15145 PACIFIC COAST HIGHWAY PACIFIC PALISADES, CA. 90272

DRAWING NO.	E1908635
G-1	
SHEET 1 OF 95 SHEETS	

THE CITY OF LOS ANGELES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

FINAL ENVIRONMENTAL
IMPACT REPORT

POTRERO CANYON PARK

DEVELOPMENT PROJECT

CITY OF LOS ANGELES
DEPARTMENT OF
RECREATION AND PARKS

JUNE 1985

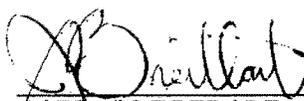


envirosphere company

A Division of EBASCO SERVICES INCORPORATED

CERTIFICATION

The Environmental Impact Report (EIR) for the proposed Potrero Canyon park development project is a full disclosure document that will serve to inform the general public and elected and public agency decision-makers of the significant environmental impacts, both negative and beneficial, of carrying out the project; and, it identifies, where appropriate, feasible mitigation measures that would prevent or otherwise reduce to an insignificant level, any avoidable/unavoidable adverse effects the project may have on the quality of the human and natural environments. This report has been prepared in compliance with the California Environmental Quality Act (CEQA), the State EIR Guidelines and the City of Los Angeles CEQA Guidelines.



JOEL BREITBART
Assistant General Manager
Planning and Development

FINAL ENVIRONMENTAL IMPACT REPORT

FOR

POTRERO CANYON PARK DEVELOPMENT PROJECT

PREPARED BY

ENVIROSPHERE COMPANY

3000 WEST MACARTHUR BOULEVARD

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(714) 662-4047

CONTACT: HAROLD S. SCHNEIDER

IN ASSOCIATION WITH:

SCS ENGINEERS

LEIGHTON AND ASSOCIATES

PRC ENGINEERING, INC.

GREENWOOD AND ASSOCIATES

FOR

DEPARTMENT OF RECREATION AND PARKS

CITY OF LOS ANGELES

200 NORTH MAIN STREET

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(213) 485-5551

CONTACT: DAVID M. ATTAWAY

STATE CLEARINGHOUSE NUMBER 84091901

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SECTION I
INTRODUCTION AND SUMMARY

I. INTRODUCTION AND SUMMARY

A. INTRODUCTION

Potrero Canyon, a coastal canyon located in the Pacific Palisades community of the City of Los Angeles, was purchased by the City with the intention of supplementing the recreational facilities at the Palisades Recreation Center located at the north end of the canyon. The Department of Recreation and Parks is planning for the canyon to serve as a scenic pedestrian accessway between the Palisades Recreation Center and the Will Rogers Beach State Park at the south end of the canyon. Recreational development in the canyon would be limited to non-intensive activity features such as walking trails, picnic areas and vista points. To undertake the park development project, the Department is proposing that the canyon be filled with inert waste* to a height of about 40 feet. The fill would be acquired from local and regional sources and brought to the canyon by truck. Placement of the fill will have a stabilizing effect on landslide areas in the canyon. Depending upon the availability of fill, the project is expected to be developed in approximately three years.

Before a project of this type can be initiated, the California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) be prepared and circulated as an informational document to inform agency decision-making bodies of the significant environmental effects of a project, provide public agencies and the general public with an opportunity to furnish input on environmental issues, identify possible means to minimize the significant effects and present reasonable alternatives to the project. In conformance with CEQA, this final EIR has been prepared to review and assess the impacts associated with the Potrero Canyon Park Development Project.

*Inert waste does not contain hazardous waste or soluble pollutants at concentrations in excess of applicable water quality objectives and does not contain significant quantities of decomposable waste (CAC Title 23, Chapter 3, Subchapter 15, Article 2, Section 2524).

On September 10, 1984, a Notice of Preparation (NOP) was circulated to interested public and governmental agencies indicating that the City of Los Angeles Department of Recreation and Parks, as Lead Agency, will prepare an EIR for the Potrero Canyon Park Development Project. The Department also provided a copy of the NOP to community organizations and landowners whose properties are contiguous to Potrero Canyon. A public information meeting was also held on November 29, 1984 at the Pacific Palisades Library for interested community residents and civic groups to discuss the project and potential environmental issues. Copies of the Draft EIR were circulated in a public review period from February 7, 1985 to March 28, 1985 and on February 28, 1985 a public hearing was held at the Pacific Palisades Library.

The environmental analysis contained in this document addresses the primary objectives of assessing the individual and cumulative environmental impacts and issues of the proposed project in accordance with CEQA and the Los Angeles City CEQA guidelines for EIR preparation.

B. SUMMARY

For the purposes of this environmental analysis three project alternatives have been considered: no project; the October 1984 Potrero Canyon Fill Plan* (as proposed in the Potrero Canyon Engineering Report, by Leighton and Associates and SCS Engineers prepared for Envirosphere Company); and the June 1972 Potrero Canyon Fill Plan* (as proposed in the Potrero Canyon Fill Study prepared by the City of Los Angeles, Bureau of Engineering). The implications of the no project alternative speak for itself. The 1984 fill plan proposed a three year fill operation that would require the placement of 230,000 cubic yards of inert fill material in the canyon up to a height of 40 feet. Soldier piles would be used in conjunction with the slope stabilization effort. The 1972 fill plan, on the other hand, involves a six to ten year construction period (because of the larger volume of fill required) requiring

*These documents are available for examination at the offices of the Department of Recreation and Parks.

approximately 2.3 million cubic yards of fill material up to a height of 125 feet. This plan also calls for the construction of buttress fills at strategic locations in the canyon. Both fill plans call for the construction of a surface/subsurface drainage system. In evaluating these alternatives, the 1984 plan was chosen as the preferred project alternative since it is less environmentally disruptive, would require less time to complete and would be more cost effective.

Table I-1 summarizes the anticipated impacts and applicable mitigation measures for the proposed plan and alternative.

Section II of this EIR provides a description of the proposed project and a comprehensive discussion of impacts and mitigation measures is included in Section IV of the EIR. Long-term implications of the project are discussed in Section V and alternatives are identified in Section VI.

TABLE I-1

POTRERO CANYON PARK DEVELOPMENT PROJECT
SUMMARY COMPARISON OF ENVIRONMENTAL IMPACTS

ALTERNATIVES

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
A. <u>Topography and Landforms</u>			
1. Impacts	<p>a. Landforms will be altered by filling the canyon to a depth of up to 40 feet with approximately 230,000 cubic yards of inert fill materials.</p> <p>b. Landslide activity in the canyon will be retarded.</p>	<p>a. Greater landform alteration since the canyon will be filled to a depth of up to 125 feet with approximately 2.3 million cubic yards of inert fill material.</p> <p>b. Slope stabilization will be greater than the proposed project but buttressing of landslides may not provide the long-term stabilization necessary and would likely require the installation of a soldier pile system prior to the construction of buttresses.</p>	<p>a. Landforms will remain as existing and landslide activity would continue to be experienced.</p>
2. Mitigation Measures	<p>a. No mitigation measures are proposed.</p> <p>b. Filling the canyon and installation of soldier piles is itself a mitigation.</p>	<p>a. Same as proposed project.</p> <p>b. Similar to proposed project if soldier pile systems are installed.</p>	<p>a. No mitigation measures are planned.</p>
3. Unavoidable Adverse Impacts	<p>a. The natural landform will be altered with construction of the proposed project.</p>	<p>a. Similar to proposed project.</p>	<p>a. Slope failures would continue to occur in the canyon threatening residential properties on the rim.</p>

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
B. Soils and Geology			
1. Impacts	<ul style="list-style-type: none"> a. Canyon fill materials may be subject to differential settlement and subsidence. b. A greater amount of surface water could infiltrate the fill. c. Ground vibrations may be caused by heavy equipment during fill and soldier pile installation. 	<ul style="list-style-type: none"> a. Similar to proposed project. b. Similar to proposed project. c. Similar to proposed project. 	<ul style="list-style-type: none"> a. No fill material would be placed in the canyon and no changes would occur for soils and geologic conditions.
2. Mitigation Measures	<ul style="list-style-type: none"> a. Detailed site investigations for finalization of fill and grading plans and greater compaction of fill will reduce conditions of differential settlement. b. Catchment berms, fill compaction and installation of impermeable membranes will reduce amount of runoff penetrating fill. c. Vibration monitoring will indicate implementation of appropriate abatement measures. 	<ul style="list-style-type: none"> a. Similar to proposed project. b. Similar to proposed project. c. Similar to proposed project. 	<ul style="list-style-type: none"> a. No mitigation measures are planned.
3. Unavoidable Adverse Impacts	<ul style="list-style-type: none"> a. --- 	<ul style="list-style-type: none"> a. --- 	<ul style="list-style-type: none"> a. Slope failures and landslide activity would continue to occur threatening residential areas on the canyon rim.

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
C. Hydrology			
1. Impacts	<p>a. Implementation of the project will alter major drainage in the canyon to surface channels and an enclosed conduit.</p> <p>b. Increased levels of silt will be contained in storm runoff during construction.</p> <p>c. Groundwater seeps below fill level could result in soil instability.</p>	<p>a. Similar to proposed project but a surface stream is treated as a park feature.</p> <p>b. Similar to proposed project.</p> <p>c. Somewhat less soil instability would be experienced because a more extensive subdrainage system is required.</p>	<p>a. No alterations in hydrology would occur and runoff and seepage would continue to erode canyon slopes.</p>
2. Mitigation Measures	<p>a. This itself will mitigate current undercutting of canyon side slopes by existing drainage channel.</p> <p>b. Installation of temporary siltation basins below construction areas.</p> <p>c. Design subdrain facilities to provide additional capacity of seepage volumes.</p>	<p>a. Similar to proposed project.</p> <p>b. Similar to proposed project.</p> <p>c. Similar to proposed project.</p>	<p>a. No mitigation measures are planned.</p>

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
3. Unavoidable Adverse Impacts	<p>a. The natural drainage course of the canyon will be altered.</p> <p>b. During construction, downstream siltation may result in temporary unavoidable adverse impacts at the ocean outfall.</p>	<p>a. Similar to proposed project.</p> <p>b. Similar to proposed project.</p>	<p>a. Drainage would continue to contribute to slope instability.</p>
D. Biological Resources			
1. Impacts	<p>a. Canyon filling will permanently remove six acres of riparian vegetation.</p> <p>b. Construction activities will result in habitat disruption and removal of small mammals and birds currently in residence or those which are transient.</p>	<p>a. Canyon fill will permanently remove six acres of riparian vegetation and up to 17 acres of coastal sage scrub vegetation.</p> <p>b. Similar to proposed project.</p>	<p>a. No impacts to biological resources would be experienced.</p>
2. Mitigation Measures	<p>a. Only the vegetation which will be covered by fill should be removed. Restoration of the riparian habitat should be undertaken and appropriate native vegetation for the coastal area environment should be used for replanting the proposed park.</p> <p>b. An "escape" corridor behind Sunspot Motel to an adjacent slide area is available for various wildlife species.</p>	<p>a. Similar to proposed project.</p>	<p>a. None required.</p> <p>b. Similar to proposed project.</p>

TABLE I-1 (Continued)

		1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
3. Unavoidable Adverse Impacts	a.	Removal of about six acres of natural riparian vegetation and habitat will result in unavoidable adverse impacts.	Similar to proposed project in addition to removal of up to 17 acres of coastal sage scrub vegetation.	---
	b.	Construction activities will result in direct mortality of resident and transient wildlife and indirect mortality of animals forced to migrate from the canyon.	Similar to proposed project.	
<u>E. Climate and Air Quality</u>				
1. Impacts	a.	Short-term air quality impacts include generation of dust and increased exhaust emissions from project implementation over a period of about three years.	Similar to proposed project but for a period of from 6 to 10 years.	No change in air quality would be experienced.
2. Mitigation Measures	a.	Construction generated dust will be reduced by compliance with SCAQMD Rule 403 (Fugitive Dust Emissions). Construction equipment will be equipped with emission control devices.	Similar to proposed project.	None required.
3. Unavoidable Adverse Impacts	a.	---	---	---

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
F. Traffic and Circulation			
1. Impacts	a. Increases in traffic on access roads to the site and disruption to the traffic flow on Pacific Coast Highway are expected during the construction period of about three years.	a. Similar to proposed project but for a 6 to 10 year period	a. No impacts to traffic would be experienced.
2. Mitigation Measures	a. Exclusive right and left turning lanes on PCH should be provided for site ingress and egress of fill trucks.	a. Similar to proposed project.	a. None required.
	b. A temporary traffic signal on PCH would also allow fill trucks easy access to and from the highway.	b. Similar to proposed project.	
	c. Truck operations would avoid periods of peak traffic flow.	c. Similar to proposed project.	
	d. Warning signs should be installed on PCH warning motorists of truck activity.	d. Similar to proposed project.	
3. Unavoidable Adverse Impacts	a. Disruption to the traffic flow on PCH will result in unavoidable adverse impacts during the fill construction period.	a. Similar to proposed project but impacts will occur during a longer construction period.	a. ---

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
G. Noise			
1. Impacts	a. Short-term noise impacts will occur in the canyon area during the three year construction period.	a. Similar to proposed project but for a 6 to 10 year construction period. Noise may be more audible to canyon residences as height of fill reaches final grade.	a. No noise impacts would be generated.
2. Mitigation Measures	a. Canyon filling activities will be restricted to daytime hours only during weekdays. b. Construction vehicles or equipment will be equipped with properly operating mufflers and will be in compliance with City noise ordinances.	a. Similar to proposed project. b. Similar to proposed project.	a. None required.
3. Unavoidable Adverse Impacts	a. Unavoidable adverse noise impacts will occur on a short-term basis to area residences and other land uses in proximity to construction activities.	a. Because of the longer construction period and higher fill elevation, residences near the canyon rim may be exposed to greater noise levels particularly during the final phases of construction.	a. ---

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
H. Land Use and Relevant Planning			
1. Impacts	a. Potrero Canyon will be converted from an undeveloped area to a landscaped park and serve as a pedestrian link to the coast.	a. Similar to proposed project.	a. Potrero Canyon would remain as an undeveloped area and landslides would continued to occur.
	b. The east wing of the Sunspot Motel will be removed or relocated.	b. Similar to proposed project.	
2. Mitigation Measures	a. No land use mitigation measures are planned. The proposed project will have a stabilizing effect on unstable slopes and landslide areas in the canyon. The proposed project will be designed to be in conformance with local and regional planning and jurisdictional land use plans and specified permit mitigation measures.	a. Similar to proposed project.	a. None required.
	b. No mitigation measures are planned.	b. Similar to proposed project.	
3. Unavoidable Adverse Impacts	a. Unavoidable adverse impacts will be experienced in the operation of the Sunspot Motel.	a. Similar to proposed project.	a. Residential properties on the Canyon rim would continue to be threatened by landslide activity.

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
I. Recreation and Aesthetics			
1. Impacts	<p>a. Approximately 10 acres would be developed as park land for expansion of recreational activities to community residents.</p> <p>b. Short-term visual disruption will occur in the canyon during the three year construction period.</p>	<p>a. Approximately 25 acres would be developed as parkland for expansion of recreational activities to community residents.</p> <p>b. Similar to proposed project but for a 6 to 10 year construction period.</p>	<p>a. Useable parkland, expansion of recreational activities and pedestrian access to regional recreational facilities will not be created.</p>
2. Mitigation Measures	<p>a. None required.</p> <p>b. No mitigation measures are planned.</p>	<p>a. Similar to proposed project.</p> <p>b. Similar to proposed project.</p>	<p>a. None required.</p>
3. Unavoidable Adverse Impacts	<p>a. ---</p>	<p>a. ---</p>	<p>a. ---</p>
J. Public Safety			
1. Impacts	<p>a. The proposed project will provide some degree of slope stabilization to canyon rim residents.</p> <p>b. Park users could be subject to some landslide danger because of exposed slope areas above the canyon fill.</p>	<p>a. A higher fill level will provide a greater degree of slope stabilization.</p> <p>b. Under this plan, areas of exposed slope are reduced, thereby increasing the level of safety to park users.</p>	<p>a. Landslide activity will continue to threaten canyon rim residential properties. No construction or traffic safety hazards would be created.</p>

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
Impacts (Continued)	c. During the construction period, traffic safety hazards are expected to be present.	c. Similar to proposed project but for a substantially longer construction period.	
2. Mitigation Measures	a. The project is itself a mitigation measure.	a. Similar to proposed project.	a. No mitigation measures are planned.
	b. Pedestrian access to the park will be restricted during high runoff and rainy periods.	b. Similar to proposed project.	
	c. Installation of traffic control systems will reduce the accident potential to pedestrians during construction. A pedestrian overpass over PCH will eliminate traffic danger.	c. Similar to proposed project.	
3. Unavoidable Adverse Impacts	a. There will be a potential safety threat to park users during rainy periods.	a. Similar to proposed project.	a. Safety hazards to residential areas on the canyon rim would continued to occur.
	b. There will be an increase in traffic safety hazards during project construction.	b. Similar to proposed project but hazards would be present for a 6 to 10 year period.	
K. Cultural Resources			
1. Impacts	a. Implementation of the project may have an indirect impact on the May mansion.	a. Similar to proposed project but higher fill plan will cause the loss of one outbuilding.	a. No impacts to cultural resources would occur.

TABLE I-1 (Continued)

	1984 STUDY (PROPOSED PROJECT)	1972 STUDY	NO PROJECT
2. Mitigation Measures	<p>a. Final fill and grading plans will be reviewed prior to construction to assure that no impacts will occur to the May mansion.</p> <p>b. Qualified professionals should be provided opportunity to evaluate significance of found materials.</p>	<p>a. Similar to proposed project.</p> <p>b. Similar to proposed project.</p>	<p>a. None required.</p>
3. Unavoidable Adverse Impacts	<p>a. ---</p>	<p>a. ---</p>	<p>a. ---</p>

SECTION II
PROJECT DESCRIPTION

II. PROJECT DESCRIPTION

A. LOCATION

Potrero Canyon is located in the Pacific Palisades community of the City of Los Angeles (Figures II-1 and II-2). It is generally bounded by the Palisades Recreation Center and La Cruz Drive to the north and by the Sunspot Motel and Pacific Coast Highway on the south. Single family residences abut the canyon's rim to the east and west.

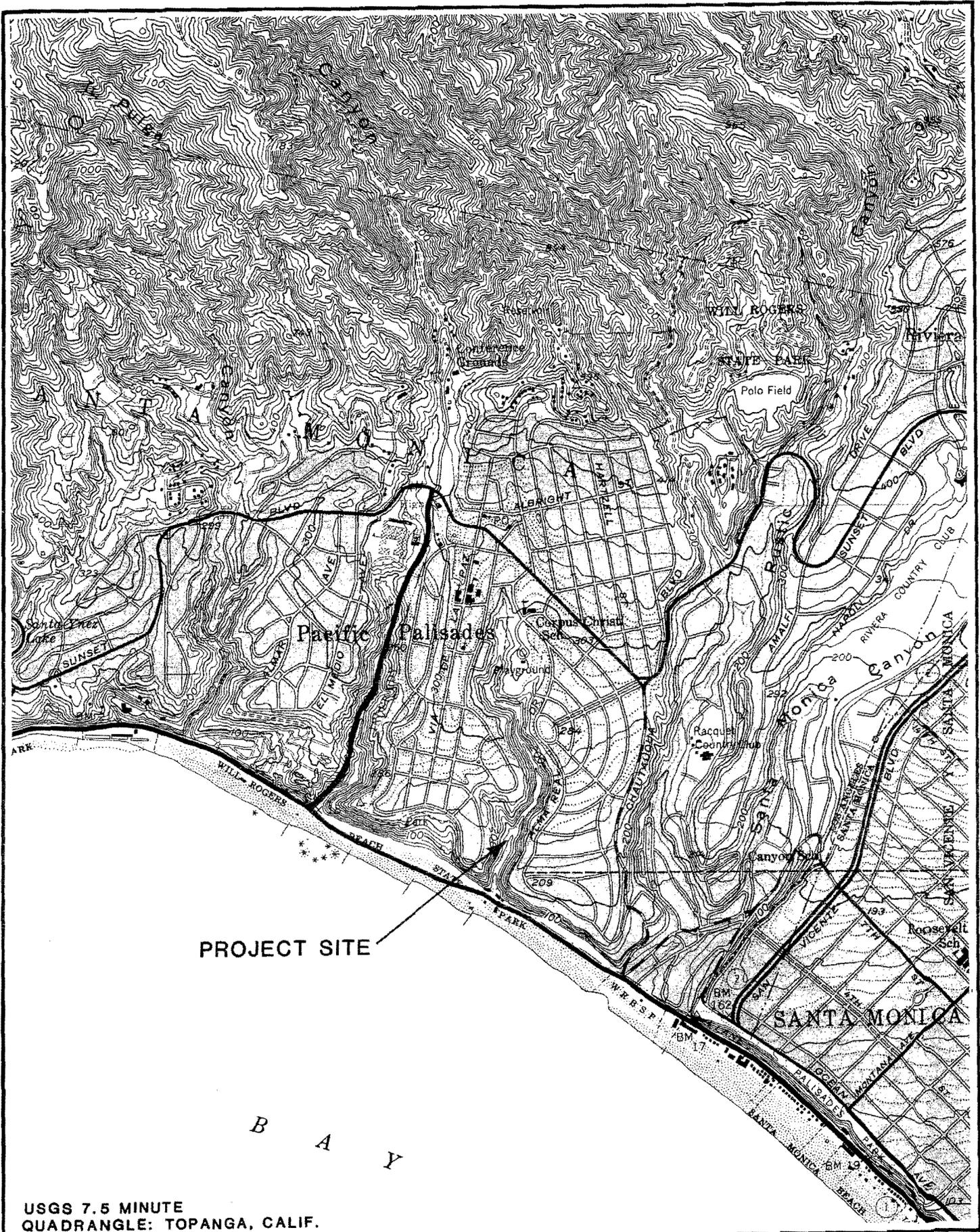
The canyon covers an area of approximately forty acres of very steep terrain with 1.5:1 or steeper slopes and extends for about a mile to the north. Canyon depths average from 150 to 200 feet and from 125 feet to more than 500 feet in width.

B. PROJECT OBJECTIVES

Potrero Canyon was purchased by the City of Los Angeles Department of Recreation and Parks between 1964 and 1975 with the goal of developing it as a recreational adjunct to the Palisades Recreation Center.

Principal objectives to meet in the development of Potrero Canyon Park are as follows:

- o Provide community residents with additional areas for outdoor recreational opportunities and activities.
- o Develop a link between community and regional recreational facilities.
- o Preserve the canyon's intrinsic open space and aesthetic character.
- o Maintain a balance between recreational and environmental values.
- o Develop the facility within a reasonable time-frame in order to reduce the period of experiencing adverse environmental impacts.
- o Limit park development to passive recreational activities.
- o Integrate public safety and convenience with recreational uses.
- o Restore and maintain the riparian habitat as a distinctive, natural element of the park landscape.



PROJECT SITE

B
A
Y

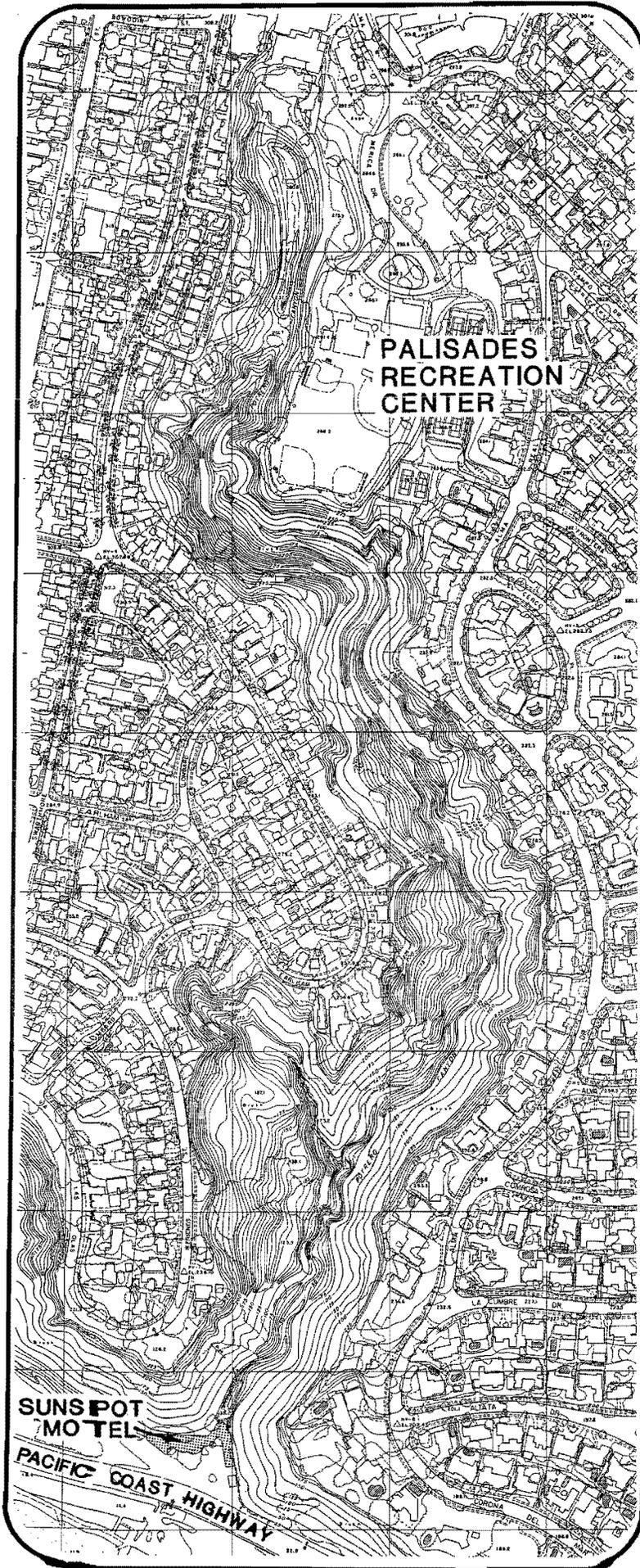
USGS 7.5 MINUTE
QUADRANGLE: TOPANGA, CALIF.

POTRERO CANYON PARK DEVELOPMENT PROJECT
GENERAL LOCATION MAP

FIGURE II-1

POTRERO CANYON PARK DEVELOPMENT PROJECT

SITE MAP



SCALE: 1" = 500'

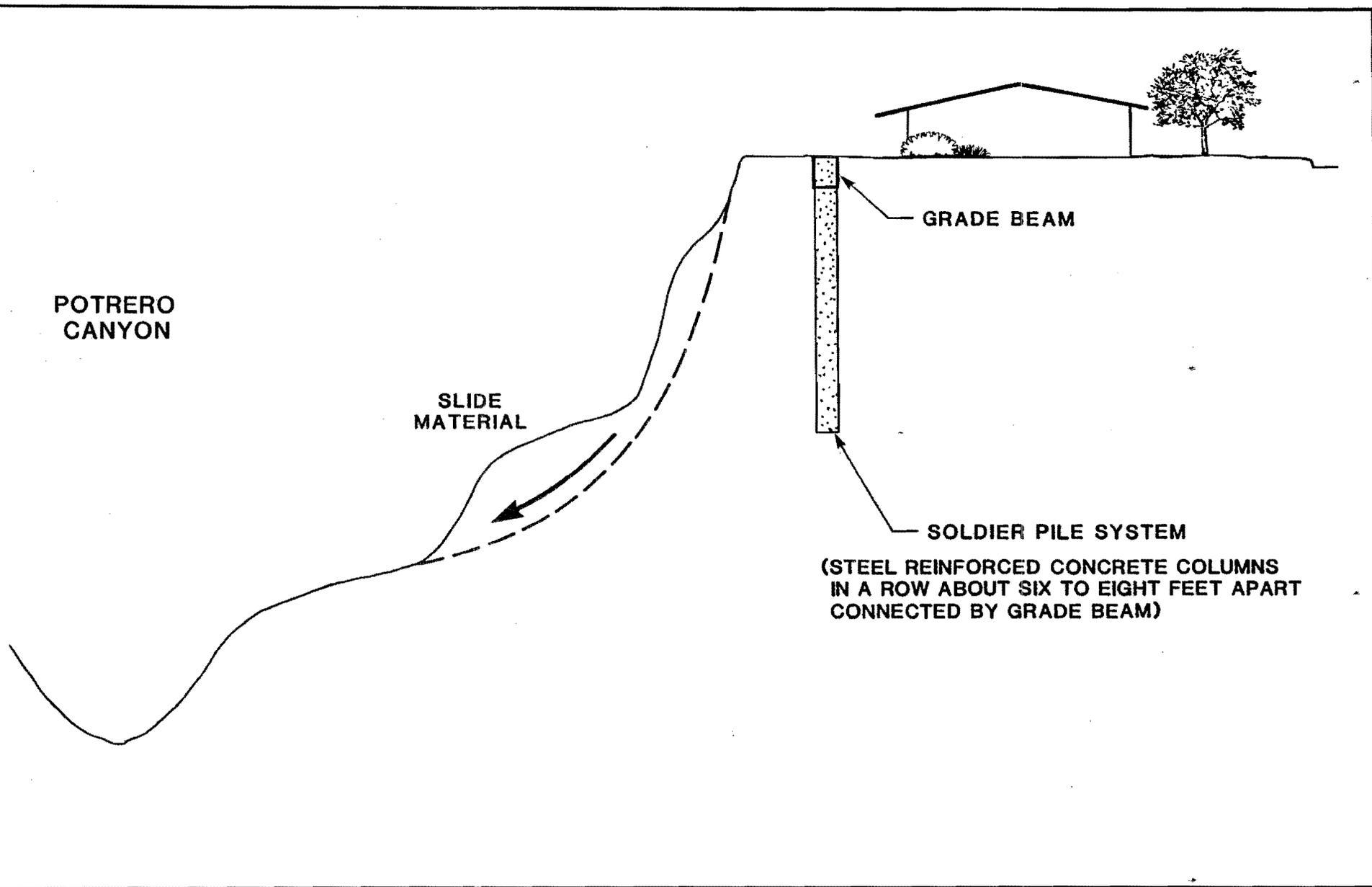
FIGURE II-2

C. PROJECT CHARACTERISTICS

As a means of developing Potrero Canyon for public recreation use the project will involve the conversion of the canyon into a pedestrian accessway for passage to Will Rogers Beach State Park from the Palisades Recreation Center. The extent of physical development of the park area will be limited to such passive recreational features as walking trails, picnic facilities and vista points. A pedestrian overpass from the canyon mouth over the Pacific Coast Highway to the State Park is also proposed for construction.

In order to accomplish the park development plan, a multiphased canyon fill operation is proposed. Under the 1972 and 1984 design alternatives evaluated to undertake the project, the placement of fill would also provide sufficient support to the base of existing slide materials to minimize future earth movement. However, the deeper fill proposed in the 1972 plan would provide a relatively greater degree of stabilization. The extent of canyon filling under these alternative plans is shown on Figure II-3. Unlike the 1972 alternative, however, which proposes the use of buttress fills to be constructed only at the upper portions of known landslides, the 1984 alternative proposes the installation of soldier piles at selected properties adjacent to the canyon rim determined to be at a high risk of damage. Soldier pile systems are typically steel reinforced concrete pins placed in a row of bore holes drilled into competent earth material and connected at the surface by a grade beam. The appropriate depth to which piles would be installed will be determined by geotechnical analysis of site-specific data. An example of a soldier pile installation is shown in Figure II-4.

Although the environmental effects during the canyon filling phases of the alternative plans are similar, the 1984 alternative is preferred and has been selected for more detailed analysis due to its ability to meet the objectives of the project in a more cost and time effective manner. As a result, the adverse environmental impacts generated during construction of this alternative will be experienced for a shorter period of time since substantially less fill material is required.



POTRERO CANYON PARK DEVELOPMENT PROJECT
TYPICAL SOLDIER PILE INSTALLATION

FIGURE II-4

Filling of the canyon under the preferred alternative would be implemented in the following phased sequence:

- o Clearing and grubbing vegetation from the bottom of the canyon. A bulldozer would be used to limit disturbance of the canyon slopes. The cleared material would be disposed of at an approved disposal site. Installation of soldier pile systems would begin at selected properties on the canyon rim.
- o A subdrain system will be installed at the bottom of the main and side canyons with construction beginning at the mouth of the canyon. The system would consist of a perforated drain pipe placed in a granular drainage bedding material and wrapped with a filter cloth blanket. The subdrainage system will extend the entire length of the canyon.
- o As soon as a sufficient length of the subdrain is installed, construction of a 30 foot wide access road will begin from the mouth of the canyon. Construction of the access road will require the emplacement of approximately 30,000 cubic yards of fill material to a depth of 8 to 10 feet. Sequential construction of the subdrain system and the access road would continue in this same fashion.
- o A large diameter subsurface storm drain pipe will be installed along the east side of the canyon. This drain pipe would extend the length of the canyon and accept storm water from: the existing storm drains from Earlham Street, Frontera Drive and Hampden Place; runoff from the canyon sidewalls; and runoff from the new fill surface diverted into the storm drain via manholes/drop inlet structures placed at approximately 1,000 foot intervals.
- o Complete filling of the canyon in 5 to 10 foot deep lifts building northward from the north to a proposed depth of 35 to 40 feet. Approximately 200,000 cubic yards of fill will be required to reach this depth. Potential sources of fill include inert waste materials from flood control facilities and major construction sites in the area.

- o A lined surface channel will be constructed along the east side of the canyon to collect on-site runoff. This runoff will be periodically diverted into the main storm drain.

It is estimated that the first four phases of the filling operation will be completed within one year from commencement of the project. Depending upon the availability of fill material, filling to the proposed final depth would take up to two additional years assuming an average of about 100,000 cubic yards of material being place annually.

After the installation of the drainage systems and completion of the fill operation, the landscape development phase of the project will begin. Establishment of a landscape theme for the canyon will be governed by the physical, natural and aesthetic considerations and the character of the project site itself.

SECTION III
ENVIRONMENTAL SETTING AND OVERVIEW

III. ENVIRONMENTAL SETTING OVERVIEW

Potrero Canyon is a north-south trending coastal canyon located in the Pacific Palisades Community of the City of Los Angeles. The narrow canyon is undeveloped and comprises more than forty acres of steep to very steep terrain. It is approximately one mile long, averaging 150 to 200 feet in depth and from 125 to more than 500 feet in width. The existing flora in the canyon consist of both riparian and coastal sage scrub vegetation and the predominant wildlife in the canyon include small mammals (i.e., raccoons, ground squirrels); reptiles and amphibians; and a variety of bird species.

The canyon is bounded by the Palisades Recreation Center, Pacific Palisades Library, commercial offices and La Cruz Drive on the north and the Sunspot Motel and the Pacific Coast Highway on the south. Single family residential units are located around the entire rim of the canyon.

The steep-walled canyon has been modified by natural geologic processes throughout its history. These processes include: soil creep, slope erosion, landslides and other forms of mass wasting. Naturally occurring runoff in the canyon tends to erode exposed slopes and removes landslide debris which may be blocking the channel bottom. Subsequent episodes of sliding occur once the lateral support produced by the earlier landslide debris is removed by erosion. This type of retrogressive failure gradually encroaches into the rim of the canyon especially on the canyon's west slopes. Residential development on the Palisades mesa, starting in the early 1920's, has probably contributed to occurrences of landsliding as landscape watering increased and as drainage patterns or flow concentrations were altered by development.

SECTION IV
ENVIRONMENTAL ANALYSIS

IV. ENVIRONMENTAL ANALYSIS

A. TOPOGRAPHY AND LANDFORMS

Existing Conditions

The project area is characterized by a mile-long, deeply incised, south-draining coastal canyon between Sunset Boulevard and the Pacific Coast Highway. The steep canyon walls, ranging up to about 200 feet high, were formed by erosional and mass-wasting processes mainly as a result of a gradual lowering of sea level, and/or rising of the land mass. The plateau formed at the top of the Pacific Palisades represents a former sea level, probably a few hundred thousand years old.

The coastal bluffs above the Pacific Coast Highway, east and west from the mouth of Potrero Canyon, comprise the steepest and highest slopes of the Pacific Palisades. Except for residential construction along the rim of the canyon, and the existing motel at the mouth of the canyon, the project site is relatively unaltered from a natural state. Several storm drains and some yard drains from the adjoining developed areas, however, discharge into the canyon. Native brush, shrubs and trees cover essentially all of the canyon slopes.

Environmental Impacts

The principal topographic and landform impacts resulting from the project will be as follows:

- o A reduction in the depth of the canyon by up to 40 feet and creation of a contoured canyon bottom for park purposes.
- o Retardation of potential slope alterations resulting from landslide activity will result from the buttressing effect of the canyon filling and soldier-pile construction activities.

Mitigation Measures

Inasmuch as the impacts are primarily positive, the necessity of special mitigation measures are not anticipated. The proposed fill plan incorporates several features which reduce the extent of the topographic and visual changes which would result from the alternative fill plan. These include significantly less filling of the canyon, and no buttress fill construction, which would alter the presently natural slopes above the level of the canyon fill.

Unavoidable Adverse Impacts

The unavoidable adverse impacts which will result from undertaking the proposed project is the alteration of the natural landform and the change in the canyon's natural drainage pattern.

Cumulative Impacts

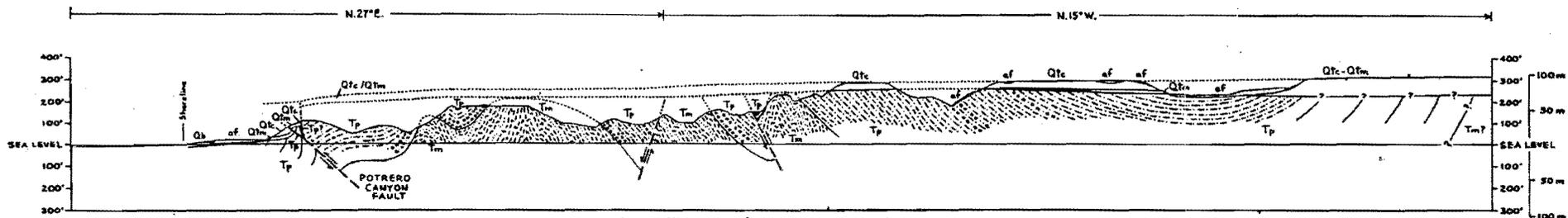
No cumulative impacts have been identified.

B. SOILS AND GEOLOGY

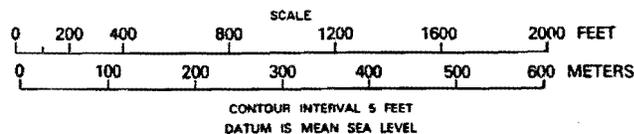
Existing Conditions

o Geologic Conditions

The characteristics of the bedrock formations and surficial soil deposits which underlie the project site, in combination with the steep topography and ground water conditions, are primary determinants in the occurrence of landslides, the most important geologic hazard affecting the area. The complex geologic structure and the distribution of the formations and landslides within the site are described in the Engineering Feasibility Report (Envirosphere, 1984) for this project. Figure IV-1 shows a typical geologic cross section along the length of the canyon. Several faults transecting the site, including



Modified from U.S. Geological Survey Map OFR 82-194 (McGill, 1982)



SURFICIAL DEPOSITS

- af Artificial Fill
- Qb Beach Deposits
- Qtc Nonmarine Cover on Marine-Terrace Deposits or Platforms
- Qtm Marine-Terrace Deposits
- Qly Younger Landslide Deposits

BEDROCK UNITS

- Tp Pliocene Sedimentary Rocks
- Tm Modelo Formation

LITHOLOGIC SYMBOLS

Structure Sections

- Conglomerate
- Sandstone
- Pebbly sandstone
- Siltstone
- Shale
- Sedimentary breccia
- Intrusive igneous rocks

**POTRERO CANYON PARK DEVELOPMENT PROJECT
TYPICAL GEOLOGIC CROSS SECTION ALONG POTRERO CANYON**

FIGURE IV-1

the Potrero Canyon fault, are not known to be active and, therefore, are not considered to be significant earthquake or ground rupture hazards.

The direction and inclination angle of the bedrock strata relative to existing slopes, especially the steeper ones, are particularly critical in evaluating the stability of a given slope. The shear strengths of the formations or soil materials (e.g., the presence of weak clay or shale) are also key factors in determining whether a slope will be stable.

Because the landslide debris is relatively loose and uncompacted, the canyon fill which is to be placed over it will be subject to differential settlement and subsidence. As a standard practice, the landslide debris is normally removed prior to the placement of fill. In the case of the subject landfill, however, such a procedure is considered too hazardous to the stability of the upslope properties.

o Regional Seismicity

Major active faults within the nearby region anticipated to produce significant earthquake ground shaking at the site are shown on Table IV-1 which also lists their principal seismic parameters:

TABLE IV-1
REGIONAL SEISMICITY

Active Fault	Distance From Site (Miles)	Maximum Probable Earthquake (Richter Magnitude)
Anacapa-Santa Monica	2-3	6.8
Newport-Inglewood	8	6.5
San Fernando-Sierra Madre	16	6.5
Whittier-Elsinore	31	6.7
San Andreas	43	8.3

The above faults, as well as other less significant active or potentially active faults, are shown on Figure IV-2. The latter faults, although they are major faults, are not expected to produce more intense ground shaking at the site than the Anacapa fault because of their greater distance. The San Andreas fault, however, could produce a relatively long duration of strong (but not greater intensity) ground shaking at the site.

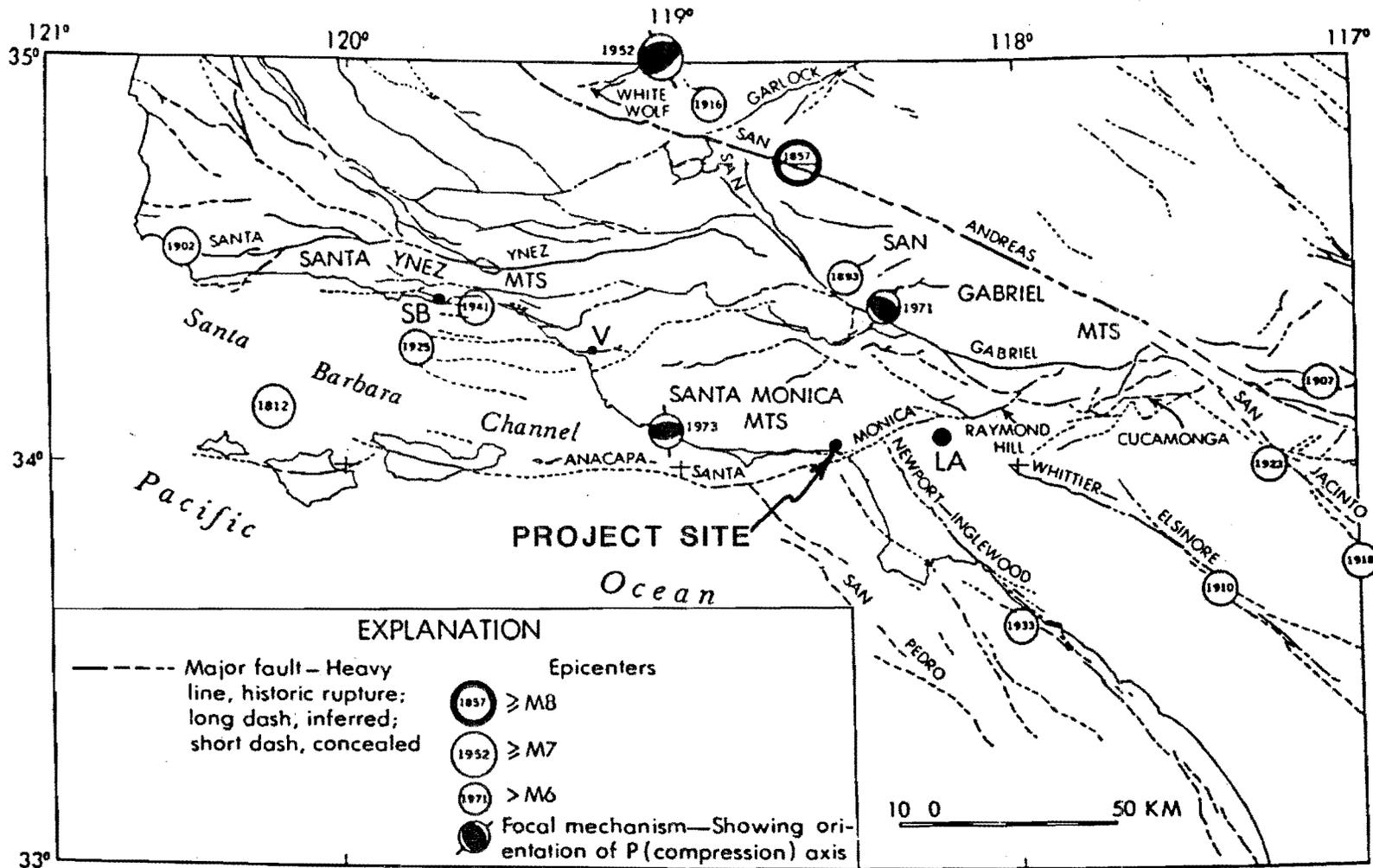
Environmental Impacts

Considering that one of the primary results of the park development project will be to mitigate landslide hazards, the major impact would be chiefly positive. Some attendant negative, although relatively minor, impacts are expected to result. These include differential settlement and subsidence of the canyon fill; a relatively greater amount of surface water infiltrating the proposed fill (not compacted to 90 percent minimum relative compaction); and ground vibration, dust and noise impacts from heavy construction equipment during the filling operations and soldier-pile installation. Although periodic earthquakes will produce significant ground shaking at the site, it should require no special design considerations because no significant structures are proposed on the canyon fill.

Mitigation Measures

The potential negative impacts resulting from the proposed canyon filling can be minimized by the following guidelines, procedures, or recommended actions:

- o Differential settlements and/or subsidence can be reduced by a higher degree of compaction, but not entirely eliminated, due to the infeasibility of significant removal of landslide debris. Placement of the storm drain on stable, natural ground under the fill on the east flank of the canyon is expected to mitigate settlement problems related to the proposed storm drain. However, special provisions for



Part of Southern California showing area investigated, and relations of western Transverse Ranges (bounded by Santa Ynez, San Gabriel, and Anacapa-Santa Monica faults) to major faults and epicenters of large earthquakes. SB, Santa Barbara; V, Ventura; LA, Los Angeles. Modified from Yerkes and Lee, 1979 (U. S. Geol. Survey Circular 799-B).

**POTRERO CANYON PARK DEVELOPMENT PROJECT
REGIONAL FAULTS AND MAJOR EARTHQUAKE EPICENTERS**

FIGURE IV-2

sections crossing side canyons would be necessary to mitigate differential settlement where filling is required at those locations. Greater compaction of the fill or installation of a relatively impermeable membrane or fill layer beneath the surface drainage channel would reduce the amount of runoff penetrating the fill.

- o Anticipate the need for periodic repair of any access roads, paths, and surface drains affected by differential settlement, and for provision of catchment berms or fences in slide-prone areas above the fill.
- o Keep canyon slope clearing, benching and undercutting to a minimum in order to reduce the risk of slope failure during grading.
- o Equipment vibration, dust, and noise levels should be monitored on adjoining offsite properties so that appropriate abatement measures are implemented, as necessary.
- o Detailed hydrologic and geotechnical site investigations should be performed prior to finalizing grading and improvement plans. These investigations should verify the optimal fill height needed to improve the level of stability of major landslide areas. They should also determine, on a site-specific basis, the appropriate design and placement of the recommended protective soldier piles.

Unavoidable Adverse Impacts

No unavoidable adverse impacts have been identified.

Cumulative Impacts

No cumulative impacts have been identified.

C. HYDROLOGY

Existing Conditions

o Groundwater

Groundwater in the project area is in discontinuous, near-surface aquifers or perched lenses which are formed by infiltration of rainfall and irrigation water through the relatively permeable terrace deposits that overlie less permeable bedrock on the surrounding mesas. This groundwater flows in a southeasterly direction and tends to form seeps on the westerly flank of the canyon. Groundwater movement on the easterly mesa tends to travel away from the canyon.

Inasmuch as it is primarily a perched groundwater condition, the groundwater surface generally follows the zone of saturation within the near-surface, more permeable (weathered, fractured, or landslide-disturbed) bedrock formations. Consequently, the groundwater surface is steeper in the areas nearest to the canyon.

o Surface Water

The surface water drainage basin for Potrero Canyon consists of a 350-acre area. Potrero Canyon itself comprises approximately 40 acres of this drainage basin. Storm water from the upper reaches of the basin is collected in street storm drains, and is discharged at a minimum of three locations near the head of the canyon. These drains discharge from Hampden Place from the end of Frontera Drive and from Earlham Street. A culvert placed in the canyon bottom beneath a fill placed at the toe of the landslide below Hampden Place is presently blocked by debris. This has caused runoff from upstream to pond in the canyon north of the culvert.

Surface water also reaches Potrero Canyon by means of sheet flow of rainfall on the canyon slopes, and to a minor extent from the rear

yard areas of properties at the rim of the canyon, where the lots slope toward the canyon rather than toward the street. Locally, some developed lots are known to have yard drains which discharge onto the sides of the canyon.

All storm water entering Potrero Canyon eventually follows the canyon bottom (a natural drainage course) where it is diverted to an existing culvert opening at the mouth of the canyon. This culvert extends under Pacific Coast Highway and discharges into the Pacific Ocean.

Environmental Impacts

Potential impacts on local hydrology due to the proposed project are as follows:

- o The major drainage course in the canyon will be modified in that storm water will flow in an enclosed conduit and lined surface channels instead of along the canyon bottom. This will tend to mitigate the current undercutting of canyon side slopes by the stream channel.
- o During the clearing, grubbing, and initial filling operations prior to canyon filling, storm runoff would contain increased levels of silt. However, once the main storm drain is installed, siltation levels would decrease to below those presently encountered, since storm water would not carry soil deposits from the channel bottom. Runoff from the filled surfaces would contain low silt levels, since these surfaces will be landscaped and siltation settling basins will be provided for that purpose.
- o Flow from groundwater seeps which presently occur below the level of the proposed final fill surface could be impeded if the proposed drainage blankets clog up. This could lead to increased saturation of terrace deposits and result in soil instability and a possible increase in the occurrence of earth slides on the canyon walls above the final fill surface during the early phases of project development.

Mitigation Measures

Increased siltation of surface runoff due to project activities can be minimized by:

- o Keeping progressive areas of clearing and grubbing as small as practical.
- o Complete installation of deep subdrains and storm drains during the late spring to early fall when rainfall is minimal.
- o Installation and maintenance of temporary siltation basins below construction areas.

Impedance of groundwater seepage controls will be mitigated through the installation of a geotextile fabric around the wash rock blanket/subdrain pipe that is placed under the fill and along the canyon side walls. Further, the rock volume and the subdrain pipe diameter will be designed to provide additional capacity to handle approximately twice the anticipated seepage volumes.

Unavoidable Adverse Impacts

The construction of this project will cause the modification of the natural drainage course in the canyon and the removal of the riparian habitat associated with the drainage. Siltation downstream will result in temporary unavoidable adverse impacts during the canyon filling operations. However, there will be no significant impacts to marine habitats at the ocean outfall.

Cumulative Impacts

No cumulative impacts have been identified.

D. BIOLOGICAL RESOURCES

Existing Conditions

o Vegetation

The natural vegetation of Potrero Canyon consists primarily of coastal sage scrub and south coast riparian plant communities (see Figure IV-3). The narrow canyon floor is covered with a thick growth of riparian vegetation of which willow trees are the dominant species. The canyon slopes are covered with coastal sage vegetation. Plants common to the coastal sage scrub community are adapted to geologically unstable areas and thus are able to survive frequent episodes of erosional events (Little, 1981). In southern California, the coastal sage scrub community occurs from near the coast to about 3000 feet (914 meters) in which little frost occurs and the rainfall ranges from 25.4 to 50.8 cm. (Munz, 1974). The dominant forms of vegetation in this community are low perennial shrubs such as coastal sagebrush, black sage, California buckwheat, and white sage.

In addition to the native vegetation there are various horticultural species which have become established (i.e. naturalized) in the canyon. The surrounding residential areas are the probable source of most of these species that are now found in the canyon. It appears that a large number of pine trees that are now growing in the canyon arrived there as part of a landslide from the De Pauw Street area.

Table IV-2 contains a list of the species found in Potrero Canyon during site visits conducted in September and October 1984. Additional species, consisting primarily of annual herbs and grasses, would probably be found during spring and early summer months.

Although not considered by Munz (1974) to be a community in the sense of coastal sage scrub, riparian areas are nevertheless extremely important habitats in southern California. For this reason, other workers consider riparian vegetation to constitute fairly distinct

POTRERO CANYON PARK DEVELOPMENT PROJECT

VEGETATION TYPES

— RIPARIAN VEGETATION

— COASTAL SAGE SCRUB



SCALE: 1" = 500'

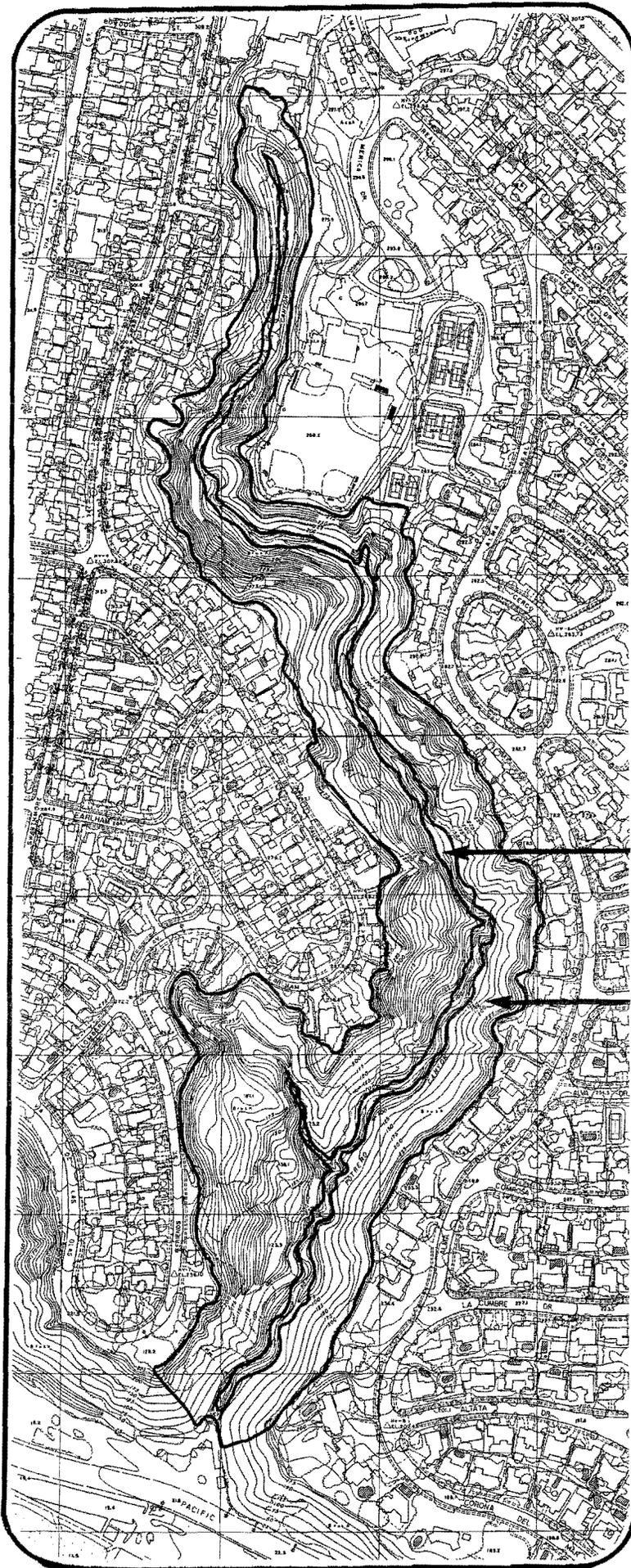


FIGURE IV-3

TABLE IV-2
 POTRERO CANYON
 PLANT SPECIES LIST*

GENUS	SPECIES	COMMON NAME	WHERE FOUND ¹	NATIVE	ABUN ³
Agave	americana	Century plant	Css	No (Hort) ²	I
Artemisia	californica	Coastal sagebrush	Css	Yes	C
Artemisia	douglasiana	Mugwort	Rip	Yes	I
Arundo	donax	Giant reed	Css/Rip	No (Hort)	I
Atriplex	lentiformis ssp. breweri	Saltbush	Css	Yes	C
Carpobrotus	edulis	Hottentot-fig	Css	No (Hort)	I
Cortaderia	jubata?	Pampus grass	Css	No (Hort)	I
Cynodon	dactylon	Bermudagrass	Rip	Yes	I
Cyperus	eragrostis	Umbrella-sedge	Rip	Yes	I
Eriogonum	cinereum	Coastal buckwheat	Css	Yes	C
Eucalyptus	sp	Eucalyptus	Css	No (Hort)	C
Foeniculum	vulgare	Sweet fennel	Css	No (Weed)	C
Quercus	dumosa?	Shrub oak	Css	Yes	F
Heteromeles	arbutifolia	Toyon	Css	Yes	I
Malacothrix	saxatilis var. tenuifolia		Css	Yes	I
Nicotiana	glauca	Tree tobacco	Css	No (Weed)	C
Oxalis	pes-caprae	Bermuda buttercup	Rip	No (Weed)	F
Picris	echioides	Ox tongue	Rip	No (Weed)	F
Pinus	spp.	pine trees	Css	Yes (Hort)	I
Rhus	ovata	Sugar bush	Css	Yes	C
Rhus	laurina	Laural sumac	Css	Yes	I
Ricinus	communis	Castor bean	Rip	No (Weed)	C
Salix	laevigata	Willow	Rip	Yes	C
Salvia	mellifera	Black sage	Css	Yes	I
Sambucus	mexicana	Elderberry	Css	Yes	I
Schinus	terebinthifolius	Brazilian Pepper-tree	Rip	No (Hort)	F
Solanum	douglasii	Nightshade	Rip	Yes	F
Sonchus	oleraceus	Sow-thistle	Rip	No (Weed)	F
Toxicodendron	diversilobum	Poison-oak	Css/Rip	Yes	C
Washingtonia	filifera	Fan palm	Css	Yes (Hort)	I
Woodwardia	fimbriata	Chain fern	Rip	Yes	F

1. Css = Coastal Sage Scrub; Rip = Riparian.
2. Hort = A native or nonnative plant used horticulturally which has become established in Potrero Canyon.
3. Abun = Abundance; an estimation of the relative abundance of the species in Potrero Canyon. I = Infrequent; C = Common; F = Few.

*Collection Date: September 11, 1984

plant communities (Thorne, 1976; Griffin, 1977; Sands, 1980). California previously had several million acres of riparian forests but they are currently measured in the thousands (Roberts, et. al., 1980). The microclimate of riparian corridors is significantly different than the surrounding vegetation. The air is calm, temperatures are cooler during the summer, and the humidity is high.

There are 31 rare and endangered plants in Los Angeles and Ventura Counties (CNPS 1984). Of these, three are known to occur within a 7 mile radius of the project area: Astragalus brauntonii, Astragalus tener var. titi, and Dithrea maritima. The two latter species occur in coastal strand habitats and would not be expected to occur in the canyon. There is a slight possibility that A. brauntonii could occur in the canyon because it is known from several locations north and west of the site, however, it is normally associated with chaparral species. Three other species, Centrosteqia leptoceras, Chorizanthe parryi var. fernandina, and Dudleya multicaulis could potentially occur in the canyon because they occur in coastal sage scrub habitats and are known from a number of locations within the general region of the canyon. None of the species mentioned above were found in Potrero Canyon.

o Wildlife

The wildlife of Potrero Canyon consists of small mammals, birds, reptiles, and probably amphibians. Table IV-3 contains a list of species observed or reported in the canyon but additional species which could potentially be found in the area are listed in Table IV-4. Access by terrestrial (nonflying) animals to the canyon is somewhat restricted because of urban development surrounding of the canyon.

The populations of mammals and birds are probably composed of some residents as well as migratory and transient individuals. Birds common to urban areas and back yards (e.g. mockingbirds, scrub jays, house sparrows, etc.) were observed flying into and out of the canyon

TABLE IV-3

POTRERO CANYON

ANIMAL SPECIES LIST

Genus	Species	Common Name	Native	How Seen
<u>MAMMALS</u>				
Canis	latrans	Coyote	Yes	Reported
Procyon	lotor psora	Raccoon	Yes	Tracks
<u>BIRDS</u>				
Aphelocoma	coerulescens	Scrub jay	Yes	Observed
Calypte	anna	Anna's hummingbird	Yes	Observed
Mimus	polyglottos	Mockingbird	Yes	Observed
Passer	domesticus	House sparrow	No	Observed
Pipilo	fuscus	Brown towhee	Yes	Observed
Regulus	calendula	Ruby-crowned kinglet	Yes	Observed
Zenaidura	macroura	Mourning dove	Yes	Observed
<u>REPTILES</u>				
Sceloporus	occidentalis	Western fence lizard	Yes	Observed

TABLE IV-4
 POTRERO CANYON
 WILDLIFE SPECIES THAT COULD POTENTIALLY OCCUR IN THE PROJECT AREA

Genus	Species	Common Name
<u>MAMMALS</u>		
<u>Didelphis</u>	<u>virginiana</u>	Common Opossum
<u>Scapanus</u>	<u>latimanus</u>	Broad-footed Mole
<u>Myotis</u>	<u>californicus</u>	California Myotis
<u>Eptesicus</u>	<u>fuscus</u>	Big Brown Bat
<u>Eumops</u>	<u>perotis</u>	Western Mastiff Bat
<u>Sylvilagus</u>	<u>bachmani</u>	Brush Rabbit
<u>Sylvilagus</u>	<u>audubonii</u>	Desert Cottontail
<u>Spermophilus</u>	<u>beecheyi</u>	California Ground Squirrel
<u>Thomomys</u>	<u>bottae</u>	Botta's Pocket Gopher
<u>Perognathus</u>	<u>californicus</u>	California Pocket Mouse
<u>Dipodomys</u>	<u>agilis</u>	Agile Kangaroo Rat
<u>Reithrodontomys</u>	<u>megalotis</u>	Western Harvest Mouse
<u>Peromyscus</u>	<u>californicus</u>	California Mouse
<u>Peromyscus</u>	<u>maniculatus</u>	Deer Mouse
<u>Spilogale</u>	<u>gracilis</u>	Western Spotted Skunk
<u>Mephitis</u>	<u>mephitis</u>	Striped Skunk
<u>REPTILES</u>		
<u>Gerrhonotus</u>	<u>multicarinatus</u>	Southern Alligator Lizard
<u>Coleonyx variegatus</u>	<u>abbotti</u>	San Diego Banded Gecko
<u>Phrynosoma coronatum</u>	<u>blainvillei</u>	San Diego Horned Lizard
<u>Eumeces</u>	<u>skiltonianus</u>	Western Skunk
<u>Diadophis</u>	<u>punctatus</u>	Ringneck Snake
<u>Pituophis</u>	<u>melanoleucus</u>	Gopher Snake
<u>Thamnophis</u>	<u>sirtalis</u>	Common Garter Snake
<u>AMPHIBIANS</u>		
<u>Batrachoseps</u>	<u>attenuatus</u>	Garden Slender Salamander
<u>Taricha torosa</u>	<u>torosa</u>	Coast Range Newt

TABLE IV-4
(Continued)

Genus	Species	Common Name
<u>Bufo</u>	<u>boreas</u>	Western Toad
<u>Bufo</u>	<u>microscaphus</u>	Southwestern Toad
<u>Hyla</u>	<u>californiae</u>	California Treefrog
<u>Hyla</u>	<u>regilla</u>	Pacific Treefrog
<u>Rana</u>	<u>aurora</u>	Red-legged Frog
<u>Rana</u>	<u>catesbeiana</u>	Bullfrog

BIRDS

<u>Accipiter</u>	<u>cooperii</u>	Cooper's Hawk
<u>Buteo</u>	<u>lineatus</u>	Red-shouldered Hawk
<u>Falco</u>	<u>sparverius</u>	American Kestrel
<u>Callipepla</u>	<u>californica</u>	California Quail
<u>Columba</u>	<u>livia</u>	Rock Dove
<u>Zenaida</u>	<u>macroura</u>	Mourning Dove
<u>Calypte</u>	<u>coastae</u>	Costa's Hummingbird
<u>Selasphorus</u>	<u>sasin</u>	Allen's Hummingbird
<u>Sayornis</u>	<u>nigricans</u>	Black Phoebe
<u>Sayornis</u>	<u>saya</u>	Say's Phoebe
<u>Hirundo</u>	<u>pyrrhonota</u>	Cliff Swallow
<u>Corvus</u>	<u>brachyrhynchus</u>	American Crow
<u>Psaltriparus</u>	<u>minimus</u>	Bushtit
<u>Catherpes</u>	<u>mexicanus</u>	Canyon Wren
<u>Toxostoma</u>	<u>redivivum</u>	California Thrasher
<u>Lanius</u>	<u>ludovicianus</u>	Loggerhead Shrike
<u>Dendroica</u>	<u>petechia</u>	Yellow Warbler
<u>Aimophila</u>	<u>ruficeps</u>	Rufous-crowned Sparrow
<u>Zonotrichia</u>	<u>leucophrys</u>	White-crowned Sparrow
<u>Agelaius</u>	<u>phoeniceus</u>	Red-winged Blackbird
<u>Sturnella</u>	<u>neglecta</u>	Western Meadowlark
<u>Euphagus</u>	<u>cyanocephalus</u>	Brewer's Blackbird
<u>Molothrus</u>	<u>ater</u>	Brown-headed Cowbird
<u>Icterus</u>	<u>cucullatus</u>	Hooded Oriole

from the surrounding residential areas. An unidentified hawk species reportedly nests in the canyon (J. Clause, 1984, personal communication), although they were not observed during site visits. Raccoon tracks were observed in the canyon during a site visit in September, 1984. Although larger mammals such as coyotes have been reported to occur (J. Clause, 1984, personal communication), it is unlikely that such animals maintain resident populations in the canyon because of its small size.

A small amount surface water was present in the canyon during the September field visit indicating that water probably flowed year-round, at least in the uppermost part of the canyon. The presence of water in the canyon adds greatly to its value as an ecosystem and could serve to attract a variety of wildlife. However, the quality of the water was not assessed. The value to wildlife of riparian habitats is that riparian areas serve as corridors for season migration of animals such as birds, bats, deer, etc., and they provide cover and nesting sites for these and many other species. Riparian zones are used disproportionately more than any other type of wildlife habitat since the availability of surface water in these habitats is one of the most important benefits to wildlife.

No threatened or endangered wildlife species were observed in the canyon, and it is unlikely that such species are resident in the canyon (California Department of Fish and Game, 1980).

Environmental Impacts

o Vegetation

Impacts to vegetation can be considered in two categories: short-term (temporary) and long-term (usually permanent). Short-term impacts arise from construction and actions which result in temporary vegetation removal, habitat alteration, creation of dust, etc. Long-term impacts result when native vegetation is permanently destroyed (either directly or indirectly), when land is cleared for construction, when

rare or endangered species are threatened and when the integrity of a plant community is destroyed.

Significant short-term impacts could occur to vegetation under the alternatives considered from the formation of dust and destruction of vegetation during the years that the canyon is being filled. Long-term impacts will occur to vegetation in the canyon from implementation of the proposed project alternatives because a significant proportion of the existing vegetation will be permanently removed or covered with fill. Filling the canyon to the 35 to 40 foot depth will result in the loss of about six acres or 100 percent of riparian vegetation. Filling the canyon to the 125 foot depth would also result in the removal of approximately 17 acres of coastal sage scrub vegetation representing about 50 percent of this habitat type in the canyon. However, State or federally listed rare or endangered plant species are not expected to be affected by the proposed project.

o Wildlife

Impacts to wildlife can also be considered in the short- and long-term. Short-term impacts arise in the construction stage which result in the disruption of wildlife species, habitat alterations, animal displacements, dust, and noise. Long-term impacts arise when wildlife is destroyed or permanently displaced, or when their habitat is permanently altered.

Because of the narrow confines of the canyon, the short-term impacts of habitat disruption, noise, and dust are expected to result in significant impacts on some of the resident and transient populations of wildlife, particularly small mammals and bird species, under any canyon filling project. Construction can be expected to drive out most resident individuals, and to deter use by transient species that are currently accustomed to using the canyon for foraging, resting, or nesting. Animals which are driven out by construction activities will find it difficult to survive because the perimeter of the canyon consists of substantial residential areas.

Long-term impacts will also occur because historic and current wildlife use will be permanently altered or precluded. In filling the canyon to a depth of up to 40 feet, approximately six acres of riparian wildlife habitat will be removed. Should the canyon be filled to 125 feet, about 17 acres of the coastal sage scrub habitat will be lost. Under the higher fill alternative, much of the remaining 17 acres of coastal sage scrub habitat that would not be covered are situated on the steep, dry, uppermost slopes of the canyon and are therefore virtually unsuitable for most forms of wildlife.

Because of the disruption of wildlife habitat that will occur, in conjunction with the loss of a riparian corridor, the loss of nesting and breeding sites, and the potential for direct and indirect wildlife mortality, it is expected that the proposed project will also result in significant, long-term, wildlife impacts. With respect to threatened or endangered wildlife, the only species of concern was the Least Bell's Vireo (on the state endangered species list and is in the process of being placed on the Federal list), a bird that is known to frequent coastal riparian habitats. A bird survey (see Appendix F) was conducted and concluded that the Least Bell's Vireo would not be impacted by the Potrero Canyon project.

Mitigation Measures

Vegetation should not be removed except that which will be covered by fill. Appropriate native vegetation for the coastal area environment similar to that removed should be considered for landscaping the proposed park. For example, willows (Salix laevigata and S. lasiandra) and other appropriate riparian trees, e.g. native sycamore (Platanus racemosa); coast live oak (Quercus agrifolia); and big-leaf maple (Acer macrophyllum), should be considered for planting along a surface waterway which may be created as part of this project. Eucalyptus, acacia, tamarisk, and other such exotic, non-native species should not be used. The use of native plants will also help to reduce park maintenance by reducing the need to water the plants and will reduce the need to provide for pruning, mowing of grass, etc. A landscape architect

thoroughly familiar with California native plants should be retained to design the park plantings. Surface water flows should be maintained as great as possible in order to provide water for wildlife.

By using an "escape" corridor located behind the Sunspot Motel to an existing adjacent slide area below Via De Las Olas, passage for various resident and migratory wildlife species can be found offering shelter, cover and forage.

Unavoidable Adverse Impacts

The unavoidable adverse impacts associated with this project include the loss of about 6 acres of natural riparian vegetation and wildlife habitat under the preferred alternative and up to an additional 17 acres of coastal sage scrub under the 1972 alternative. The south coast riparian forest is a plant community and wildlife habitat which is rapidly disappearing in southern California because of urban encroachment and development. Other unavoidable impacts include the direct mortality of resident and transient wildlife which would be killed as a result of construction activities, and indirect mortality of animals which would be displaced and forced to migrate out of the canyon.

Cumulative Impacts

The proposed project will contribute to the cumulative elimination of riparian plant communities and associated wildlife habitat on a local and regional basis, because of the scarcity of undisturbed coastal canyon habitats in southern California.

E. CLIMATE AND AIR QUALITY

Existing Conditions

The climate in the project area is generally mild. July, August and September are the warmest months with daily maximum temperatures averaging 75°F. The coldest month is January with daily minimum

temperatures averaging 47°F. Average daily temperatures range from 56°F in January to 68°F in August. Nearly 90 percent of the annual precipitation falls in the six months between November and April and annual average rainfall is 12.5 inches.

Wind flow in the area is typified by a daytime sea breeze and a nighttime land breeze. This regime is broken by occasional winter storms and infrequent strong northeasterly Santa Ana winds. The annual average wind speed is about eight miles per hour. Because of the persistent low inversions and cool coastal waters, morning fog and low stratus clouds are common. On an annual average, there are 144 clear days (zero to 0.3 of the sky obscured by clouds), 113 partly cloudy days (0.4 to 0.7 cloud cover) and 108 cloudy days (0.8 to full cloud cover) (SCAQMD, 1980).

State and federal governments have each established ambient air quality standards for various air pollutants (see Appendix D, Table D-1). Each federal standard specifies a level not to be exceeded more than once per year or not to be exceeded at all in case of an annual standard. State standards are not to be equaled or exceeded. The period to which the standards apply vary with each air pollutant, and several air pollutants are regulated over more than one time period.

The proposed project is located in the South Coast Air Basin which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Air pollutants in the Los Angeles County portion of the South Coast Air Basin are classified as either nonattainment or attainment for achieving National Ambient Air Quality Standards (California Air Resources Board, August 26, 1981). The County is currently designated attainment for sulfur dioxide. Ozone, nitrogen dioxide, carbon monoxide, and total suspended particulates are designated nonattainment for achieving federal air quality standards.

The West Los Angeles-Robertson monitoring station is roughly nine miles east of the project site and has been used to describe air pollutant levels in the project area. This monitoring station provides a conservative estimate of the air quality in the project area because it is

TABLE IV-5

CONSTRUCTION EMISSIONS⁽¹⁾

Source	Air Contaminant				
	SO ₂ (lbs/day)	NO ₂ (lbs/day)	CO (lbs/day)	TSP (lbs/day)	HC (lbs/day)
Fugitive Dust				57.0	
Stage 1 ⁽²⁾	1.2	8.4	3.5	0.9	1.0
Stage 2 ⁽³⁾	0.6	4.7	1.3	0.5	0.3
Stage 3 ⁽⁴⁾	11.5	112.3	36.8	6.2	11.8
Stage 4 ⁽⁵⁾	2.2	36.4	6.6	2.2	2.6
Stage 5 ⁽⁶⁾	11.5	112.3	36.8	6.2	11.8
Stage 6 ⁽⁷⁾	1.1	18.2	3.3	1.1	1.3
Motor Vehicles ⁽⁸⁾	<0.1	0.5	2.3	0.1	0.2
Slope Stabilization ⁽⁹⁾	1.1	18.2	3.3	1.1	1.3

- (1) Refer to Appendix D for assumptions and calculations
- (2) Clear and grub bottom of canyon
- (3) Install subdrain
- (4) Construction of access road
- (5) Construct large diameter subsurface storm drain pipe
- (6) Fill canyon to 40 ft depth
- (7) Construct a lined surface channel
- (8) Worst case construction worker vehicle emissions
- (9) Soldier piles to protect upslope properties

Unavoidable Adverse Impacts

No unavoidable adverse impacts have been identified.

Cumulative Impacts

The proposed project will contribute infinitesimally to the degradation of air quality in the South Coast Air Basin during the construction period.

F. TRAFFIC AND CIRCULATION

Existing Conditions

Potrero Canyon has two primary access points for vehicular traffic. The mouth of the canyon is served by Pacific Coast Highway (State Route 1) while the upper end of the canyon can be accessed from Sunset Boulevard via local residential streets. Regional access is provided by the Santa Monica Freeway (Interstate 10), an east-west facility, which terminates at Pacific Coast Highway approximately 2-1/2 miles south of Potrero Canyon.

Pacific Coast Highway (PCH) is a scenic north-south facility which generally runs parallel and adjacent to the Pacific Ocean coastline. Within the Potrero Canyon study area, PCH has six travel lanes, a painted median, and unpaved shoulders on both sides. There are three signalized intersections in the project vicinity on PCH: at the California Incline, at Chautauqua Boulevard/Entrada Drive, and at Temescal Canyon Road. The canyon mouth is located on PCH approximately midway between the Chautauqua Boulevard and Temescal Canyon Road intersections.

Sunset Boulevard is a four-lane, undivided facility serving as the major east-west arterial highway through the primarily residential Pacific Palisades community. The Palisades Recreation Center, which is located at the northern or upper end of Potrero Canyon, is easily accessible from Sunset Boulevard via local streets.

Temescal Canyon Road provides a connecting link between Sunset Boulevard and PCH. The Temescal Canyon Road intersection with Sunset Boulevard is located approximately 1/2 mile northwest of Potrero Canyon. Temescal Canyon Road has six lanes at the southern end and narrows to four lanes at the northern end of the link.

Average daily traffic (ADT) volumes and peak hour volumes during 1983 were obtained from Caltrans and the City of Los Angeles Department of Transportation for PCH, Sunset Boulevard and Temescal Canyon Road. The daily and peak hour volumes are shown on Table IV-6. The daily traffic volume on PCH at the mouth of Potrero Canyon is 63,000 vehicles per day with a peak hour volume of 6,300 vehicles. These figures represent an average for the entire year. Actual traffic counts indicate that there are monthly variations in traffic volumes due primarily to the level of recreational traffic on the highways. Data obtained from Caltrans indicate that the daily traffic volume on PCH during the peak summer month is 67,000 vehicles on the segment of road adjacent to Potrero Canyon. As compared to the annual average volume of 63,000 vehicles, this represents a six percent increase.

Peak hour traffic volumes for the afternoon peak period were obtained for the three key intersections along PCH. The three intersections are:

PCH at California Incline
PCH at Chautauqua Boulevard
PCH at Temescal Canyon Road

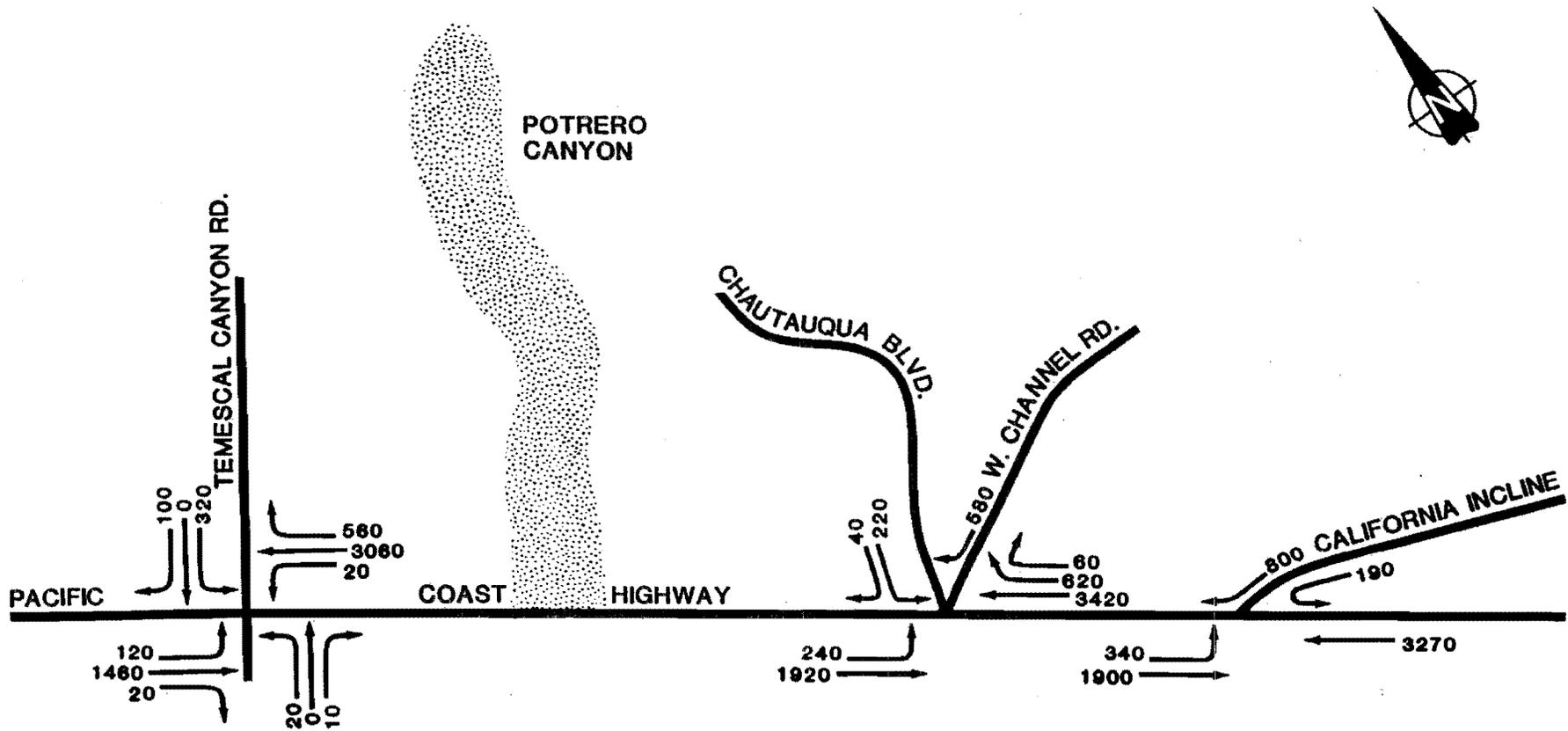
The peak hour traffic counts are illustrated on Figure IV-4.

Based upon these peak hour traffic volumes and turning movements, the intersection capacity utilization (ICU) values and levels of service were calculated, the results of which are shown in Table IV-7. Level of service is a qualitative measure of the mobility characteristics of an intersection, as determined by traffic volumes, vehicle delays, and the ICU value for the intersection. It is measured from A to F (best to worst conditions). A definition of each level of service is presented in

TABLE IV-6

1983 DAILY AND PEAK HOUR TRAFFIC VOLUMES

Location	ADT (Vehicles/Day)	Peak Hour Volume (Vehicles/Hour)
Pacific Coast Highway		
South of California Incline	60,000	5,400
California Incline to Chautauqua Blvd.	70,000	6,300
Chautauqua Blvd. to Temescal Canyon Road	63,000	6,300
Temescal Canyon Road to Sunset Blvd.	51,000	4,600
Sunset Boulevard		
Chautauqua Blvd. to Temescal Canyon Road	21,000	1,530
Temescal Canyon Road		
North of PCH	9,700	760



POTRERO CANYON PARK DEVELOPMENT PROJECT
PM PEAK HOUR TRAFFIC VOLUMES

FIGURE IV-4

TABLE IV-7

INTERSECTION LEVELS OF SERVICE AND ICU* VALUES
EXISTING CONDITIONS

Intersection	ICU	Level of Service
PCH at California Incline	0.99	E
PCH at Chautauqua Blvd.	1.18	F
PCH at Temescal Canyon Road	0.94	E

*Intersection Capacity Utilization

Table IV-8. The intersection capacity utilization value indicates the ratio between the traffic volumes and the maximum theoretical capacity of the intersection. The ICU value for an intersection should theoretically be less than or equal to 1.00 if actual traffic counts are used in the calculations. The ICU calculations in this study, however, show a value of 1.18 at the PCH at Chautauqua Boulevard intersection for existing conditions. The explanation for this anomaly is that actual traffic counts, in fact, exceed the assumed capacity of 1,600 vehicles per hour for each through lane and 1,500 vehicles per hour for each turning lane.

It is expected that there will be some increase in traffic volumes by the time the Potrero Canyon project becomes active due to specific development in the vicinity as well as general, areawide growth. For this analysis, a 10 percent increase in traffic has been assumed to estimate future traffic volumes.

Environmental Impacts

The most significant traffic impacts related to the Potrero Canyon project will occur during the construction period. More than 200,000 cubic yards of fill material are required for the development and the material must be transported by truck to the site. There will, therefore, be an increase in truck volumes on the highways between the fill material sources and the entrance to the mouth of Potrero Canyon. The methodology for analyzing the traffic impacts is to assess the background traffic conditions, determine the level of truck activity necessary to transport the material, distribute the truck traffic onto the highway network, then re-evaluate the resulting traffic conditions. Construction worker and material delivery vehicles are also considered in the analysis.

o Traffic Generation During Construction

The volume of truck traffic generated by this project is dependent upon several variables including the total volume of required fill

TABLE IV-8

LEVEL OF SERVICE DEFINITIONS

Level of Service		Definition
A	<u>Excellent.</u>	No Vehicle waits longer than one red light and no approach phase is fully used.
B	<u>Very Good.</u>	An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	<u>Good.</u>	Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	<u>Fair.</u>	Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	<u>Poor.</u>	Represents the most vehicles intersection approach can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	<u>Jammed.</u>	Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches.

material, the duration of the construction phase, the size of the trucks used for hauling, the number of days per week that the operations are in progress, and the scheduling of hours throughout the day which are appropriate for delivery.

Based upon the alternative of filling the canyon to approximately 40 feet the project would be implemented in two basic phases. The first phase includes clearing and grubbing, installation of the subdrain system and the subsurface storm drain pipe, and construction of an access road progressing northward from the mouth of the canyon, taking approximately one year. A total of 30,000 cubic yards of fill material would be required during this phase. The second basic phase includes completion of the filling operation taking approximately two additional years. A total of 200,000 cubic yards of fill material would be required (100,000 cubic yards per year).

Additional assumptions for determining the volume of trucks generated by the project include a hauling capacity of 12 cubic yards per truck, a five-day work week (250 working days per year), and an eight-hour work day. Using these assumptions, the number of trucks generated by the project for hauling fill material would be as follows:

TABLE IV-9
NUMBER OF ROUND TRIPS FOR FILL DELIVERY - RECOMMENDED PLAN

	Phase One (30,000 cu.yd.-1 yr.)	Phase Two (200,000 cu.yd.-2 yrs.)
Total Trucks	2,500	16,670
Average Trucks Per Day	10	33
Average Trucks Per Hour	1-1/4	4

For the traffic analysis, these volumes have all been multiplied by a factor of 1.5 to allow for clustering of truck arrivals and the possibility of having some smaller capacity trucks in the fleet.

The total volume of traffic generated by the project during the construction phase is shown on Table IV-10 for Phase One and Phase Two. The tables include worker trips as well as the trucks delivering supplies, equipment, and materials. The table indicates the total number of vehicles which will be generated by the project on a daily and hourly basis. It also shows the number of passenger car equivalents (PCEs), which is determined by multiplying the trucks by a factor of two. This factor reflects the concept that each truck uses an equivalent amount of highway capacity as two passenger cars.

There is a possibility that the fill material for the early stage of construction will be obtained at the Los Angeles County Flood Control District (LACFCD) Sullivan debris basin and the Temescal and Pulga check dams, which are all located north of Sunset Boulevard in the Santa Monica Mountains. If these facilities are used as the primary source of fill material, the truck activity during this phase may be condensed to a one-month duration because the facilities are typically cleared out within a one-month time frame. The material would have to be stockpiled near the base of Potrero Canyon. If this scenario is realized, the 2,500 truck trips would all occur in a month, resulting in approximately 120 round trips per day and 15 round trips per hour. The number of trips generated by this scenario are also shown on Table IV-10.

The location of the fill material sources are presently undesignated, therefore an exact distribution of truck trips cannot be specified. It is reasonable to assume that the trucks would be approaching Potrero Canyon on PCH from the south because of the restriction on PCH to through truck traffic north of Temescal Canyon Road. The exception would be the trucks hauling material from the LACFCD stormwater facilities. These trucks would use Sunset Boulevard and Temescal Canyon Road, then approach Potrero Canyon from the north.

TABLE IV-10

TRAFFIC GENERATION

Daily	PHASE ONE			PHASE TWO			Fill from LACFCD in One Month		
	Daily	PM Peak Hour		Daily	PM Peak Hour		Daily	PM Peak Hour	
		In	Out		In	Out		In	Out
Workers	30	0	10	30	0	10	30	0	10
Deliveries (Trucks)	10	2	2	10	2	2	10	2	2
Fill Materials (Trucks)	30	2	2	100	6	6	240	15	15
Total Vehicles	70	4	14	140	8	18	280	17	27
Passenger Car Equivalents*	110	8	18	250	16	26	530	34	44

*The computation for passenger car equivalents (PCE) assumes that each truck is equivalent to two passenger cars.

TABLE IV-11

SUMMARY OF TRAFFIC IMPACTS - DAILY VOLUMES

Location	Daily Traffic Volumes		Generated by Potrero Canyon Construction		
	Existing	With Assumed Growth	Phase One	Phase Two	LACFCO Fill Material
Pacific Coast Highway					
South of California Incline	60,000	66,000	110	250	50
Calif. Incline to Chautauqua Blvd.	70,000	77,000	110	250	50
Chatauqua Blvd. to Potrero Canyon	63,000	69,300	110	250	50
Potrero Canyon To Temescal Canyon Rd.	63,000	69,300	Neg	Neg	480
Temescal Canyon Rd. to Sunset Blvd.	51,000	56,100	Neg	Neg	Neg
Sunset Boulevard					
At Temescal Canyon Road	21,000	23,100	Neg	Neg	480
Temescal Canyon Road					
Between PCH and Sunset Blvd.	9,700	10,700	Neg	Neg	480

TABLE IV-13

INTERSECTION IMPACTS DURING CONSTRUCTION

Location	Existing	With Assumed Growth	With Potrero Canyon Construction Traffic		
			Phase One	Phase Two	LACFCD Fill Material
PCH at California Incline					
ICU*	0.99	1.08	1.08	1.08	1.08
Level of Service	E	F	F	F	F
PCH at Chautauqua Blvd.					
ICU*	1.18	1.29	1.30	1.30	1.29
Level of Service	F	F	F	F	F
PCH at Temescal Canyon Road					
ICU*	0.94	1.03	1.03	1.03	1.04
Level of Service	E	F	F	F	F

*Intersection Capacity Utilization

TABLE IV-12

SUMMARY OF TRAFFIC IMPACTS - PEAK HOUR VOLUMES

Location	Peak Hour Traffic Volumes		Generated by Potrero Canyon Construction		
	Existing	With Assumed Growth	Phase One	Phase Two	LACFCD Fill Material
Pacific Coast Highway					
South of California Incline	5,400	5,900	26	42	18
Calif. Incline to Chautauqua Blvd.	6,300	6,900	26	42	18
Chatauqua Blvd. to Potrero Canyon	6,300	6,900	26	42	18
Potrero Canyon To Temescal Canyon Rd.	6,300	6,900	Neg	Neg	60
Temescal Canyon Rd. to Sunset Blvd.	4,600	5,100	Neg	Neg	60
Sunset Boulevard					
At Temescal Canyon Road	1,530	1,700	Neg	Neg	60
Temescal Canyon Road					
Between PCH and Sunset Blvd.	7600	840	Neg	Neg	60

by the project during construction would have negligible impacts on the three intersections. The intersections will, however, be operating at an undesirable level of service with or without the project traffic.

With regard to site access, there will be localized traffic problems at the Potrero Canyon site entrance on PCH due to the concentration of truck activity as the transport vehicles enter and leave the site. Because of the low acceleration and deceleration rates for large trucks, they will interfere with the normal flow of traffic along PCH as they slow down upon approaching the entrance or as they exit the site and gradually build-up speed. This situation would also increase the potential for accidents on PCH because of the conflict between high-speed through traffic and low-speed trucks making turning maneuvers. During the morning and afternoon peak periods, the trucks and other traffic entering and leaving the site will experience delays as they attempt to enter or cross the heavy traffic stream on PCH.

The more extensive canyon fill alternative would require 2.3 million cubic yards of fill material to be hauled to the site over an approximate eight year period. This would require approximately 192,000 truck loads to transport this quantity of material, assuming a truck capacity of 12 cubic yards. This translates to the following number of truck trips:

NUMBER OF ROUND TRIPS FOR FILL DELIVERY - EXTENDED CANYON FILL

Total Trucks Per Year	24,000
Average Trucks Per Day	96
Average Trucks Per Hour	12

This level of truck activity is approximately three times as great as the level required for the proposed plan. The impacts would be

similar to those described for the proposed plan, however, they would be more pronounced because of the larger volume of trucks which would be experienced over an eight year period.

o Traffic Impacts After Project Completion

After the completion of the project, there will be traffic associated with the use of the recreational facilities as people drive to the site to enjoy the walking trails, picnic facilities, vista points, etc. Parking will be available at the upper end of the park at the existing Palisades Recreation Center, therefore, there will be an increase in traffic on Sunset Boulevard and on the local residential streets providing access to the park. These streets include Swarthmore Avenue, Alma Real Drive, Toyopa Drive, La Cruz Drive, and Ocampo Drive. The increase in traffic, however, will be minimal as compared to the traffic which is currently generated by the recreation center.

Some of the users of the Potrero Canyon recreational facilities may be expected to park at the lower end of canyon at the Will Rogers State Beach parking lot. These drivers would use PCH to gain access to the facilities, however, the increase in traffic on PCH will be negligible as compared to the traffic currently generated by the beach facility.

Mitigation Measures

The ingress/egress point on PCH is the only location in the project area which would experience significant adverse impacts. Mitigation measures at other locations are not necessary since traffic impacts will be minimal.

The most significant traffic impact is the conflict between the PCH traffic stream and the heavy trucks entering and leaving the site. In order to minimize disruption for through traffic, northbound trucks should be provided with an exclusive right-turn lane for approaching the site from PCH. This would allow the trucks to decelerate without

interfering with the other traffic. Similarly, an acceleration lane should be provided in the median for southbound trucks leaving the site. This would allow the trucks to pick-up speed before entering the main stream of traffic. Should a significant quantity of fill material be transported from the LACFCD facilities, an acceleration and deceleration (left-turn) lane should be provided on PCH north of the site.

An alternative measure which could be used at the canyon entrance is to install a temporary traffic signal on PCH to allow trucks to leave the site unopposed. Such a signal would display a green or a flashing yellow light for PCH traffic except when activated by a truck leaving the site. Upon being triggered, the signal would turn red for PCH traffic and allow easy truck access onto the highway. An alternative to signal installation would be to have flagmen stop traffic when a truck needed to gain access to PCH. Such a measure may, however, be undesirable because of the high speeds and heavy traffic volumes of PCH.

Another mitigation measure for minimizing traffic impacts is to schedule truck arrivals and departures to avoid periods of peak traffic flow. This tactic would eliminate the truck-related impacts during the times of heaviest vehicular volumes. It was assumed for the traffic analysis that the trucking activity would occur only on weekdays. This policy would avoid disruption to traffic on the summer weekends when there are heavy recreational traffic volumes.

In order to reduce the potential for accidents at the entrance to Potrero Canyon, drivers on PCH must be warned of the truck activity. Warning signs and flashing lights should be installed to alert drivers to the possibility of encountering turning trucks and stopped traffic.

It must be ensured that construction activities do not interfere with normal traffic flow on PCH. This is especially applicable to the construction of a pedestrian overpass on PCH. Scheduling and construction techniques must be used which will avoid traffic delays.

Unavoidable Adverse Impacts

Development of the proposed project will create unavoidable impacts to traffic flow on the PCH at the site entrance during the period of canyon filling.

Cumulative Impacts

Cumulative impacts could be experienced to the traffic and circulation network along PCH during the construction period.

G. NOISE

Existing Conditions

The principal sources of existing noise in the project area are from vehicles, particularly from traffic along the Pacific Coast Highway. Measurements of noise levels were made at three nearby locations during day time and night time periods in the project area during 1979 (Occidental Petroleum Corporation EIR, 1982) in order to evaluate the noise impacts of an oil drilling project. Noise level measurements were taken at a station approximately 600 feet west of the Sunspot Motel adjacent to the Pacific Coast Highway. Other stations were located in the residential areas on the bluff at Via de las Olas overlooking the Pacific Coast Highway and at the intersection of Via de las Olas and Lombard Avenue. Results of the noise survey indicated that average highway noise levels were above 55 dBA* during both day and night measurement periods. The station furthest from the Highway site located at Lombard Avenue was not significantly affected by traffic on the Pacific Coast Highway and noise levels were below 45 dBA** during the day and nighttime periods.

* The dBA notation stands for A-weighted decibel. The A-weighted scale is designed to weight various components of noise according to the response of the human ear.

** City of Los Angeles minimum ambient noise level standard for a residential area is 50 dBA.

Environmental Impacts

Noise from the canyon filling operations will result from the use of a variety of mechanical equipment. During the site preparation period, clearing and grubbing of vegetation at the canyon bottom will be accomplished by a small bulldozer or similar type of equipment in addition to waste hauling trucks from the canyon. Installation of the storm drain and subdrainage systems and construction of an access roadway on the canyon bottom will also require the use of bulldozers, dump trucks bringing in approximately 30,000 cubic yards of fill and heavy machinery (i.e., grading and compaction equipment). Approximately four fill-hauling trucks per hour will be required for about a four month period depending on availability of material. This portion of the construction period is estimated to be completed within one year of commencement of the project and increases in existing noise levels in the canyon will be experienced. Activities, however, will be restricted to the daytime period and only during weekdays. During the early phase of the project, it is also expected that approximately eight properties located on the canyon rim will require the installation of soldier pile systems for additional slope stabilization purposes. Installing soldier piles will require that equipment such as a truck-mounted drill rig or bucket auger operate for about three days during daytime periods at each of the affected properties. This will also result in increased noise levels to residents on and adjacent to the drilling locations for a short-term period.

The remainder of the filling operation will be accomplished in one to two additional years depending on availability of materials if the canyon was filled to a depth of 35 to 40 feet. Filling the canyon to a depth of 125 feet would require a considerably longer time period, the length of which is dependent on the availability of fill materials. Construction related noise impacts would result from the operation of about four fill-hauling trucks per hour in addition to grading and compaction equipment for the duration of the filling operations. Typical noise level ranges from types of equipment which will be employed during park construction and soldier pile installation at a distance of 50 feet

is from 70-90 dBA (U.S. EPA, Noise from Construction Equipment, 1971). The City of Los Angeles has adopted a noise control ordinance (No. 144, 331 Chapter XI, January 1973) requiring mechanical, gas driven or electrical machinery to be operated in a manner not to increase the ambient noise level of residential properties by more than 5 decibels. Levels of noise generated by the project activities will be in compliance with the City's noise ordinance.

Construction activities in the canyon may be audible to residences on the rim. However, since the canyon bottom is approximately 150 feet distant from any of the residences under the 40 foot fill alternative, and the line-of-sight is obstructed by the rim, the increased noise levels are not expected to be significant or exceed city noise standards even as the fill increases in height. No adverse noise impacts would occur at night.

During the entire construction period, noise generated by construction equipment, especially the continual passage of fill-hauling trucks, will significantly impact guests at the Sunspot Motel-Restaurant during daylight hours. Operation of the motel or restaurant may, therefore, be severely restricted.

Noise will also result from use of the coastal access park by pedestrians and maintenance vehicles after project completion. Use of the area will be restricted to daylight hours and increased noise levels would not be significant since only passive recreational activities would be allowed in the park.

Mitigation Measures

The canyon fill construction activities would be restricted to daytime hours only during weekdays and conducted in compliance with the City of Los Angeles Noise Ordinances.

Ground vibration monitoring is recommended to be conducted during the construction period to assure that filling operations are not adversely impacting homes or properties on the canyon rim.

Unavoidable Adverse Impacts

Unavoidable adverse noise impacts will occur on a short-term basis to canyon rim residences and guests at the Sunspot Motel-Restaurant during the period of project construction.

Cumulative Impacts

No cumulative impacts have been identified.

H. LAND USE AND RELEVANT PLANNING

Existing Conditions

o Land Use

Potrero Canyon is currently owned by the City of Los Angeles Recreation and Parks Department and is zoned for Open Spaces as publicly owned land used for recreation or environmental protection (Los Angeles General Plan, 1973).

Land use surrounding the canyon is comprised predominately of single-family residences. At the canyon's northern end are various land uses including a public library, a community park and playground, and a commercial office building. Other nearby uses include a fire station and a public elementary school.

The residential area along the western side of the canyon is zoned for low density housing (3 to 7 dwelling units per acre). The eastern rim is zoned for very low (II) density (2 to 3 dwelling units per acre) and low (I) density (1 to 2 dwelling units per acre) housing (Brentwood-Pacific Palisades District Plan, 1977).

The Sunspot Motel is located at the Canyon's mouth, just north of Pacific Coast Highway. The motel has 12 rooms and is owned by the Department of Recreation and Parks and presently leased on a month-to-month basis by the Sungroup Corporation. Plans have been made to add a restaurant and nightclub to the motel (P. Dorian, October 1984, personal communication).

Adjacent to the Sunspot Motel is the Pacific Coast Highway (PCH), designated in the 1978 Scenic Highways Plan as a scenic highway. Adjacent to PCH is the Will Rogers Beach State Park.

o Relevant Planning

City of Los Angeles General Plan

The Open Space Element of the General Plan and the Brentwood-Pacific Palisades District Plan identify Potrero Canyon as open space land used for recreation or environmental protection. The stated goals in the Open Space Element for coastal open space areas such as Potrero Canyon are to restrict development in order to protect coastal resources, use open space areas only for recreational and park-type uses, and to simply preserve areas of open space. More specifically, Brentwood-Pacific Palisades District Plan identifies a hiking or equestrian trail in the canyon extending from its northern end to Pacific Coast Highway. Under the Public Recreation Plan Element of the General Plan, the stated policy is to consider recreational use for open space lands particularly lands with potential for multiple uses.

California Coastal Act Policies and State and Regional Guidelines; California Coastal Commission

The California Coastal Act requires that proposed development activities within the coastal zone be reviewed for consistency with California Coastal Act policies. The policies are discussed in Chapter 3 of the Coastal Act and address public access, recreation, protection of the marine environment, land resources, development and

industrial development of the coastal zone. If conflicts occur between one or more of the Coastal Act policies, conflicts are to be resolved in a manner which on the balance is most protective of significant coastal resources. Coastal development permits are granted to projects found consistent with the Coastal Act policies by the California Coastal Commission, local governments with Coastal Commission certified local coastal programs (LCP's), or local government with interim permitting authority granted prior to LCP certification. A LCP consists of a local government's land use plan, zoning ordinances, zoning district maps, and other implementing actions applicable to the coastal zone and consistent with the Coastal Act.

Although LCP's have been completed for several coastal areas within the City of Los Angeles, an LCP for the Pacific Palisades area has not yet been prepared. The Coastal Commission has delegated interim permitting authority to the City of Los Angeles, but in several areas of Los Angeles, the Coastal Act requires a dual permit. Potrero Canyon falls within such a dual permit area. The proposed project will therefore require a coastal development permit from both the City of Los Angeles Planning Department and the California Coastal Commission.

Los Angeles County Solid Waste Management Plan;
California State Solid Waste Management Board and City of Los Angeles

The California State Solid Waste Management Board in conjunction with the City of Los Angeles regulates solid waste management and planning within city limits. The two agencies use the Los Angeles County Solid Waste Management Plan as their official planning document. The Plan defines types of solid waste, existing landfill locations, proposed landfill expansions or additions, and alternative methods of solid waste disposal. The two agencies together have authority to allow development of any new landfill sites, according to the Management Plan.

Regional Water Quality Control Board, Los Angeles Region

According to its water quality standards and basin management plan, the Los Angeles Regional Water Quality Control Board has authority to grant discharge permits for development located within its jurisdiction. Certain discharge criteria must be met prior to permit approval.

California Department of Fish and Game

The California Department of Fish and Game oversees the biological aspects of development. Their jurisdiction includes regulation of any project that would affect riparian areas and their biologic resources.

California Department of Transportation (CALTRANS)

CALTRANS maintains regulatory jurisdiction over state highways, including Pacific Coast Highway. Any alteration of Pacific Coast Highway would require prior approval by CALTRANS.

Corps of Engineers

The Corps regulates activities in three areas: discharge of dredged or fill material in coastal and inland waters and wetlands; construction and dredging in navigable waters of the United States; and transport of dredged material for dumping into ocean waters.

Local Subdivision Plans

The City of Los Angeles has approved a subdivision plan which allows 13 residential lots to be developed on land now owned by Mrs. Patterson (Wynegar). This parcel is within the proposed project area, for approximately 3 acres in the northern end of the canyon to a point roughly opposite the Hampden Place.

Environmental Impacts

o Land Use

Land use in Potrero Canyon will be altered from its present state as an undeveloped coastal canyon to a landscaped park used for hiking, picnicking and other passive recreational activities. The existing terrain will be modified to create these additional public recreational facilities which will also serve as a pedestrian link to the Will Rogers Beach State Park. When the fill operations are completed, a pedestrian bridge over Pacific Coast Highway, allowing safe access to Will Rogers State Beach, is required to be constructed by the Sunspot Motel concessionaire.

As part of the slope stabilization aspects of the proposed project, the City plans to protect those homes on the rim of the Canyon which currently are considered to have a high risk of being damaged and threatened by unstable slopes with soldier pile installation. In general, the more seriously affected properties are located on the western rim of the canyon. Permission for access for soldier pile installation and construction encroachment easements to allow fill to be placed in the canyon over adjacent private property will be required from property owners.

The proposed project will also require changes in the operation of the Sunspot Motel. To provide access for construction vehicles and equipment, the east wing of the motel building will be removed or relocated. All prospective operators of the motel, including the current concessionaire were informed of the proposed canyon filling project and the need for removal a portion of the motel prior to assuming operation (S. Ciccarelli, November 1984, personal communication). Construction related activities and noise, especially from fill hauling trucks, will be generated during the entire canyon filling period and will impact motel operations. These activities will, however, be conducted only during weekday daylight periods and would therefore not be expected to impact nighttime restaurant operations.

No significant land use impacts are anticipated to be experienced by any of the land use activities surrounding the canyon.

o Relevant Planning

City of Los Angeles General Plan

The proposed project will not require any zoning change or amendments to the City's General Plan. The proposed park development will meet the City's criteria for use of open space and recreational resources. The proposed park will permit park-like uses such as hiking and picnicking as allowed under the guidelines of the Brentwood-Pacific Palisades District Plan.

The project will require a Coastal Development Permit and a Conditional Use Permit from the City Planning Department. These must then be approved by the Los Angeles City Planning Commission.

California Coastal Act and Regional Guidelines;
California Coastal Commission

The project appears consistent with the Coastal Act policies to provide maximum public access and recreational opportunities within the coastal zone. However the Coastal Act also states that public access and recreational opportunities are to be provided consistent with the protection of natural resources. Construction of the park will significantly alter the natural landforms, vegetation and habitat of the Canyon.

Marine Environment Policies

Natural vegetation will be removed from much of the canyon during the construction period and the potential exists for significant impacts to adjacent coastal waters at the ocean outfall caused by heavily silted site runoff water. Impacts could be most significant during winter storm periods and a significant change in water quality may impact the biological productivity of marine habitats. Section 30231

of the Coastal Act states that the biological productivity and the quality of coastal waters and streams shall be protected and maintained at levels that will maintain optimum populations of marine organisms. As noted in Section IV-C the DEIR, site runoff control measures (i.e. - storm drains and siltation basins) are proposed as mitigation measures to improve quality of site runoff water. If these measures are implemented, the impacts of site runoff on marine habitats are not expected to be significant.

The long-term impacts of the project on marine habitat are not expected to be significant if landfill materials are adequately controlled to ensure that only inert materials are used for fill.

Section 30236 of the Coastal Act states that "channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible and be limited to, 1) necessary water projects; 2) flood control projects where no other method for protecting the existing structures is feasible and where such protection is necessary for public safety as to protect existing development; and 3) development where the primary function is to improve fish and wildlife habitat". Because the project is not a water project or a fish and wildlife habitat improvement project, the project does not appear to be consistent with Section 30236 of the Coastal Act. However, it is technically a flood control project (D. Keene, Personal Communication, March 7, 1985) since it involves the modification of the canyon's natural drainage characteristics.

Land Resources Policies

The California Coastal Commission considers riparian habitats to be environmentally sensitive habitat areas as defined by the California Coastal Act (Statewide Interpretive Guidelines, December 16, 1981). Because of its position as one of the last coastal canyons in the Los Angeles area, Potrero Canyon could also be considered an environmentally sensitive habitat area. Section 30240 of the Act states that environmentally sensitive habitat areas shall be protected

against significant disruption of habitat values and that only uses dependent on such resources shall be allowed with such areas. In addition, the Coastal Act states that development in areas adjacent to environmentally sensitive habitat areas shall be sited and designed to prevent impacts which would significantly degrade habitat areas. The project appears to be inconsistent with the policies stated in Section 30240 of the Act. Although the canyon will be landscaped and revegetated for use as a park, habitat areas will be altered and riparian habitat will be permanently lost.

Development Policies

Section 30251 of the Coastal Act specifies in part, that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance, and that development should be sited and designed to minimize the alteration of natural landforms. Because the proposed project will result in a significant alteration of the canyon landform and natural vegetation, the project appears to be inconsistent with Section 30251 of the Coastal Act. However, the park will be naturally landscaped to minimize the visual impacts of the alteration.

Section 30253 of the Coastal Act states that new development shall minimize risks to life and property in areas of high geologic, flood and fire hazard. The Coastal Act also states that new development shall assure stability and structural integrity but shall not in any way require the construction of protective devices that would substantially alter natural landform along bluffs and cliffs. Although the proposed project will substantially alter the natural landforms of Potrero Canyon, the project will minimize risks to life and property within the canyon and along the canyon rim. The project is therefore both consistent and inconsistent with Section 30253 of the Act.

Los Angeles County Solid Waste Management Plan;
California State Solid Waste Management Board and City of Los Angeles

The construction phase of the proposed Potrero Canyon project will be managed as a grading operation (using inert fill materials), and not

as a sanitary landfill for the disposal of municipal refuse. Before the project can be implemented a grading permit will be required from the City of Los Angeles Building and Safety Department (Municipal Code, Chapter IX, Article 1, Division 30).

Regional Water Quality Control Board, Los Angeles Region

The proposed project will require a Discharge to Land Permit from the Board, according to the Board's water quality standards and basin management plan.

California Department of Fish and Game

The proposed project will require a Stream Alteration Agreement from the Department of Fish and Game, as it will alter an existing drainage course and potentially affect biologic resources of the area.

California Department of Transportation (CALTRANS)

The proposed project will require an Encroachment Permit from CALTRANS, because of the access required from Pacific Coast Highway into the Canyon by construction vehicles and equipment. Other permits from CALTRANS will also be required for any PCH roadway improvements related to traffic mitigation measures identified in Section IV-F of the EIR.

Corps of Engineers

Before the project can be implemented, a permit must be obtained from the Corps Regulatory Branch.

Mitigation Measures

o Land Use

No mitigation measures are planned

o Relevant Planning

Specific mitigation measures for the project will be incorporated within each permit obtained by the City from each relevant permitting agency.

Unavoidable Adverse Impacts

Unavoidable adverse impacts caused by implementation of the project will be experienced in the operations of the Sunspot Motel and Restaurant.

Cumulative Impacts

The proposed project will have a cumulative impact upon the community through the addition of useable park space.

1. RECREATION AND AESTHETICS

Existing Conditions

The Palisades Recreation Center is located at the northern end of Potrero Canyon and serves a part of the recreational needs of the Pacific Palisades area. The facility has a community building and gymnasium, eight surfaced tennis courts, four ball fields, basketball courts, and a children's playground. The principal parking facilities are located on Merica Drive off Alma Real Drive and a small parking area is situated near Alma Real Drive and Frontera Drive.

The Will Rogers Beach State Park, a state-owned facility, is located opposite the mouth of Potrero Canyon on the south side of Pacific Coast Highway and is about 3.2 miles in length. The facility is operated by the County of Los Angeles' Department of Beaches and Harbors which provides lifeguard and maintenance services. Parking is available at this facility for 1,700 cars (County of Los Angeles, 1984).

Environmental Impacts

The conversion of the canyon environment into useable parkland is expected to have positive impacts in the area. The development of Potrero Canyon Park will serve as an pedestrian link from the Palisades Recreation Area to Will Rogers Beach State Park and will also provide for an expansion of recreational activities to community residents in the area. Park development in the canyon also is in conformance with the City's policy of creating recreational use on available land having the potential for multiple uses. The park concept envisioned in the canyon will be limited to passive recreational activities including walking, jogging, and picnicking. Access to the canyon will also afford pedestrians opportunities for experiencing dramatic scene changes such as open vistas of the ocean to closed canyon views on the walks to and from the existing recreation facilities. However, short-term visual disruption in the canyon will occur during the construction period. The development concept also envisions that the canyon fill surface will not be flat but interesting with undulating and irregular landscaping incorporating appropriate vegetative plantings. The nature of the limited canyon park development concept will also maintain the existing physical separation between canyon residents and those using the park facility since the park will remain from 110 to 75 feet below the rim depending upon the ultimate filling program developed by the City.

Direct access to the beach from the canyon park will be by a pedestrian overpass over the Pacific Coast Highway. Short-term, but not significant impacts to traffic are expected to occur on the Highway during the overpass construction period. Over the long-term, public safety for recreationists will be significantly increased in this area since there are no traffic controls in this area.

Mitigation Measures

No mitigation measures are planned.

Unavoidable Adverse Impacts

No unavoidable adverse impacts have been identified.

Cumulative Impacts

The proposed project will result in the cumulative addition of recreational facilities in the Pacific Palisades community.

J. PUBLIC SAFETY

Existing Conditions

Potrero Canyon has a history of landslides caused by naturally occurring runoff and the contribution from landscape watering and drainage pattern alterations caused by surrounding residential development. These landslide hazards are a continued threat to human health, safety and property as this activity threatens to cause damage and new distress to existing residential properties on the canyon rim.

Environmental Impacts

A major beneficial impact of the park development project will be to provide some degree of slope stabilization in the canyon which will minimize future movement of existing slide material.

The southern portion of the project site is adjacent to Pacific Coast Highway (PCH) and access to and egress from the site during the filling operations will be from this road. Traffic at the site will generally be comprised of large-capacity (12 cubic yards) truck and trailer rigs hauling fill.

Fill materials brought to the canyon will be spread and compacted by track-type loaders. When the filling operation is completed, pedestrian access to the recreational area will be from both the existing Palisades Recreation Center at the head of the canyon and either PCH at the mouth

11000
of the canyon or from an overpass from the Will Roger Beach State Park.

Other impacts to public safety due to project construction and post-construction park use include:

- o Traffic safety. Truck traffic entering and leaving the site will create an increased accident risk for vehicles using PCH.
- o Pedestrian safety. Persons attempting to cross Pacific Coast Highway after exiting the canyon will be in danger of being struck by passing vehicles.
- o Accident hazards for on-site traffic could be significant considering the narrow working area expected in the canyon.
- o Due to greater slope exposure above the fill under the 1984 plan, park users could be subject to a greater degree of danger from landslides because of unstable earth conditions, especially during and immediately after rainy periods. During the early phases of project development and prior to completion of the park, site workers would be exposed to these risks.

Mitigation Measures

Installation of temporary traffic control system (e.g., traffic light or a left-hand turn lane) would reduce the possibility of traffic accidents on PCH due to truck traffic entering and leaving the site. Installation of a permanent pedestrian bridge over PCH would eliminate traffic dangers to pedestrians when crossing to the beach area facilities. A traffic signal could also reduce pedestrian risk but would further impede traffic flow on already congested PCH. A full time spotter/traffic director at the site during site construction hours should minimize on site accident hazards due to traffic. Traffic and circulation mitigation measures are also discussed in Section IV-F of this EIR.

Installation of soldier pile systems at steep headscarp locations would serve to retard landslide activity.

If warranted, pedestrian access to the canyon bottom should be restricted during high runoff and rainy periods.

Unavoidable Adverse Impacts

There will exist potential safety risks to construction workers and park users from landslides caused by unstable earth conditions above the fill areas not controlled by soldier pile systems.

Traffic safety hazards will increase during the period of canyon filling.

Cumulative Impacts

No cumulative impacts have been identified.

K. CULTURAL RESOURCES

Existing Conditions

A preliminary data search was conducted to evaluate the potential that significant remains of the archaeological, paleontological, or historical past might be present within those areas of Potrero Canyon which would be affected by the proposed project. A literature search for either recorded archaeological sites or other investigations and surveys which might have been done in this vicinity was undertaken by the local repository of the State file, at the Archaeological Survey, Institute of Archaeology, University of California. No surveys within the Canyon had been recorded at UCLA, and there were no previously known archaeological sites.

Landmark lists of the Los Angeles (City) Cultural Heritage Board, California State Historical Resources Commission, and the National Register of Historic Places were reviewed, but there is none within Potrero Canyon. Material related to the founding, early days, and settlement pattern of Pacific Palisades as a community was reviewed in

the collections of the Pacific Palisades Historical Society, files of the local newspaper and its predecessors, and of immediate relevance, by personal interview with Mrs. Martha Patterson on November 3, 1984.

A surface survey was conducted on November 1, 1984, with particular attention to the extent of fill of alternatives. Little, if any, intact surface was observed during the cultural resources survey. The slopes have been affected by landslides, and further modified by grading and retaining walls in efforts to stabilize the rims. The Canyon floor has been both scoured and subject to filling. The mouth of the Canyon, which would be the most likely place for Indian utilization, was greatly disturbed by use of the area for a locomotive roundhouse and turntable in the 1890s, and later by other construction by Anderton prior to 1949 (Patterson, 1984 personal communication).

No cultural resources, of either prehistoric or historical origin, were observed during the survey. Although visibility was poor, there is good confidence in the reliability of the negative results because of both the nature of the Canyon formation and the documented and observed evidence for lack of integrity of surface. Potrero Canyon is very narrow at the base, with steep sidewalls. Within living memory, it did not contain a perennial water source, but merely carried seasonal run-off (Patterson, 1984 personal communication). Although some of the identified native plants were species utilized by the Indians, they are also present, in environments more favorable to prehistoric habitation, in the broader adjacent canyons. It is certainly likely that Potrero Canyon was a route of travel from the bluffs to the coast, but any evidence for this, or of a collecting camp at the mouth, has been destroyed by the various modifications.

Potrero Canyon is known to contain fossil seashells in Pleistocene deposits. These have been exposed in the fault, mapped by USGS in great detail, which swings from Potrero over into Rustic Canyon. Where the west side has been uplifted, these materials have been observed in the

lower, dark gray stratum below the level which contains red pebbles of terrestrial origin (Valentine, 1956). Fossils were collected below the present Post Office on La Cruz Avenue, and the deposit has been recorded as UCLA Locality 3225 (Wilson, 1984 personal communication).

Environmental Impacts

There are no archaeological resources which will be affected by the project. Although none could be seen because of vegetation which has obscured both the slopes and Canyon bed surfaces, a fossil locality has previously been discovered in Potrero Canyon. Grading, brushing, or the installation of the proposed drain might disturb paleontological deposits within the fill zone.

A residential structure of historical interest and perhaps of architectural significance as well (the May mansion), is located near the extent of the proposed alternative. Either of the alternatives is likely to have an indirect adverse impact on the May mansion which would include such effects as noise, dust, damage to setting and yard, etc., and direct loss of one outbuilding if the higher fill level incorporated in the 1972 City plan was implemented.

Mitigation Measures

Paleontology. If or when implementation of the project involves clearing or cutting of the canyon sidewalls, or modifications or disturbance below the present grade on the Canyon floor, qualified paleontologists should be provided notice and the opportunity to collect significant fossil material. Those who have research interests in the recorded locality include Dr. Edward Wilson or Dr. Laurence Barnes, Natural History Museum of Los Angeles County, and Dr. Loretta Saul, Department of Geology, University of California at Los Angeles.

Privately Owned Historic Structure. Potential indirect impacts may be avoided by creation of a buffer zone, or other special concern during design, engineering, and development, in the vicinity of this adjacent private residence which has historical and architectural values.

SECTION V
LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

V. LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

A. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Implementation of the proposed project will result in short- and long-term impacts in the project site. Short-term impacts will occur during the canyon filling activities and will result in the disruption of wildlife habitats, in increased noise and dust in the vicinity, and will impact traffic flows on the Pacific Coast Highway.

Long-term impacts will result in the alteration of the natural canyon landform and the removal of scarce riparian habitat along the southern California coast. Conversely, the proposed project will provide long-term positive effects which are compatible with human needs in the project area. These needs include the provision of additional community recreational facilities and the protection of residential properties around the canyon through the stabilization of canyon slopes.

B. IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED PROJECT IF IT IS IMPLEMENTED

The proposed project represents the irretrievable commitment of undeveloped, naturally formed canyon land for other purposes. The filling of the canyon will involve the permanent loss of about six acres of riparian vegetation and under the higher fill alternative up to 17 acres of coastal sage vegetation. Construction of the proposed project will represent an irretrievable loss of habitat for wildlife that currently inhabit the canyon.

Other effects of the proposed project will involve the irretrievable commitment of energy supplies and material resources. Construction will involve a depletion of non-renewable resources such as gasoline, natural gas and oil which will be used to operate construction vehicles and equipment. Additional resources which may be used during filling of the canyon include, but are not limited to, lumber, sand, gravel, cement, piping, steel, and water.

C. GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION

The proposed park development project will not contribute to or encourage population or economic growth in the Potrero Canyon area. Employment associated with construction and maintenance of the park facilities could be considered a growth impact but would not cause the need for expansion of existing services in the area.

SECTION VI
ALTERNATIVES TO THE PROJECT

VI. ALTERNATIVES TO THE PROPOSED PROJECT

A. NO PROJECT

The no project alternative would result in Potrero Canyon remaining undeveloped and in its existing condition. Environmental impacts identified from implementation of the proposed project would not occur and the coastal accessway and passive recreational facilities would not be provided to the community. The associated benefit of stabilizing existing landslide areas in the canyon would not be realized.

B. CHANGE IN SCALE OF CANYON FILLING

The alternative canyon filling and park development program prepared in 1972 by the City of Los Angeles' Bureau of Engineering would not alter the concept of the park's use as a pedestrian accessway from the Palisades Recreation Center to Will Rogers Beach State Park. However, implementation of this alternative would require approximately ten times the volume of fill to a depth of about 125 feet compared to the recommended depth of 35 to 40 feet resulting in a much longer construction period. During this period, the adverse environmental effects associated with the recommended plan described in this report would be similar for this alternative but would be experienced for perhaps up to five additional years, depending on the availability of fill material.

In the 1984 study conducted to evaluate the relative slope stabilizing effects of the alternatives, it was determined that the main benefit in the 1972 plan would be to reduce the potential for renewed movement of main slide areas.

APPENDICES

APPENDIX A

EIR PREPARATION

The Environmental Impact Report (EIR) for the Potrero Canyon Park Project was prepared under the direction of David M. Attaway, City of Los Angeles Department of Recreation and Parks, by the following consultants:

Envirosphere Company (Environmental Analysis)

Harold S. Schneider (Project Manager)
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Leighton and Associates (Geology/Soils)

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Roberta Greenwood and Associates (Cultural Resources)

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PRC Engineering (Traffic and Circulation)

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APPENDIX B

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APPENDIX C

ORGANIZATIONS AND PERSONS CONSULTED

David Attaway, City of Los Angeles Recreation and Parks Department.
Personal Communication, 4 September 1984.

Steven Ciccarelli, City of Los Angeles Recreation and Parks Department.
Personal Communication, 2 November 1984.

J. Clause, Manager, Sunspot Motel. Personal Communication, September 1984.

David Conetta, City of Los Angeles Recreation and Parks Department.
Personal Communication, 2 October 1984.

Dennis Dasker, Regional Water Quality Control Board, Los Angeles Region.
Personal Communication, 4 September 1984.

Priscilla Dorian, Office Manager, Sunspot Motel, 15145 Pacific Coast
Highway, Los Angeles. Personal Communication, 2 October 1984.

Fred Fujimoto, Caltrans District 7. Personal Communication, 28 August 1984.

Herb Glasgow, City of Los Angeles Planning Department. Personal
Communication, 29 August 1984.

Herb Glasgow, City of Los Angeles Planning Department, Personal
Communication, 2 October 1984.

Gary Gleason, California Coastal Commission. Personal Communication, 2
October 1984.

Larry Higa, Caltrans District 7. Personal communication, 2 October 1984.
Nancy Scrivner, City of Los Angeles Planning Department. Personal
Communication, 2 October 1984.

Information Center, County of Los Angeles Department of Beaches and Harbors.
Personal Communication, 22 October 1984.

Don Keene, Los Angeles Flood Control District. Personal Communication,
7 March 1985.

Ray Munger, County of Los Angeles Planning Department. Personal
Communication, 6 September 1984.

Mrs. Martha Patterson (Wynegar). Potrero Canyon resident.

Dr. Edward Wilson. Paleontologist, Natural History Museum of Los Angeles
County.

APPENDIX D
AIR QUALITY STANDARDS, MEASUREMENTS AND CALCULATIONS

TABLE D-1
AMBIENT AIR QUALITY STANDARDS

Air Contaminant	Averaging Time	California Standard	Federal Standard ⁽¹⁾ (Primary)	Federal Standard ⁽¹⁾ (Secondary)
Ozone	1-hour	200 ug/m ³	240 ug/m ³	240 ug/m ³
		0.10 ppm	0.12 ppm	0.12 ppm
Carbon Monoxide	8-hour	9.0 ppm	10,000 ug/m ³	10,000 ug/m ³
		10,000 ug/m ³	9 ppm	9 ppm
	1-hour	20 ppm 23,000 ug/m ³	40,000 ug/m ³ 35 ppm	40,000 ug/m ³ 35 ppm
Nitrogen Dioxide	Annual		100 ug/m ³ 0.05 ppm	100 ug/m ³ 0.05 ppm
	1-hour	0.25 ppm 470 ug/m ³		
Sulfur Dioxide	Annual		80 ug/m ³ 0.03 ppm	
	24-hour	0.05 ppm ⁽²⁾ 131 ug/m ³	365 ug/m ³ 0.14 ppm	
	3-hour			1,300 ug/m ³ 0.5 ppm
	1-hour	0.25 ppm 655 ug/m ³		
Total Suspended Particulate Matter	Annual		75 ug/m ³	60 ug/m ³
	24-hour		260 ug/m ³	150 ug/m ³

TABLE D-1 (Continued)

Air Contaminant	Averaging Time	California Standard	Federal Standard ⁽¹⁾ (Primary)	Federal Standard ⁽¹⁾ (Secondary)
Particulate Matter				
(PM ₁₀) ⁽³⁾	Annual	30 ug/m ³	75 ug/m ³	60 ug/m ³
	24-hour	50 ug/m ³	260 ug/m ³	150 ug/m ³
Lead	Calendar Quarter 30-day average	1.5 ug/m ³	1.5 ug/m ³	1.5 ug/m ³
Sulfates	24-hours	25 ug/m ³		
Hydrogen Sulfide	1-hour	0.03 ppm		
Vinyl Chloride	24-hours	0.01 ppm		
Visibility Reducing Particles (California)		In sufficient amounts to reduce the prevailing visibility to less than 10 miles when relative humidity is less than 70 percent.		

Source: California Air Resources Board.

- (1) Primary standards are designed to protect public health; secondary standards are designed to protect public welfare and protect against damage to vegetation and materials.
- (2) In the presence of ozone in excess of the State standard or with TSP in excess of the State 24-hour standard.
- (3) In 1983, the California Air Resources Board adopted the Particulate Matter (PM₁₀) 24-hour and annual standard. Studies have shown that PM₁₀ contribute to 0.55 percent of the total suspended particulate matter (California Air Resources Board, December 1982).

TABLE D-2

SUMMARY OF 1983 AIR QUALITY MEASUREMENTS⁽¹⁾

Air Contaminant	Number of Violations or Concentrations
<u>Sulfur Dioxide</u>	
No. of days in violation of CAAQS (0.50 ppm, 1-hour avg.)	0
Highest 1-hour concentration (ppm)	0.06
Second highest 1-hour concentration	0.04
No. of days in violation of NAAQS (0.5 ppm, 3-hour avg.)	0
No. of days in violation of CAAQS ⁽²⁾ (0.05 ppm, 24-hour avg)	0
No. of days in violation of NAAQS (0.14 ppm, 24-hour avg.)	0
Highest 24-hour concentration (ppm)	0.013
Second highest 24-hour concentration (ppm)	0.013
Annual Mean ⁽³⁾ (ppm)	0.002
<u>Nitrogen Dioxide</u>	
No. of days in violation of CAAQS (0.25 ppm, 1-hour avg.)	4
Highest 1-hour concentration (ppm)	0.47
Second highest 1-hour concentration (ppm)	0.35
Annual Mean ⁽⁴⁾ (ppm)	0.050
<u>Carbon Monoxide</u>	
No. of days in violation of NAAQS (35 ppm, 1-hour avg.)	0
No. of days in violation of CAAQS (20 ppm, 1-hour avg.)	1
Highest 1-hour concentration (ppm)	22.0
Second highest 1-hour concentration (ppm)	20.0
No. of days in violation of NAAQS (9.3 ppm, 8-hour avg.)	12

TABLE D-2 (Continued)

Air Contaminant	Number of Violations or Concentrations
<u>Carbon Monoxide (Continued)</u>	
No. of days in violation of CAAQS (9 ppm, 8-hour avg.)	16
Highest 8-hour concentration (ppm)	12.9
Second highest 8-hour concentration (ppm)	12.6
<u>Total Suspended Particulate Matter</u>	
Violations of CAAQS (100 ug/m ³ , 24-hour avg.)	4
Violations of NAAQS secondary standard (150 ug/m ³ , 24-hour avg.)	1
Violations of NAAQS primary standard (260 ug/m ³ , 24-hour avg.)	0
Highest 24-hour concentration (ug/m ³)	156
Second highest 24-hour concentration (ug/m ³)	119
Annual Geometric Mean ^(5,6,7) (ug/m ³)	57.3
<u>Ozone</u>	
No. of days in violation of CAAQS (0.10 ppm, 1-hour avg.)	84
No. of days in violation of NAAQS (0.12 ppm, 1-hour avg.)	37
Highest 1-hour concentration (ppm)	0.23
Second highest 1-hour concentration (ppm)	0.23
<u>Lead</u>	
No. of violations of CAAQS (1.5 ug/m ³ , 30-day avg.)	0
No violation of NAAQS (1.5 ug/m ³ , calendar quarter)	0

TABLE D-2 (Continued)

Air Contaminant	Number of Violations or Concentrations
<u>Sulfates</u>	
No. of violations of CAAQS (25 ug/m ³ 24-hour avg.)	0

Source: California Air Resources Board

- (1) Sulfur Dioxide, NO₂, CO, TSP, O₃, Pb and SO₄ data from West Los Angeles-Robertson monitoring station.
- (2) Occurring in combination with violations of State O₃ or TSP standards.
- (3) The NAAQS primary annual mean is 0.03 ppm.
- (4) The NAAQS primary and secondary annual arithmetic means are both 0.05 ppm.
- (5) NAAQS primary standard - 75 ug/m³ annual geometric mean.
- (6) NAAQS secondary standard - 60 ug/m³ annual geometric mean.
- (7) CAAQS - 60 ug/m³ Annual Geometric Mean.

b. Tracklaying Loader

AP-42⁽¹⁾ Table 3.2.7-1:

Sulfur Dioxide	=	0.076	lbs/hr
Nitrogen Dioxide	=	0.584	lbs/hr
Carbon Monoxide	=	0.160	lbs/hr
Total Suspended Particulates	=	0.058	lbs/hr
Hydrocarbons	=	0.032	lbs/hr

(No.)(hr/dy)(EF) = lbs/dy

c. Miscellaneous

AP-42⁽¹⁾ Table 3.2.7-1:

Sulfur Dioxide	=	0.143	lbs/hr
Nitrogen Dioxide	=	2.270	lbs/hr
Carbon Monoxide	=	0.414	lbs/hr
Total Suspended Particulates	=	0.139	lbs/hr
Hydrocarbons	=	0.157	lbs/hr

(No.)(hr/dy)(EF) = lbs/dy

d. Off-Highway Truck

AP-42⁽¹⁾ Table 3.2.7-1:

Sulfur Dioxide	=	0.454	lbs/hr
Nitrogen Dioxide	=	7.63	lbs/hr
Carbon Monoxide	=	1.34	lbs/hr
Total Suspended Particulates	=	0.256	lbs/hr
Hydrocarbons	=	0.437	lbs/hr

(No.) (EF)(hr/dy) = lbs/dy

e. Motor Vehicles

Table II-A: (2)

Sulfur Dioxide	=	0.06	gm/mi
Nitrogen Dioxide	=	1.04	gm/mi
Carbon Monoxide	=	5.31	gm/mi
Total Suspended Particulates	=	0.25	gm/mi
Hydrocarbons	=	0.38	gm/mi
$\frac{(EF)(\text{ trip/dy})(\text{ mi/trip})}{(454 \text{ gm/lbs})}$	=	_____	lbs/dy

f. Heavy Duty Diesel Truck

Table II-2E: (2)

Sulfur Dioxide	=	3.20	gm/mi
Nitrogen Dioxide	=	18.70	gm/mi
Carbon Monoxide	=	10.90	gm/mi
Total Suspended Particulates	=	1.96	gm/mi
Hydrocarbons	=	3.50	gm/mi
$\frac{(\text{No.})(EF)(\text{ mi/dy})}{(454 \text{ gm/lb})}$	=	_____	lbs/dy

2. Emissions

a. Stage 1

Assumptions: 1 tracklaying loader
 3 dump trucks @ 15 miles from project site to Calabasas landfill
 8 hours continuous operation per day

	<u>SO₂</u> (lbs/dy)	<u>NO₂</u> (lbs/dy)	<u>CO</u> (lbs/dy)	<u>TSP</u> (lbs/dy)	<u>HC</u> (lbs/dy)
Tracklaying Loader	0.6	4.7	1.3	0.5	0.3
Dump Trucks	0.6	3.7	2.2	0.4	0.7

b. Stage 2

Assumptions: 1 tracklaying loader
8 hours continuous operation per day

	<u>SO₂</u> (lbs/dy)	<u>NO₂</u> (lbs/dy)	<u>CO</u> (lbs/dy)	<u>TSP</u> (lbs/dy)	<u>HC</u> (lbs/dy)
Tracklaying Loader	0.6	4.7	1.3	0.5	0.3

c. Stage 3

Assumptions: 32 dump trucks @ 15 miles from project site to
Calabasas Area
1 tracklaying tractor
1 water truck
8 hours continuous operation per day

	<u>SO₂</u> (lbs/dy)	<u>NO₂</u> (lbs/dy)	<u>CO</u> (lbs/dy)	<u>TSP</u> (lbs/dy)	<u>HC</u> (lbs/dy)
Dump Trucks	6.8	39.5	23.0	4.1	7.4
Tracklaying Tractor	1.1	11.8	3.1	0.9	0.9
Water Truck	3.6	61.0	10.7	2.0	3.5

d. Stage 4

Assumptions: 1 backhoe (misc.)
1 crane (misc.)
8 hours continuous operation per day

	<u>SO₂</u> (lbs/dy)	<u>NO₂</u> (lbs/dy)	<u>CO</u> (lbs/dy)	<u>TSP</u> (lbs/dy)	<u>HC</u> (lbs/dy)
Backhoe	1.1	18.2	3.3	1.1	1.3
Crane	1.1	18.2	3.3	1.1	1.3

e. Stage 5

Assumptions: 1 tracklaying tractor
 1 water truck
 32 dump trucks @ 15 miles from project site to
 Calabasas Area
 8 hours continuous operation per day

	<u>SO₂</u> (lbs/dy)	<u>NO₂</u> (lbs/dy)	<u>CO</u> (lbs/dy)	<u>TSP</u> (lbs/dy)	<u>HC</u> (lbs/dy)
Tracklaying Tractor	1.1	11.8	3.1	0.9	0.9
Water Truck	3.6	61.0	10.7	2.0	3.5
Dump Trucks	6.8	39.5	23.0	4.1	7.4

f. Stage 6

Assumptions: 1 backhoe
 8 hours continuous operation per day

	<u>SO₂</u> (lbs/dy)	<u>NO₂</u> (lbs/dy)	<u>CO</u> (lbs/dy)	<u>TSP</u> (lbs/dy)	<u>HC</u> (lbs/dy)
Backhoe	1.1	18.2	3.3	1.1	1.3

g. Motor Vehicles

Assumptions: 5 round trips per day
 40 miles average one way distance

	<u>SO₂</u> (lbs/dy)	<u>NO₂</u> (lbs/dy)	<u>CO</u> (lbs/dy)	<u>TSP</u> (lbs/dy)	<u>HC</u> (lbs/dy)
Motor Vehicles	0.03	0.5	2.3	0.1	0.2

h. Slope Stabilization

Assumptions: 1 bucket auger/drill rig

	<u>SO₂</u> <u>(lbs/dy)</u>	<u>NO₂</u> <u>(lbs/dy)</u>	<u>CO</u> <u>(lbs/dy)</u>	<u>TSP</u> <u>(lbs/dy)</u>	<u>HC</u> <u>(lbs/dy)</u>
Bucket Auger	1.1	18.2	3.3	1.1	1.3

-
- (1) U.S. Environmental Protection Agency, 1979. Compilation of Air Pollutant Emission Factors, AP-42. Research Triangle Park, North Carolina.
 - (2) California Air Resources Board, June 1983. Procedures and Basis for Estimating On-Road Motor Vehicle Emissions. Sacramento, California.

Methods of Work

Preliminary data gathering was conducted to evaluate the potential that significant remains of the paleontological, archaeological, or historical past might be present within those areas of Potrero Canyon which would be affected by the proposed alterations. A literature search for either recorded archaeological sites or other investigations and surveys which might have been done in this vicinity was undertaken by the local repository of the state file, at the Archaeological Survey, Institute of Archaeology, University of California. No surveys within the Canyon had been recorded at UCLA, and there were no previously known archaeological sites. Cultural resources in the immediate vicinity are described in the Archaeological Background section which follows.

Landmarks lists of the Los Angeles (City) Cultural Heritage Board, California State Historical Resources Commission, and the National Register of Historic Places were reviewed, but there is none within Potrero Canyon. Material related to the founding, early days, and settlement pattern of Pacific Palisades as a community was reviewed in the collections of the Pacific Palisades Historical Society, files of the local newspaper and its predecessors, and of immediate relevance, by personal interview with Mrs. Martha Patterson on November 3, 1984. An historical summary appears below.

A surface survey was conducted on November 1, 1984, by Roberta S. Greenwood and John M. Foster, with particular attention to the extent of fill of the recommended alternative. The Canyon was entered from the old road which descends easterly and then northwesterly from Hampden Place, and the survey began at the fencing below the First Interstate Bank on Alma Real Drive. Due to the rank growth which not only obscured the ground but was impenetrable in some areas, it was not possible to accomplish the usual systematic survey by regularly spaced transect intervals. Existing paths were followed, avenues of opportunity were utilized, and flats or clearings were carefully examined. The Canyon floor was surveyed in this manner for approximately one-third the distance

from the point of entrance to the coast, where a thicket of poison oak barred the way along either the canyon floor or the slopes. Inspections nearer the coast were made from De Pauw, Earlham, and Friends Street, and from the rear of the Sunspot Motel.

On gross examinations, the survey confirmed observations from both Canyon rims that the slopes and the bottom have been greatly affected by the processes of slumping and attempts to stabilize the land and channel the drainage. Both walls have been buttressed in places by wood, stone, and concrete retaining walls, and the Canyon floor, below the outfall, shows purposeful dumping of old asphalt pavement and other material. Some of the slippage is relatively recent (in geologic times), since an artificial terrace below the residence at 15225 De Pauw contains a porch or patio with its railing. The implication of this disturbance for archaeology is that any evidence of prehistoric utilization would have been scoured away by waters emanating from the large drain, dislocated by grading the access road in the upper Canyon, or buried altogether by the repeated landslides.

The vegetation reported by John Little and observed by the archaeological team is further evidence for profound disturbance. In addition to the species named in the botanical report, many horticultural plants (either exotic cultigens, or natives not indigenous to this area) were observed, including plumbago, ivy, Pampass grass, lantana (Verbenaceae, but introduced variegated species), morning glory (Convolvulaceae), croton, bamboo, and variegated agave. Some of these have clearly ridden down on slumped earth, while others may have escaped from the gardens above and naturalized. While many of the plants of the Coastal Sage Scrub and Riparian communities listed by Little were economic natural resources known to have been utilized by the local Indians, the extent of the replacement of native species by horticultural introductions is another measure of lack of integrity of the surface.

Historical Background

Potrero Canyon was originally part of the Rancho Boca de Santa Monica which figured in one of southern California's most complicated and protracted land claims cases. It embraced Mexican land granted in 1839 to Francisco Marquez and Ysidro Reyes. Later in the same year, Francisco Sepulevda applied for his grant for the Rancho San Vicente, including within its boundaries all of the Rancho Boca de Santa Monica. Without recapitulating all of the title and legal complications which ensued, the Rancho was finally partitioned by the Superior Court in 1882. Potrero Canyon, already bearing that name, was within the 2,107 acres of Allotment No. 1 granted to Colonel Robert S. Baker, who had already purchased substantial acreages in both of the disputed Ranchos. Although the locations of several adobe homesites of the Reyes and Marquez families are known, there is no documentary record of settlement in the Canyon during the Rancho period.

The next major events to affect Potrero Canyon were related to the efforts by Baker, Senator John P. Jones, and later, Collis Huntington, to develop a harbor after the completion of the Southern Pacific Railroad. The existing facilities at San Pedro were deemed inadequate, and Jones joined Baker in planning for a new wharf with connecting rail service into Los Angeles. The Southern Pacific built a pier and Long Wharf at the foot of Potero Canyon, and from 1893 through 1896, 52 sailing ships and 707 steamships used the port (Young 1975:37), while thousands of visitors enjoyed the recreational aspects. The wharf was 4,720 feet long, and the locomotive roundhouse and turntable were situated at the mouth of the Canyon (Marquez 1975:49-51). Once the longest wooden pier in the world, the location of "Port of Los Angeles Long Wharf" has been designated as State Historical Landmark No. 881. After Congress designated San Pedro as the "official" harbor for Los Angeles, passenger ships discontinued service in 1908, and in 1910, freight shipments were halted. Recreational visitors were brought out from Los Angeles by trolleys from 1908 to 1911 by the Los Angeles Pacific Company, and until 1920, by the Pacific Electric Railway. Sorely in need of repairs and beset by frequent landslides, the

wharf was demolished in 1920, although the "big red cars" continued to operate as far as Santa Monica Canyon until 1933 (Marquez 1975:108-111).

In 1922 when Pacific Palisades was officially "founded" as a new community, two of the features in the original plan provided for a bridge over Potrero Canyon as an extension of what is Bowdoin Street, and a branch of the Pacific Electric railway line through the Canyon connecting the coast with the town center; neither ever materialized (Young 1983:71). A photograph ca. 1923 shows that the Canyon was still open and unfilled north of Sunset Boulevard, all structures related to Long Wharf were gone, and only a few "squatters' shacks" had appeared on the south rim above the beach (Ibid.:108-111). By 1929, a small, unidentified building was present on the Canyon floor, against the east wall, just below the McCormick estate on the bluff (Ibid.:159). After the first spurt of growth, development of the young community was slowed by the Depression, and the Palisades Corporation offered three canyons to the City of Los Angeles for use as parks - Potrero, along with Las Pulgas and Temescal; the offer was not accepted. After the Palisades Corporation liquidated its remaining landholdings in 1943, the Santa Monica Land and Water Company assumed ownership of the reversionary rights and responsibility for enforcing deed restrictions, and was in turn replaced by the Civic League. Property then owned in Potrero Canyon by Ray Schafer was exempted from the League's jurisdiction (Ibid.:193).

During these early years, the head of the Canyon was open above Goucher Street, crossed Albright Street, continued along what is now the business block of Swarthmore Avenue north of Sunset, and still gaped at La Cruz where the Post Office and American Legion Hall presently stand. Oldtimers recall that when Sunset Boulevard was still named Beverly, there was a pronounced dip in the road where the Canyon had not been brought fully up to grade. The upper reaches and even as far as the Library and Knapp building were gradually filled by dumping from both City and private trucks; some of this fill included huge chunks of concrete from Douglas

Aircraft's World War II bomb shelters, which had to be laboriously removed at the time of new construction on Alma Real, north of the Library. Large piles were needed to support the American Legion Hall on La Cruz Street because of this loose, unconsolidated fill (Patterson, personal communication 1984).

The Los Angeles Department of Parks and Recreation purchased 17 acres on the eastern rim of Potrero Canyon in 1948 for a public park (Young 1983:201-202). About that time, the land at the mouth of the Canyon was already in private ownership, and Charles and Martha Patterson bought the remaining 30 acres, from La Cruz to just about the mouth, from Roy Schafer in 1949. At that time, the only structures on the land were a brick stable and corral for horses, and a double garage with an added kitchen and bathroom. In 1950 they relocated the old "Bishop's Cottage," one of the first buildings in the Palisades, from the southwest corner of Sunset Boulevard and Via de la Paz where it was threatened by demolition, to the head of the Canyon as their residence. They built their own road, planted trees, and maintained a small farm. Gradually, they added fill to the Canyon to a point opposite Hampden Place, and graded an access road down to the floor from that street (Patterson, personal communication 1984).

In 1952, the Pattersons purchased the Thomas May mansion in Beverly Hills and relocated two sections into the Canyon as their home. Built about 1904, the residence is a distinguished work of architecture with leaded windows and skylights, oak paneling, hand-carved oak mantel and woodwork. In 1964, the Department of Recreation and Parks acquired the lower 24 acres by eminent domain, and the Pattersons sold the northernmost 1.3 acres zoned C-2 and P. The old cottage was demolished by the new owners, and a business and professional building was erected. Plans for a single-family residential development have been approved for the remaining 3.75 acres (Young 1983:200). Martha Patterson, now Wynegar, still lives in the relocated May residence.

Paleontology

Potrero Canyon is known to contain fossil seashells in Pleistocene deposits. These have been exposed in the fault, mapped by USGS in great detail, which swings from Potrero over into Rustic Canyon. Where the west side, particularly, has been uplifted, these materials have been observed in the lower, dark gray stratum below the level which contains red pebbles of terrestrial origin (Valentine 1956). Fossils were collected below the present Post Office on La Cruz Avenue, and the deposit has been recorded as UCLA Locality 3225 (Wilson, personal communication 1984).

Archaeology

The greater province of the Santa Monica Mountains is the locus of one of the most important concentrations of archaeological sites in southern California. Although most of the area has yet to be systematically surveyed to compile an inventory, the sites already recorded are sufficient in both numbers and diversity to predict the sensitivity and ultimate significance of these unique and non-renewable resources. It is likely that the region contains examples of the entire chronological and cultural span of human activities known along the coastal provinces of southern California.

The earliest sites recognized thus far in the immediate vicinity are attributed to the Milling Stone Horizon, characterized by large milling stones and manos, simple percussion-flaked core tools, and a way of life primarily reliant on the gathering of wild plants for food. Hunting was a supplemental or sporadic activity. Sites of this period, which dates back to about 6000 B.C., appear to have been occupied by small groups of people and may not present large quantities of artifacts on the surface. The Horizon persisted with little apparent change over thousands of years; in the later phases the mortar and pestle began to replace the milling stone and mano, rock cairns were placed over the human burials, and there was an increase in the number and variety of small flaked tools.

The so-called Intermediate or Transitional Period, still poorly defined in the Los Angeles basin, dates from about 100 B.C. to A.D. 800-1000. The sites reflect an increase in fishing and more hunting of both land and sea mammals. Typical artifacts are small, pressure-flaked projectile points which presuppose use of the bow and arrow, greater quantities of bone tools, and reliance on the mortar or basket mortar for processing vegetal foods.

The Late Horizon, from about A.D. 800 to the early 1800s, is characterized by increasing complexity in both economic and social spheres. Sites along the coast tend to be large and deep, and probably represent the major, permanent village locations. Inland or upland sites are often small and may result from temporary, seasonal, or special function occupations. Within the subsistence pattern, there was increased exploitation of local natural resources within the coastal, mountain, and interior environments. Social contacts and influences were accelerated through trade, ceremonial, and other interactions. The Santa Monica Mountains contain important evidence of such contacts between the Chumash Indians, basically a coastal people, and the Gabrielino, a Shonshonean-speaking group which ranged from the Los Angeles basin to Orange County and the offshore Channel Islands.

At the time of historic contact, it is currently understood that the area of Pacific Palisades was occupied by the Gabrielino or Tongva Indians (Bean and Smith 1978; Johnston 1962), with the effective cultural boundary between them and the Chumash - at the coast - somewhere between Malibu and Topanga. The Gabrielino were also hunters and gatherers who utilized special tools and procurement strategies to exploit coastal plant and animal resources. Many archaeological sites reflect these specific activities such as seasonal dispersion of the population to exploit non-local resources. The trade networks expanded to the Channel Islands, the northern California deserts, and as far as eastern Arizona (Walker 1951). Based on ethnographic accounts, the social organization consisted of a moiety relationship among various lineages with social, political, and religious associations. The political hierarchy was headed

by a village chief whose power fluctuated with his lineage's influence or wealth (King et al. 1974). Major villages maintained political and economic control over smaller neighboring settlements (Kroeber 1925; Johnston 1962). The religious life was dominated by the Chingichngish cult which the Gabrielino developed to order and explain their universe.

Cultural Resources in the Area

Systematic surveys in the general vicinity have been limited to small-scale, focused investigations related to specific projects or development proposals; thus, small portions of Temescal, Santa Ynez, and Rustic Canyon have been examined. Locations and results of these surveys are on file at the State Information Center, University of California, Los Angeles. There is no record that any prior survey has been conducted in Potrero Canyon.

At least five of the eight known sites within a radius of two miles of the study area have already been lost. CA-LAN-219 at the mouth of Santa Ynez Creek and Canyon, a Milling Stone Horizon site, has been destroyed. CA-LAN-134 at the junction of Sunset Boulevard and Pacific Coast Highway was obliterated without study. The Parker Mesa site, CA-LAN-215, is known from only very cursory salvage excavation before development took place; it has been radiocarbon dated as 3,000 years old (King 1962). A shell midden site, PPH 2, was lost in lower Temescal Canyon with the construction of Palisades High School. At least one site containing skeletal material has been recorded in upper Temescal Canyon (CA-LAN-224); it has never been studied, and the current status and future of the location is uncertain. CA-LAN-525 is a bedrock mortar milling station. Two sites were recorded in an area slated for massive development: CA-LAN-666, a milling stone site, and CA-LAN-667, a possibly utilized rockshelter. The former has been totally destroyed without study. At only slightly greater distances are the rich site complexes of Topanga Canyon and the Santa Monica Mount-

ains, and known sites on the bluffs above Santa Monica Canyon.

Although most have already been lost, the local clustering does represent the entire span of cultural history outlined above; provides data relevant to settlement pattern, e.g., the importance of drainage systems and high probability for occupation at the mouths of creeks and even intermittent streams; the sensitivity of this area; and the enhanced importance of any sites which are yet to be recorded, since so many have already been lost without study.

Results of the Survey

Little, if any, intact surface was observed during the cultural resources survey. The slopes have been affected by landslides, and further modified by grading and retaining walls in efforts to stabilize the rims. The Canyon floor, where rank vegetation afforded adequate visibility, has been both scoured and subject to filling. The mouth of the Canyon, which would be the most likely place for Indian utilization, was greatly disturbed by the locomotive roundhouse and turntable of the 1890s, and later by other construction by Anderton prior to 1949 (Patterson, personal communication 1984).

No cultural resources, of either prehistoric or historical origin, were observed during the survey. Although visibility was poor, there is good confidence in the reliability of the negative results because of both the nature of the Canyon formation and the documented and observed evidence for lack of integrity of surface. Potrero Canyon is very narrow at the base, with steep sidewalls. Within living memory, it did not contain a perennial water source, but merely carried seasonal run-off (Patterson, personal communication 1984). Although some of the identified native plants were species utilized by the Indians, they are also present, in environments more favorable to prehistoric habitation, in the broader adjacent canyons. It is certainly likely that Potrero Canyon was a route of travel from the bluffs to the coast, but any evidence

for this, or of a collecting camp at the mouth, has been destroyed by the various modifications.

APPENDIX F
POTRERO CANYON BIRD SURVEY

Introduction

Potrero Canyon is located in the community of Pacific Palisades and has been proposed as a site for development of a "non-intensive" recreational park with pedestrian access between the Palisades Recreational Center and Will Rogers State Beach. Development of the canyon for this purpose would entail partial filling, thus removing a natural riparian area which hosts a variety of species of plants and animals.

Comments received on the Draft Environmental Report (DEIR) prepared for this project (A.B. Ballantine and F. A. Worthley, Jr.) included concerns regarding the possibility that Least Bell's Vireo (Vireo bellii pusillus) Figure 1, a state endangered species, might be present in Potrero Canyon. In response to these concerns, the Los Angeles Department of Recreation and Parks determined that a focused field survey was necessary to ascertain the presence of Least Bell's Vireo since no published bird survey had been conducted in the canyon. In addition to determining the presence of Least Bell's Vireo, a species list of observed birds in the canyon would also be compiled. Since April and May represent peak bird migration and breeding periods in this area, two surveys were proposed to be conducted by EnviroSphere personnel. Audubon Society members and personnel from the Los Angeles Museum of Natural History and the California Department of Fish and Game were invited to accompany EnviroSphere on the surveys, but were unable to attend.

Materials and Methods

Two complete surveys of Potrero Canyon were conducted. The first survey was conducted during the early morning hours of April 22, 1985 and the second survey was conducted during late afternoon on May 2, 1985. Both surveys commenced at the head of the canyon at the Palisades Recreation Center and ended at the mouth, near the Sunspot Motel. On both surveys, additional observations were made from the rim of the canyon.

The survey method employed was to walk slowly through the canyon, stopping every five minutes or whenever a bird song or call was heard, or whenever a bird was seen. At the five-minute stations, the area was scanned both visually and aurally in order to determine which species were present. Any incidental sightings were noted. In addition, every fifteen minutes, or when there was an obvious microhabitat change (with respect to overstory cover, narrowness of canyon, amount of water or understory), an attempt was made to call birds into the area vocally. On the May 2 survey, an attempt to call in the Least Bell's Vireo was made with use of a portable tape recorder and the "Peterson Field Guide to Western Birds" recording.

Results

Potrero Canyon hosts a rich variety of both resident and migratory birds. The species found there are typical of bushy chaparral and low mixed deciduous coastal areas. No rare, endangered, or "species of special concern" (Remsen 1978) were found on either of the surveys to the canyon, including the Least Bell's Vireo.

A list of observed bird species found in the canyon on both surveys are shown in Table F-1. All birds on the list were both heard and seen, except the great horned owl, spotted dove, and mourning dove which were only heard. The calls of these three species have easily recognizable calls.

The birds present during the surveys represent a typical assemblage inhabiting mixed riparian-coastal scrub and chaparral-brush areas. They utilized the entire canopy, feeding and perching throughout. Ravens, crows, gulls, and the red-tailed hawk frequented the upper cliffs and the airspace above the canyon. On the survey conducted on April 22, one dead red-tailed hawk was found alongside the canyon's main intermittent drainageway. The cause of death could not be determined.

The towhees and sparrows were found in the bottomlands along the drainageway, and the wrens and wrentits were in the lower slopes and brushy areas. The rest of the species, including the sparrows, were found throughout the canopy, feeding, displaying, singing and perching. Anna's hummingbirds were

TABLE F-1 (Continued)

LIST OF OBSERVED BIRD SPECIES IN POTRERO CANYON¹

Family Emberizidae

- Subfamily Parulinae

Townsend's warbler (Dendroica townsendi)

Wilson's warbler (Wilsonia pusilla)

- Subfamily Emberizinae

Rufous-sided towhee (Pipilo erythrophthalmus)

Brown towhee (Pipilo fuscus)

Song sparrow (Melospiza melodia)

- Subfamily Icterinae

Northern oriole (Icterus galbula)

Family Passeridae

House sparrow (Passer domesticus)

Family Fringillidae - Subfamily Carduelinae

Housefinch (Carpodacus mexicanus)

Lesser goldfinch (Carduelis lawrencei)

Additional species sighted

Western fence lizard

¹ Surveys taken: April 22, 1985; May 2, 1985.

engaged in aerial courtship displays above the canopy and various birds were observed nesting throughout the canyon.

The entire canyon area is highly disturbed, with portions of the steep sided slopes sloughing off. A variety of "escaped" plants such as nasturtiums, jade plants, German ivy, arrow ivy, palm trees and acacias were found throughout the canyon as a result of landslide activity. Pieces of concrete, metal and plastic pipe, and other man-made materials were also present in the canyon.

The study team conferred with both Dr. Kimball Garrett (Collection Manager, Los Angeles County Museum of Natural History) and Dr. Dennis Heinemann (Post-doctoral Fellow, UC Irvine) about the probability of Least Bell's Vireo inhabiting Potrero Canyon. Dr. Garrett indicated doubt that anyone would find it at this location. Both Dr. Heinemann and Dr. Garrett have spent much time in study areas around Potrero Canyon and in the adjoining Santa Monica Mountains over the past 20 years, and have not observed Least Bell's Vireo. Dr. Heinemann accompanied EnviroSphere personnel to Potrero Canyon on the May 2 survey, and having seen the habitat, was certain that Least Bell's Vireo would not be found at this location.

Discussion

In the Los Angeles Basin most of the lotic waters have been channelized, usually by means of concrete waterways. Although the water source for Potrero Canyon comes from storm drains and street runoff, the intermittent stream at the bottom of the canyon is surrounded by typical thick riparian vegetation with a multiple canopy layer. The species and structural diversity is high, providing varied habitats for a multitude of species. Potrero Canyon, thus, is one of the few remaining natural coastal canyons left in the Los Angeles area with a water source that is not lined by concrete. Other nearby similar habitats are Malibu and Topanga Canyons. These are all biogeographic islands within an urbanized area, and act as refuges for migrating and breeding birds.

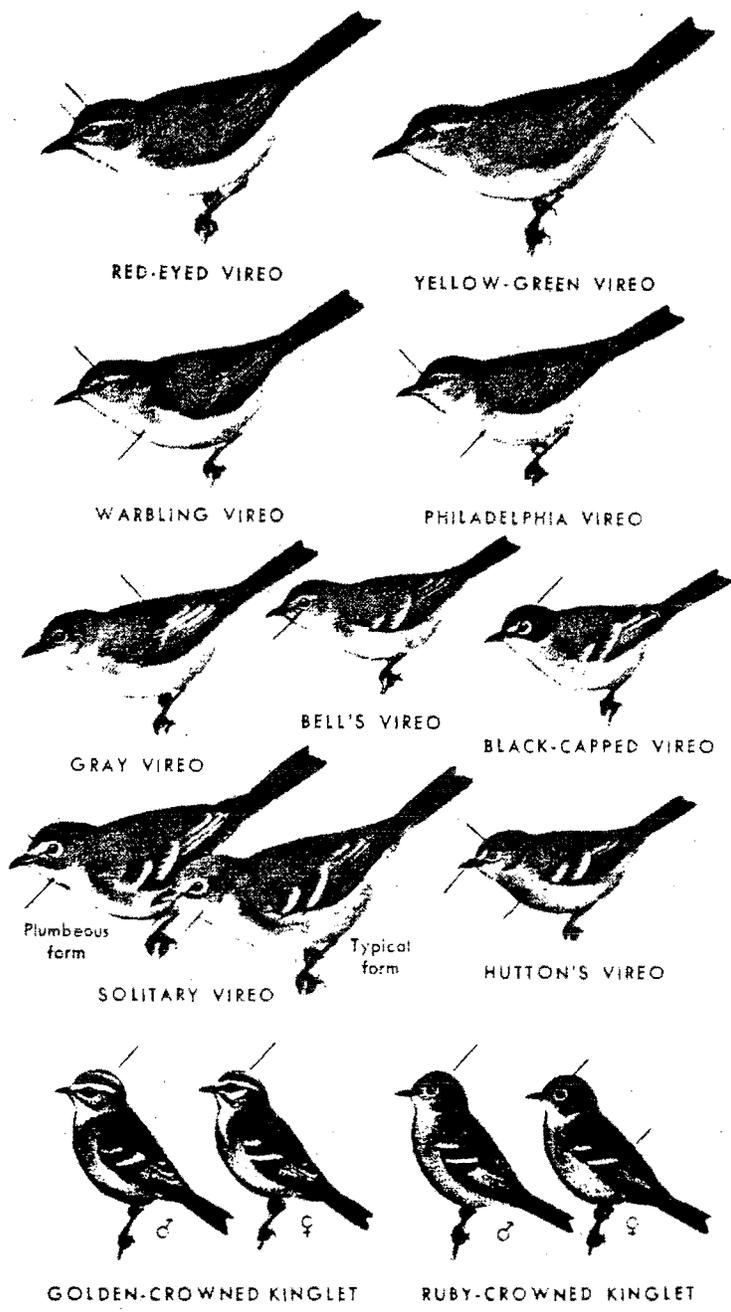
There is a pattern of insularization of riparian habitats throughout Southern California, and every effort should be made to maintain the ones that remain. Although Least Bell's Vireo was not found on the two surveys conducted by EnviroSphere, the maintenance of adequate riparian habitats such as that in Potrero Canyon is very important in an urbanized area. Migrating birds, especially as well as locally breeding birds have been historically dependent on these rich forage areas. Populations of species that nest elsewhere, often hundreds of miles away, need these riparian habitats along the path of migration. There is a remote possibility that the Least Bell's Vireo may, at some future time, be found in the canyon, but usually this species prefers broader riparian areas. Reportedly, they have been found in Malibu Canyon in Ventura County (Pletcher, Personal Communication). They usually prefer broad willow floodplains, not linear habitat as in Potrero Canyon (Garrett, Personal Communication). Their breeding range in California is depicted in Figure 2.

According to Goldwasser (1978), from an extensive survey which located 89 territorial males or pairs of Least Bell's Vireos, the habitat where the vireos were most frequently observed was in willow thickets along permanent or nearly permanent streams. These streams were of clear quality, and were in broad canyons or valleys. A dense broken understory of willow (Salix spp.) and mule fat (Baccharis glutinosa) was usually present where Least Bell's Vireo was found. However, their distribution was patchy and they were sometimes absent even where suitable riparian habitat existed, adjacent to areas inhabited by other Least Bell's Vireos.

Summary

Potrero Canyon, although highly disturbed, is a rich breeding and migrating area for a variety of bird species. Twenty-eight species were found in the canyon in April and May 1985, and more migrants and breeders probably could be found with a greater search effort. The Least Bell's Vireo was not located on either survey. No other threatened or endangered species, or species of "special concern" were found on either of the surveys. The canyon itself is a refuge for birds from landscaped and urban areas, and a greater species diversity is probably found in the canyon than in an equivalent area on the mesas surrounding the canyon.

Figure F-1



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Personal Communications:

W. B. Ballantine, Chief, Environmental Planning Branch, California Dept. of Transportation. Letter March 11, 1985 to D. M. Attaway.

K. Garrett, Curator of Birds. L.A. County Museum of Natural History.

D. Heinemann, Department Ecology and Evolutionary Biology, U.C. Irvine.

M. Pletcher, California Department of Fish and Game, Los Angeles, California.

F. A. Worthley, Jr. Regional Manager. Region 5. California Department of Fish and Game. Letter March 28, 1985 to D. M. Attaway.

APPENDIX G
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS AND RESPONSES

The Draft Environmental Impact Report (DEIR) for the Potrero Canyon Park Development Project was circulated for agency and public review and comment from February 7, 1985 through March 28, 1985. During this comment period a public hearing was held on February 28, 1985 at the Pacific Palisades Library with approximately 25 persons in attendance. Several persons commented on the DEIR but no written submissions were made at that time.

During the DEIR comment period a total of sixteen (16) letters were received from State and City agencies, the Pacific Palisades Residents Association, and several individuals. Following is a list of those who submitted written comments.

California Department of Fish and Game
California Department of Transportation
California Coastal Commission
California State Coastal Conservancy
City of Los Angeles Department of Transportation
City of Los Angeles Planning Department
City of Los Angeles City Engineer
City of Los Angeles Division Engineer
City of Los Angeles Bureau of Sanitation
Pacific Palisades Residents Association, Inc.
Petra York
Irma and Jorgen Moller
George J. Tauxe
Martha F. Patterson
Patricia and George F. Weller
Alexander M. Man

All comment letters are reproduced in this appendix and numbered sequentially in the order shown above. Each substantive comment regarding an environmental concern is identified by consecutive numbers in each letter.

The identifying number then serves as the basis for the response appearing in the following "Responses to Comments" section of this appendix. Since most of the verbal comments received at the February 28 public hearing were duplicative of the written comments submitted to the Department of Recreation and Parks, responses to those issues are also included in the "Responses to Comments" section. Where necessary, text modifications have been noted and made in the Final Environmental Impact Report (FEIR). In all cases, the responses are made a part of the FEIR.

DEPARTMENT OF FISH AND GAME



245 West Broadway, Suite 350
Long Beach, California 90802-4467
(213) 590-5113

March 28, 1985

David M. Attaway
City of Los Angeles
Department of Recreation and Parks
200 North Main Street
Los Angeles, California 90012

Dear Mr. Attaway:

We have reviewed the Draft Environmental Impact Report for the proposed Potrero Canyon Park Development Project describing development of a City park located within the Pacific Palisades community. Project proposals include filling portions of the canyon with materials suitable for disposal in a Class III landfill to an approximate height of 40 feet. Upon completion of the fill project, the remaining canyon would serve to supplement the recreational facilities at the Palisades Recreation Center and to provide a scenic pedestrian accessway for passive recreational uses. The plan also includes buttress fills and soldier piling to provide slope stabilization within the steep-walled canyon. We have the following comments for your consideration.

We are concerned about the proposed filling of approximately six acres of well established riparian and aquatic resources within Potrero Canyon. These native habitats are rapidly disappearing in Los Angeles County primarily due to urban related development.

1-1

Our primary concern in this regard is the status of the endangered least Bill's vireo in this canyon because it utilizes dense willow stands for nesting purposes. Our concerns are also related to protection of any other endangered and threatened plants and animals as specified in the California Endangered Species Act which went into effect on January 1, 1985. The EIR does not provide a detailed assessment of plants and animals that could inhabit Potrero Canyon, and, therefore, it is impossible for us to determine if the vireo exists there. We recommend that the City hold further action in abeyance until it can provide us with a detailed biological resource inventory of the canyon. We also recommend that the necessary field survey be designed to include the status of the least Bill's vireo during the 1985 nesting season. Nesting normally begins in May and extends through September. The results of these surveys should then be circulated for our review and comments. Our position on the proposed project will be provided to your agency upon the completion of that review process.

1-2

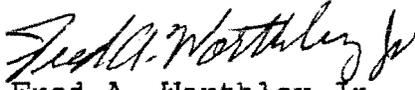
Mr. Attaway

-2-

March 28, 1985

Thank you for your consideration in this matter. If you have any questions, please contact Jack L. Spruill of our Environmental Services staff, at 245 West Broadway, Suite 350; or (213) 590-5137.

Sincerely,



Fred A. Worthley Jr.
Regional Manager
Region 5

cc: M. Fletcher
ESB, Sacramento
State Clearinghouse - SCH 84091901

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, P.O. BOX 2304, LOS ANGELES 90051
(213) 620-5335



March 11, 1985

IGR
Potrero Canyon Park
SCH #84091901

Mr. David M. Attaway
Environmental Coordinator
City of Los Angeles
Department of Recreation and Parks
200 N. Main Street, Room 1290
City Hall East
Los Angeles, CA 90012

Dear Mr. Attaway:

We have reviewed the DEIR for the Potrero Canyon Park Development Project and have the following comments:

1. We agree that the disruption to traffic flow on Pacific Coast Highway by trucks during construction would be a significant impact. Realistic mitigation would have to be coordinated with Richard Kermode of the Caltrans Traffic Operations Branch before permits would be issued. 2-1

2. The biological survey appears to be incomplete. One state listed endangered species - Bell's Vireo, Vireo bellii pusillus - may be present during the breeding season (March to August) in the riparian habitat. "Bell's Vireos breed in Willow thickets and other dense, low riparian growth in the lowlands and the lower portions of Canyons" (emphasis added) (Garrett, Kimball and Jon Dunn. 1981. Birds of Southern California. Status and Distribution. Los Angeles Audobon Society, Los Angeles, California). 2-2

Riparian habitat along the coast in Los Angeles County and in Southern California, in general, is rapidly disappearing and is rare. Hence, it has special value. As a result of the loss of riparian habitat, riparian habitat dependent species, i.e., Bell's Vireo, are becoming rare, also. Hence, great efforts should be made to protect and restore riparian vegetation. No consideration has been given to the importance of either the habitat or the species in this document. 2-3

The presence of permanent water in September 1984 is of great significance - since 1984 was a very dry year. Hence, the project proponent must contact the California Department of Fish and Game - for a 1601-1603 permit and the U. S. Army Corps of Engineers - Environmental Branch and Navigation Branch for a 404 permit. 2-4

Also note, the new California Endangered Species Act went into effect January 1, 1985 and must be considered on this project.

2-5

If we can be of further assistance, please contact Bryan Apper at (213) 620-4490.

Very truly yours,



W. B. BALLANTINE, Chief
Environmental Planning Branch

California Coastal Commission
SOUTH COAST DISTRICT
245 West Broadway, Suite 380
P.O. Box 1450
Long Beach, California 90801-1450
(213) 590-5071

March 14, 1985

Mr. David Attaway
Dept. of Recreation and Parks
200 N. Main Street
Room 1290, City Hall East
Los Angeles, CA 90012

Reference: Draft Environmental Impact Report - Potrero Canyon Park
Development Project

Dear Mr. Attaway:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Potrero Canyon Park Development project. We understand that the City proposes to fill Potrero Canyon to a height of forty (40) feet with 230,000 cubic yards of material over a three year period and create a landscaped park with passive recreational facilities. Soldier piles will also be installed along the rim of the canyon to stabilize the slopes and retard landsliding and the construction of a pedestrian overpass over Pacific Coast Highway at the mouth of the canyon are also proposed along with associated storm drain improvements in the canyon. The Coastal Commission's October 22, 1984 comments on the Notice of Preparation outlined the agency's concerns and the areas we would like to see addressed in the DEIR.

The DEIR did address most of the concerns outlined in the N.O.P. The Land Use and Relevant Planning Section (pages IV-48 thru IV-50) evaluated the proposed project's consistency with the relevant Coastal Act policies. The DEIR notes that the proposed project is inconsistent with several of the policies of the Coastal Act.

Section 30240(a) of the Coastal Act states that environmentally sensitive habitat areas shall be protected against significant disruption of habitat values and that only uses dependent on such resources shall be allowed within such areas. In addition, the Coastal Act states that development in areas adjacent to environmentally sensitive habitat areas shall be sited and design to prevent impacts which would significantly degrade habitat areas. The proposed

3-1



project would significantly alter one of the last undisturbed coastal canyons in the Los Angeles area along with completely eliminating six acres of environmentally sensitive riparian habitats along the canyon bottom thereby permanently displacing the associated resident and transient wildlife. Coastal sage scrub communities along the lower slope areas of the canyon will also be eliminated as a result of forty foot high fill. The DEIR notes that the project is inconsistent with Section 30240(a) of the Coastal Act.

3-1

Section 30251 of the Coastal Act states in part that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed ... to minimize the alteration of natural land forms. The proposed project would fill Potrero Canyon to a height of forty (40) feet and landscape and develop it with park facilities, thereby significantly altering the natural landforms of this steep, narrow canyon. As noted in the DEIR, the project is inconsistent with Section 30251 of the Coastal Act.

3-2

Section 30253(1) and (2) of the Coastal Act states:

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

3-3

One of the goals of the proposed project is to stabilize the slopes of the canyon to minimize the existing geologic hazard to the canyon rim residential development. However, the proposed fill will be subject to potential geologic instability due to differential settlement and erosion due to greater amounts of surface water. The DEIR states that the project is both consistent and inconsistent with Section 30253(1) and (2) of the Coastal Act.

Though the DEIR did address most of the Coastal Commission concerns, the Final Environmental Impact Report (FEIR) should address the following issues that weren't discussed in the DEIR.

Section 30231 of the Coastal Act states, "The biological productivity and the quality of coastal waters, streams, wetlands, estuaries and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and where feasible, restored through, among other means, minimizing adverse

3-4

effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats and minimizing alteration of natural streams."

The proposed project would involve the removal of significant amounts of vegetation from the canyon during the construction period. Vegetation removal will result in a significant increase in siltation of coastal waters during this three year period. The DEIR states that site runoff control measures to be implemented will result in insignificant amounts of runoff during construction. Further the DEIR states that there will be no long-term adverse impacts on marine habitat if landfill materials are controlled to ensure that only inert materials are used for fill. Page II-7 of the DEIR states that, "fill material is expected to be comprised of soils from nearby flood control facilities, excavated soils from major construction activities in the area and Group 3 waste materials from local sources". It further states that Group 3 wastes are classified "inert waste". However, the other two components of the proposed fill, namely flood control and excavated soils are water soluble materials. Page IV-31 of the DEIR states that there is a possibility of obtaining 30,000 cubic yards of flood control facility soil from nearby to be used exclusively in the phase I fill operation. It is unknown what percentage of soil will be used in phase II. The use of water soluble soils and its impact on the marine environment must be addressed in the FEIR in order to evaluate the projects consistency with Section 30231 of the Coastal Act.

3-4

Coastal Commission comments on the N.O.P. noted that the development of a park featuring passive recreation is a high priority coastal land use but recommended that the DEIR evaluate alternate sites for the proposed park which would result in less disruption to the natural coastal resources. Although the proposed project would provide a scenic pedestrian accessway from the Palisades Recreation Center where parking is available, coastal access should not be provided at the expense of unique riparian vegetation and significant natural landform alteration. Additionally the FEIR should address alternate methods of stabilization of the canyon slopes to the proposed buttressing through canyon filling.

3-5

3-6

The Biological Resources Section of the Environmental Analysis Section contains a list of plant and animal species found in the canyon through either observation or tracks. However the DEIR notes that additional plant and animal species may occur in the canyon since others are known to exist in similar habitats or in nearby locations. The Coastal Commission staff feels that a more complete biological reconnaissance report of the plant and animal communities of Potrero Canyon should be provided in the FEIR to determine if there are any rare or endangered

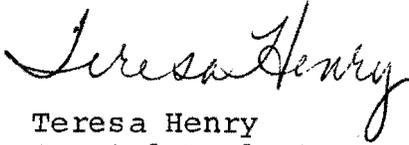
3-7

species in the canyon specifically the Least Bill's Wairo or the willow thickets they nest in.

|3-7

We appreciate the opportunity to comment on this project and look forward to receiving the Final Environmental Impact Report. Thank you for your consideration.

Yours truly,



Teresa Henry
Coastal Analyst

TH:sjl

February 18, 1985

Mr. David M. Attaway
Environmental Coordinator
City of Los Angeles
Department of Recreation and Parks
200 North Main Street
Room 1290, City Hall East
Los Angeles, CA 90012



The California
State Coastal
CONSERVANCY

Dear Mr. Attaway:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Potrero Canyon Park Development project. We understand the City proposes to fill Potrero Canyon with 230,000 cubic yards of material to stabilize the canyon and to provide a scenic pedestrian accessway from the Palisades Recreation Center to Will Rogers State Beach. We also understand this project will require a coastal development permit from both the City and the Coastal Commission.

The Coastal Conservancy is commenting on this project because of our legislative mandate to provide public access to the shoreline and to award grants to develop these when they meet our eligibility guidelines (Public Resources code sections 31400-31405). Our comments focus on the project's conformity with these guidelines.

In summary, the current project would not be eligible for funding under our access program for at least three reasons: it is inconsistent with the Coastal Act of 1976, it does not serve more than a local need, and it is not part of a comprehensive access program.

Coastal Act Conformity

The Conservancy legislation mandates that projects we fund be consistent with the Local Coastal Plan certified by the Coastal Commission and with the goals and policies of the Coastal Act of 1976. Since the City of Los Angeles does not have a certified LCP, we would have to demonstrate that the project is consistent with the Coastal Act.

Preliminary staff analysis shows the Potrero Canyon Park Development is inconsistent with at least two Coastal Act policies: protection of environmentally sensitive habitats (section 30240) and protection of visual resources (section 30251).

Sensitive Habitats

Section 30240 protects sensitive habitats from any significant disruption of habitat values. Sensitive habitats include riparian vegetation.

4-1

The project as proposed would completely remove six acres of riparian vegetation and permanently alter the natural drainage of Potrero Canyon Creek. We consider this a significant disruption of habitat inconsistent with Section 30240. Coastal access should not be provided at the expense of riparian vegetation.

Visual Resources

Section 30251 protects scenic and visual qualities of coastal areas. Included under this section is the preservation and protection of natural landforms.

The project proposed by the City involves dumping 230,000 cubic yards of Class 3 inert fill in one of the last remaining undeveloped canyons on this part of the coast. This action would permanently alter the canyon and is clearly contrary to Coastal Act policies.

Serving more than a local need

The Conservancy legislation mandates that each accessway serve more than a local need. The project must be able to attract users from at least a regional or statewide population base.

The accessway proposed by the City appears to serve only the residents living in the vicinity of the Palisades Recreation Center. While the Conservancy applauds the City for proposing a new accessway that would be linked with Will Rogers State Beach, we would have difficulty demonstrating that it serves more than a local need.

4-1

Comprehensive Program

The Coastal Access Program's current emphasis is on awarding grants for comprehensive programs designed to fulfill the access needs of an entire jurisdiction, including development of accessways on easements offered for dedication as a result of California Coastal Commission action. Funding for this program is restricted to those jurisdictions which have approved local coastal plans. Since the City of Los Angeles does not have an approved LCP, access projects proposed by the City would not be eligible for funding. If the City's LCP was approved, the Potrero Canyon development would only be considered for funding after the needs of the entire jurisdiction were evaluated. The Conservancy is interested in working with the City on such an evaluation. We have staff and money available for this purpose and would welcome the opportunity to participate in the development of a comprehensive access program with the City of Los Angeles.

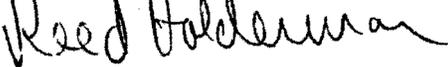
For these reasons, we believe the City's trail project would not qualify for a Conservancy access development grant. If the City has additional information on this matter, we ask that this information be presented in the FEIR.

In addition to our concerns about the accessway, we are also apprehensive about filling Potrero Canyon to minimize the landslide threat to residents above the canyon. There are a variety of measures that could be taken to ameliorate the landslide hazard which are less disruptive, cheaper, quicker to install and more compatible with Coastal Act policies. These alternatives (i.e. horizontal drains, surface water control, stream channel protection, etc.) were not discussed in the DEIR, but should be treated in the final document.

4-2

We appreciate the opportunity to comment on this project. We have also enclosed a copy of our access grant guidelines. If you have any questions, please call me at (415) 464-1015

Sincerely,



REED HOLDERMAN
Project Analyst

ENCLOSURE

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Potrero Canyon Park

Date: February 21, 1985
To: David Attaway, Department of Recreation and Parks ✓
From: *Allyn D. Rifkin*
Allyn D. Rifkin, Supervising Transportation Planner II
Department of Transportation
Subject: DEIR, POTRERO CANYON PARK DEVELOPMENT PROJECT SCH #84091901

Except as noted below, this DEIR adequately describes the impacts of project-generated traffic. The project is expected to have significant cumulative adverse effects on the area's street system relative to traffic circulation. Other than reducing the size of the project, no measures available to the developer would mitigate project circulation impacts to levels of insignificance.

The following comments are submitted for your consideration:

1. The DEIR does not address the cumulative traffic impact from 14 known related projects in the vicinity of the project site. Neither does it include a level of service (LOS) or Intersection Capacity Utilization (ICU) calculation for the intersection of Sunset Boulevard and Temescal Canyon Road, which could be impacted if the fill material were to be obtained from LACFCD sites. | 5-1
2. The analysis of traffic impacts after completion of the project is unacceptable as described on Page IV-38 of the DEIR. The analysis does not quantify the expected impact due to the increase in vehicle trips generated by the new park after completion. This generation could represent as many as 300 vehicle-trips daily, based on a generation factor of 6 trips per acre for a City park, as published in ITE-Trip Generation, 1982 Revision. The resulting cumulative impact could be as great as or greater than the impact during the construction phase. | 5-2
3. The conclusions reached, that after completion of the park, the increase in traffic on the local residential streets south of Sunset Boulevard and on Pacific Coast Highway will be "minimal" and "negligible", respectively, should be supported by a technical analysis including traffic volumes (existing and future) and volume/capacity calculations at key intersections. | 5-3
4. The number of parking spaces and picnic sites to be provided in the park should also be shown. | 5-4

Our approval of this DEIR draft does not extend to the project's driveway access plans. Those plans would require our separate review. That review should be initiated as soon as possible in the early design phase of the project.

5-5

If you have any questions regarding these comments, please contact William Beckham at 485-2295.

WB:pf
1372D

cc: Envirosphere Company



Date: March 21, 1985

To: David Attaway
Department of Recreation & Parks

From: Glenn F. Blossom *Glenn F. Blossom*
Planning Officer
Office of General Planning & Development

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT: POTRERO CANYON
PARK DEVELOPMENT PROJECT

Staff has reviewed the DEIR for the above-named project and has made the following comments. The Potrero Canyon Park Development Project is located in a steep-sided, coastal canyon northerly of Pacific Coast Highway and about midway between Temescal and Santa Monica Canyons.

The Brentwood-Pacific Palisades District Plan indicates a land use designation of publicly owned open space specifically to be developed for recreation, environmental protection and school sites. The plan map indicates that this canyon site is designated for recreational purposes with a major hiking/equestrian trail through it.

Of the alternatives proposed, the choice indicated in the DEIR would seem to offer the least negative impact while creating a useful park for the benefit of the people of Los Angeles. In the null alternative, residential property that rims the canyon would continue to be threatened by the probability of landslides. The more ambitious proposal, filling the canyon to 125 feet, would stabilize slopes, but would also create major alterations the the landform, flora and fauna of the canyon.

Staff feels that the alternative chosen is an adequate compromise that would provide a useable park area with the least disruption of landform, flora and fauna. In addition this choice would provide enough slope stabilization, thus reducing the probability of mass wasting on the steep canyon walls.

The one specific area that staff feels a concern for is the long-term impact on local streets in the immediate vicinity of the northern end of the canyon. The northern end of Alma Real Drive and particularly La Cruz Drive would be considerably impacted by any additional traffic in the area, generated by the increased attractiveness of Pontrero Canyon as a park. Since La Cruz Drive already evidences some traffic problems, then a closer look at the impact of additional traffic is warranted.

6-1

GFB:HG:afd

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date:

To: David Attaway, Environmentalist
Department of Recreation and Parks

From: Phil King
City Engineer

By: D. J. McNeil, Division Engineer
Project Management Division

Subject: COMMENTS ON THE DRAFT EIR FOR POTRERO CANYON PARK DEVELOPMENT

Thank you for the opportunity to review the environmental impact report for the development of Potrero Canyon Park. The following are our comments and observations.

Completion of filling after installation of the storm drain depends on the availability of fill materials. What would be the effect of a substantial delay in completing the fill? Could mulch and seed be spread on surfaces expected to remain exposed for substantial time periods?

7-1

With proper storm drains (which would be required in any case), the 1972 plan to fill the canyon would provide the best protection from geologic hazards. The currently proposed 1984 plan provides less slope support and less area for park users to escape any slide that may come down unexpectedly.

7-2

The proposed storm drains should be constructed entirely within the fill prism since storm drains constructed partially on fill and partially on natural ground under the fill (as suggested on page IV-5) are likely to be damaged by differential settling.

7-3

How would the soldier pile system be installed? What effect would there be on the private residences and appurtenant structures?

7-4

To what extent could the effects of this project add to the effects of Occidental's proposed drilling project (and associated slope stabilization measures) and Caltrans' proposed realignment of Pacific Coast Highway? Will or can this project be coordinated with the Occidental and Caltrans projects to reduce truck traffic, etc.?

7-5

Has the City of Santa Monica been consulted about the increased truck traffic?

7-6

MAR 29 1985

DESIGN AND CONSTRUCTION DIVISION

The evaluation of the 1972 plan is not sufficient to allow a reasonably informed choice between it and the proposed project. Where the 1972 plan could be considered superior (e.g., it would provide more useable recreation space and greater public safety), the EIR describes the 1972 plan as, "similar to proposed project."

7-7

DJM/JED:rm

cc: Melvin Newman, West Los Angeles District Engineer
L.H. Burks, Street Opening & Widening Division Engineer
Elmer Reese, Engineering Geologist

2. The construction of the storm drain in a trench and on fill on the east wall of the canyon, ~~as~~ was proposed in the geology report by Leighton & Associates on which the EIR was based, will offer a much greater potential for damage by differential settlement than if it were constructed on a properly compacted fill as was proposed in the 1972 report.

8-6

LHJ/ERR/hz

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

MAR 21 1985

James E. Hadaway, General Manager
Department of Recreation and Parks

Attn: David Attaway

Delwin A. Biagi, Director
Bureau of Sanitation*DBiagi*COMMENT ON DRAFT EIR, POTRERO CANYON PARK DEVELOPMENT PROJECT, SCH
#84091901

Reference is made to your communication of February 4, 1985, requesting comments on the subject document.

A review of the report by my staff finds that an uncertainty exists as to the nature/classification of the proposed fill. It is our understanding, based on a telephone conversation with Mr. David Attaway of your staff, that you do not propose that the fill be classified as waste and subject to the provisions of Subchapter 15 (23 CAC 2510-2610).

Accordingly, all references to solid waste and related regulations should be removed from the report. In lieu of such references, the report should refer to Division 30-- Grading, Excavations and Fills, City of Los Angeles Building Code. If further assistance is required in this matter, please advise this office.

9-1

RMA/RBH 62/ab

PPRA

PACIFIC PALISADES RESIDENTS ASSOCIATION, INC.
POST OFFICE BOX 617
PACIFIC PALISADES, CA 90272
(213) 454-4254

March 15, 1985

Recreation & Parks Dept.
City Of Los Angeles
City Hall East, Room 1300

Re: Comments on DRAFT EIR for PORTRERO CANYON FILL PROJECT
State Clearinghouse Number 84091901

The following comments on the proposed Potrero Canyon fill project are submitted by Pacific Palisades Residents Association. Two sheets of additional comments prepared by board member Malcolm Abzug are attached.

PPRA supports the aspects of the proposed plan that tend toward making the resultant park as natural as possible in appearance with undulating surfaces, native plantings, maintenance of surface water for wildlife and for the pleasure of people. We concur that it should be only for passive recreation such as walking and jogging.

Costs

The figure of \$1.4 million dollars which the Recreation and Parks has given for the cost of this project seems low. One homeowner reported that stabilizing 15 feet of property along the canyon rim with eight soldier piles cost \$100,000. The draft EIR proposes stabilizing eight unidentified properties along the rim with soldier piles. What would be the estimated cost of that aspect of the proposal? Is the Department proposing to pay for those stabilizations or are homeowners to be asked to contribute?

10-1

The east wing of the Sunspot Motel will be removed or relocated (page IV-47). Who will be responsible for this action and who will pay?

10-2

Soldier Piles

Which "approximately eight" properties will require installation of soldier piles (page IV-41)?

10-3

Biological Resources, Riparian Habitat and Landscaping

The Draft EIR notes the importance of riparian habitat, the fact that it is becoming increasingly rare in Southern California, and yet proposes to do nothing to mitigate the loss of six acres of riparian habitat in this largely undisturbed canyon. PPRA proposes that the stream proposed in the 1972 plan be adapted for the 1984 alternative if it goes forward. Riparian vegetation could be used to landscape that stream. The addition of a stream which could nurture small animals would certainly be a plus for any Southern California park.

10-4

The water is to be channeled, apparently in troughs along the edge of the canyon. Page IV-19 recommends that surface water flows should be maintained as great as possible in order to provide water for wildlife. We suggest that this water be channeled into an ambling stream bed to help maintain the pleasant aspects of a natural canyon and provide water for sight and sound of humans as well.

PPRA heartily supports the recommendation (page IV-18) that native vegetation appropriate to the coastal environment be used. Such planting would give a pleasingly natural and non-intrusive look to the proposed park. Plants could be labeled at points to provide an educational guide to native plants as on a nature trail. As the report points out, watering and maintenance costs could be reduced and less watering might result in fewer problems of subsidence and settling. This was not done in the nearby Temescal Park below Sunset. As a result, there has been high plant mortality and upkeep. While the grassy areas of that park provide needed play and picnic areas, the larger tree and bush plantings could have been more compatible with the adjacent canyon walls.

Traffic and Circulation

We request clarification of the proposed access to the upper end of the canyon which page IV-23 states "can be accessed from Sunset Boulevard via local residential streets." What access is proposed to the trail when it is completed? What part of the present Palisades Recreation Center will connect to the lower park?

We request clarification of the proposed soldier pile sites and what streets will be used for access.

The expectation that there may be an average of one truck every four minutes during certain periods of the filling process, and the intention to have an eight hour work day seems to conflict with the goal of not interfering with Pacific Coast Highway Traffic. The Draft states, on page IV-37, that "During the morning and afternoon peak periods, the trucks and other traffic entering and leaving the site will experience delays as they attempt to enter or cross the heavy traffic stream on PCH." Will deliveries be made during those peak traffic periods?

Safety and Aesthetics at the Canyon Mouth

The overpass should be completed prior to the time the proposed park is open. If not, a safety hazard will result from people attempting to cross PCH on foot at that point rather than at the signal at Temescal Canyon.

10-4

10-7 10-6 10-5

10-8

10-9

Potrero Canyon
March 15, 1985
page 3

Will provision be made for cars to park near the mouth of the canyon?
What provision is being considered for cars exiting any parking lot
located near the mouth of the canyon once the park is completed?
What route are drivers wishing to go south on PCH expected to take?

For some time, CalTrans has been storing large pipes and other
unsightly materials immediately north of the mouth of the canyon.
This would make a very unattractive entrance to the park. Has some
approach to CalTrans been made to remedy this situation? What is
planned?

Noise

The recommendation (page IV-43) that ground vibration monitoring be
conducted during the construction period to assure that filling
operations are not adversely impacting homes or properties on the
canyon rim certainly should be mandatory since stability of rim
properties is the major motivation for the fill project.

Land Use and Relevant Planning

On page IV-47, the Draft EIR states that construction encroachment
easements will be required from property owners "to allow fill to be
placed in the canyon over adjacent private property." This statement
requires some clarification. Does it mean that there is private
property in the canyon which will have fill placed over it? Or does
it mean that fill will be placed in the canyon by going over private
property?

Additional Comments

What effects will the drainage and fill have on the water table and
the aquifer?

The final depth of fill is apparently not firmly fixed. The public
should be kept apprised of any change in plan that is not minor once
a plan has been adopted.

What will be the cumulative or other impacts if the Occidental
Petroleum drilling project immediately north of the mouth of the
canyon goes forward?

Please note attachments by Mr. Abzug raising concerns about control
measures for off-road vehicles and strata slipping vs. spalling,
dated February 19, 1985 and March 9, 1985.

We appreciate the opportunity to comment on the Draft EIR.

Sincerely Yours,

Frances Shalant
Frances Shalant

cc: Councilman Braude

10-10

10-11

10-12

10-13

10-14

10-15

10-16

19 February 1985

Comments and Questions on Draft EIR for Potrero Canyon
Park Development

- | | | |
|------------------|---|-------|
| Page IV-41 | What eight properties located on the canyon rim would require installation of soldier piles? | 10-17 |
| Sec IV F&G | Noise and traffic impacts for the soldier pile installations would be greater than for the fill operation, for local people. This is because the pile installations would be at street level, literally in people's back yards. | 10-18 |
| Sec IV G,H
&J | The new canyon fill surface will be a tempting illegal trail for dirt bikers and small off-road vehicles. Potential impacts are on noise at night, degradation of the remaining plant life, and damage to the unstable slopes above the main trail.

Mitigation measures: Dirt bikes are carried easily over or through barrier poles. The only effective mitigation would be around-the-clock patrol by Park Department people. What is the annual cost of this? | 10-19 |

David Attaway
City of Los Angeles
Department of Recreation and Parks
200 North Maine Street
Room 1290, City Hall East
Los Angeles, Ca. 90022

RE: The effect of the enviromental
impact report on 667 Alma Real
Drive Pac. Pal. Ca. 90272

Dear Mr. Attaway,

After attending the meeting February 28, 1985 at the Pacific Palisades Library concerning the filling of Potrero Canyon, I felt I should write you my deep concerns.

Next year I plan to move into my property at 667 Alma Real Drive. It borders the canyon.

I understand that your office is concerned only with the environmental impact of this project. However, I am concerned with socialogical aspects for the future.

I heard that you are going to connect the Park with the Beach. I would like to know how this will be done. If it is a walkway for hiking that is one thing, but if it is going to be a roadway that would allow motorcycles and other of street vehicles that is something else - and I believe that poses a serious problem. The area should be left, after the filling, in a natural state - much like Will Rogers Park. Wildlife and natural foliage should remain much the same as before. If there is a roadway from the beach, people from the beach will be attracted to come up it. I think this is undesirable. We already have some problems with teenagers hanging around the park with alcohol and drugs. It might become a gathering place. Also there are tramps and drifters that sleep in the canyon.

You are not responsible for these things happening, but I write because I want you to consider these elements carefully, so that the park ^{be} what you intended. If there are barbeques, it would pose a firedanger. The connection of the beach to the park effects the whole Pacific Palisades! And it will be irreversible.

The following are some suggestions:

A. Fill up the canyon as high as necessary to prevent any future erosion or sliding. Leave the park as wild and natural as possible with only a small hiking trail with wood steps going from the lower level at the end of the fill up to the park.

11-1

11-2

March 9, 1985

Additional Comments on the Draft EIR Report on Potrero Canyon

Strata Slipping vs Spalling

Geologic strata on the West wall of Potrero Canyon tilt downwards towards the East. This is responsible for sliding of upper strata with respect to lower strata when the entire mass has been wettened. The particular strata that allows slipping is shale. Gravel layers are stable, even when wet.

The proposed soldier pile installations on the canyon rim evidently are intended to pin the strata together, preventing relative sliding. This is considered a reasonable solution to that problem. However, another type of canyon wall damage occurs, for which the soldier pile solution can actually be an aggravating factor. This is spalling, defined as detachment of sections of the cliff open face, under the action of wind, rain, and vibration. It should be very clear that the installation of soldier piles will of themselves create vibration and shock forces that will loosen the cliff face, tending to cause spalling.

The property owners that are so anxious for the Potrero Project to proceed should be aware of the potential for spalling damage to the canyon face, as a result of soldier pile activities, assuming that expert geologic consultants agree that this is the case. In any event, the final EIR document should explain that the function of the soldier piles is to prevent strata slippage, and that spalling is not controlled by the piles. Also, the final EIR document should address the issue of whether or not soldier pile installation activities have the potential for spalling damage of the canyon face.

10-20

B. Construct a golf course, as suggested by Mrs. Patterson. I fell this would be an excellent idea.

There would be a public park on the mouth of the canyon and then a golf course. The course could be sold or leased and it would bring in a good revenue to the city. This would make a lot of people happy and make the area easier to oversee. You could still have the adjacent hiking trails from the existing park to the new recreation area and the beach.

I join with the other people who feel that this project should go forward. No time should be wasted to protect the homeowners and their property and to save the city from further expenses from sliding properties and lawsuits resulting from problems in the canyon.

To sum it up, I fell strongly that the way the park will be connected to the beach will definitely have an environmental impact - not just on the people living on the rim of the canyon, but it will effect the Huntington Palisades even more, the whole community of Pacific Palisades.

Sincerely,

Petra York

Petra York

1176 Monument Street

Pacific Palisades, Ca. 90272

459-1839

From: Irma and Jorgen Moller
1137 Embury st.
Pacific Palisades. CA. 90272

March 18, 1985

To: David Attaway
city of Los Angeles.
Department of Recreation and Parks.

Ref: Potrero Canyon Park Development Project.
Sch.# 84091901

Here are some recomendations to resolve the problems associated with the above mentioned project because the area residents, prospective users, and taxpayers etc. should not suffer for another ten or more years.

Move fast to do the following:

- A) Eliminate the liability lawsuits against L.A. city (Approx 3.4 million in 1984).
 - 1) Install a proper drainage system, leaving all other erosions to natural causes.
- B) Condemn the presently exposed or damaged properties / houses along the canyon rim for the Park Project.
- C) The L.A. city should condemn or buy the Occidental oil drilling site back for the same money Occidental recieved for buying it in order:
 - 1) To prevent the drilling and pumping oil, minerals, etc. from undermining the efforts to stabalize the canyon.
 - 2) To save the oil for an emergency or war-like situation especially after the shady deals in the past (The oil field perimeter has not yet been established, why give somebody the right to steal?)
 - 3) To enlarge the park for greater public use in conjunction with the beach creating a cleaner, safer, and healthier environment.
- D) Show what you can do for the taxpayer's money and the people that are to enjoy your project in the future at the beach. (Perhaps you can get Dr. Armand Hammer to give the gift back to the L.A. city for public use and for the future of our kids).

12-1

THANK YOU !

Jorgen Moller

George J. TAUXE
Wilma H.

15218 Friends Street
PACIFIC PALISADES, CA 90272
(213) 454-1250

March 18, 1985

David Attaway
LA Department of Recreation and Parks
200 North Main Street
Room 1290, City Hall East
Los Angeles, CA 90012

Re: Draft EIR, Potrero Canyon Park Development
Project, SCH #84091901

Dear Mr. Attaway:

This is being submitted for consideration in the EIR for subject project. I realize that it is close to the cutoff date of March 25, and this is due to the following situation. I am just recovering from serious open-heart surgery for a ruptured aorta and couldn't possibly attend the public meeting or get this letter prepared earlier. And I am definitely interested in this project.

As you can see from the address, I live across the street from an edge of Potrero Canyon and have been living in this location for over 30 years. Also I have been involved in the subject of Soil Mechanics since 1936, working in it and teaching in it at the University of Wisconsin and UCLA (along with other subjects such as Mechanics and Structures) and being project leader on Soil Stabilization research projects. I mention this since the material in these subjects is directly involved in the Potrero project.

Since early in my residency on Friends Street, it has been obvious that the property owners around the edge of Potrero Canyon were in a desperate situation from landslides and that the only way to remedy it would be to provide suitable drainage and fill. Even way back what Karl Rundberg was councilman of the district, I tried to get him to initiate action in that direction. In particular, I tried to get him to have the drainage from Earlham and Depauw streets be completely reconstructed so

that it would not continue to erode away the material at the bottom of the off-shoot canyon going down to Potrero Canyon. This erosion, I feel, is definitely responsible for the continued, gradual movement of the Friends Street slide. The net result is that seven homes in this area have had to be condemned.

On going through the DEIR, I was concerned about the comparisons of the stabilization effects on the canyon side walls as presented in the 1972 Fill Plan and the 1984 Fill Plan. I couldn't find anything but unsubstantiated, general statements. This is THE most important consideration and should definitely be addressed with substantiating analyses and numbers.

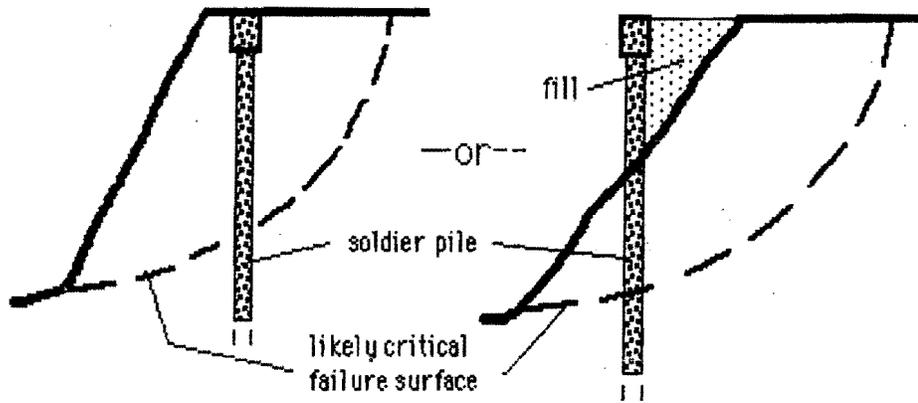
I cannot even find myself in agreement with some of the general statements that attempt to show that the 1984 Fill Plan is the better of the two. Throughout the DEIR, statements are made that 40 feet of fill from the canyon bottom would significantly increase the stability of these side slopes. I do not believe it. This should have been shown by some typical stability analyses and wasn't. The buttressing from this small amount of fill would be a drop in the bucket to that which is needed even with the proposed soldier piles at the top. Further, one thing which wasn't emphasized is that with this small amount of fill there would be only a very small amount of level area created for park use compared to the 1972 Fill Plan.

The 1972 Fill Plan with fill being placed to 40 feet or so from the top of the canyon walls would be MUCH superior to the 1984 plan in increasing stability. This filling would virtually stop the possibility of further landslides since its buttressing effect would be nearly complete. The 40 or so feet remaining to the top surface would in most cases need little or no additional treatment for stability purposes, not the large expenditure allowed in the DEIR. And -- the level area left for park purposes would be many times that which would be produced by the 1984 Plan.

Soldier pile systems are treated in the DEIR as if they would be a salvation in stopping sliding at the top of the canyon walls. While there can be many instances when soldier piles can be effective for such purposes, what is proposed in the DEIR's 1984 Fill Plan is not practical. In the illustrated use in Figure II-4 on page II-6, the soldier pile system shown would offer negligible increase in stability. The soldier piles need to pass through and below the likely plane of sliding in order to be effective. In Figure II-4 the soldier piles are removed so far from the failure plane that they are doing nothing. In the sketch on the following page, I've tried to illustrate two cases where soldier piles would be beneficial. In each case the soldier piles should extend a significant distance below the likely critical failure surface.

13-1

Beneficial Soldier Pile Installations



It should also be noted that, since the fill at the bottom of the canyon under the 1984 Fill Plan will provide almost negligible stability to the canyon walls, most of the stability would have to be provided by the soldier pile system. That would mean that soldier piles would have to be placed around practically all of the periphery of the canyon and they would have to be drilled and placed to great depths. This would be at a prohibitive cost and at a terrific nuisance and disturbance to those living around the rim.

13-1

These are the main factors against the 1984 Fill Plan. Both fill plans have advantages and disadvantages, but I feel that the 1972 Plan is much superior and would be much more beneficial to the area residents and to the Parks and Recreation Department in the long run.

It would be greatly appreciated if you would seriously consider these comments in your evaluation of this project.

Sincerely,

George J. Farpe

MARTHA F. PATTERSON

P.O. Box 362
Pacific Palisades, CA 90272
213-454-8061

March 12, 1985

Mr. David Attaway
City of Los Angeles
Department of Recreation and Parks
200 North Main Street
Room 1290, City Hall East
Los Angeles, CA 90012

Re: Draft EIR Potrero Canyon Park
Project

Dear Mr. Attaway:

I have read the draft EIR dated January 1985 on the proposed Potrero Canyon Park Development Project, and am happy that at long last, the City is taking steps to implement a fill in this dangerous canyon.

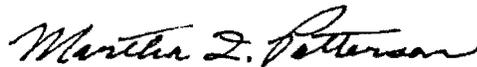
As you may know, Potrero Canyon was acquired by the City from my late husband and me in 1964 through the power of eminent domain. It was my husband's opinion thirty years ago that the canyon should be filled in order to stabilize the banks and protect canyon rim properties, and we formed a corporation for this purpose.

It is too bad that twenty years have passed and 6.8 million dollars of taxpayer's money has been spent before the fill is started. It would be nice if City red tape could be cut and the fill begun before we might have a season of heavier than usual rainfall. When rules and regulations of government interfere with common sense, it would seem to be time to change said rules so that this much needed project could proceed.

I hope you will read my book, THE BACKYARD BOMBER of Pacific Palisades. It is due off the press around the end of this month. It tells of our purchase of Potrero Canyon in 1949, our farm style life there, our attempt to develop the upper end and to fill the lower canyon. It will give you some insight into the history of this unusual and challenging piece of land.

The above mentioned EIR seems very comprehensive. I believe current public opinion is that the canyon should be filled as soon as possible.

Yours truly,



Martha F. Patterson (Wynegar)

14-1

8604 Bowdoin Way
Edmonds, Wa. 98020
March 22, 1985

David Attaway
City of Los Angeles
Department of Recreation and Parks
200 North Main Street
Room 1290, City Hall East
Los Angeles, Ca. 90012

Dear Mr. Attaway:

After reading the draft of the EIR sent to us regarding the Potrero Canyon Park Development, my husband and I wish to strongly protest this entire project.

We have lived at 400 Lombard Ave. (on the canyon) for 33 years as of last September. In October we rented our residence while we are temporarily in Washington State. We have raised eight children in the Palisades and it is still our home.

There seems to be no firm determination that this project will be a panacea. These are our concerns:

1. Stabilizing the cliffs is evidently nothing more than a token offering in regard to "saving homes". See paragraph 1 under Environmental Impacts p. IV54. 15-1
- 2.. We believe that the additional recreation facilities would be redundant to similar facilities on Temescal Canyon Road, just a matter of a few blocks away. We already have a "corridor" to the beach and adequate picnic sites. 15-2
3. Parking is a joke in the Palisades. The space offered by the Recreation Center is minimal and not even sufficient for a Little League game. 15-3
4. In our years of living on the rim of Potrero Canyon, we have observed many species of animal, bird, and reptile life not included in your brief study. To protect wildlife, Potrero should remain beautiful and unspoiled in its natural state. 15-4
5. There is no mention of security being provided in the "corridor." With a motel, PCH, and the State Beach at one of its entrances, surely special policing would be realistically necessary. 15-5

6. There is not much to say for the preventing of landslides -- an example of this is found on page IV 55, paragraph 4 under " Other Impacts", starting "Park users could be subject to some danger of landslides due to unstable earth conditions above fill area..."

15-6

We believe that this costly project provides questionable advantage, if any, and should be abandoned.

Sincerely,

George F. Weller

Patricia Weller

Mr. and Mrs. George F. Weller

DESIGN AND
CONSTRUCTION DIVISION

295 Amalfi Drive
Santa Monica, Calif.
March 29, 1985

Mr. David M. Attaway '85 MAR 29 P2:08
Department of Recreation & Parks Commissioners
Room 1290 - City Hall East
200 North Main Street
Los Angeles, California

Dear Recreation & Park Commissioners:

The Draft Environmental Impact Report for the Potrero Canyon Park Development Project (State Clearinghouse Number 84091901) acknowledges the existence of an active wildlife community of small mammals and bird species at pages IV-17 and IV-18 of the Draft E.I.R.

At the bottom of page IV-17 the report states: "Animals which are driven out by construction activities will find it difficult to survive because the perimeter of the canyon consists of substantial residential areas, with no clear corridors to other natural areas." At page IV-18, the report acknowledges at the second paragraph: "Long term impacts will also occur because historic and current wildlife use will be permanently altered or precluded. In filling the canyon to a depth of up to 40 feet, approximately six acres of riparian wildlife habitat will be removed."

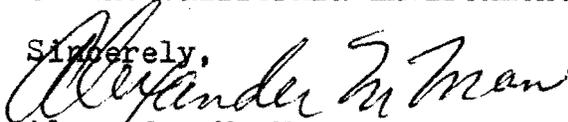
The MITIGATION MEASURES outlined at IV-18, say nothing about a partial escape corridor that exists behind and above the Sunspot Motel, which can be modified to provide many of the Potrero Canyon bird and animal community with an escape route to a new natural habitat in the heavily vegetated, 4.5 acre area (which is owned by the Los Angeles Department of Recreation & Parks) commonly known as the "Killer Slide" area.

Also, the E.I.R. fails to consider under mitigation measures for the preservation and relocation of Potrero Canyon wildlife, the use of the city owned field at the foot of Friends Street (which overlooks the Sunspot Motel); and the adjacent closed section of Via De Las Olas, which can be converted into a planted and protected area, extending to the edge of the "Killer Slide" area, approximately 100 yard to the north; through which the wildlife would have a route to unsettled slide areas below Via De Los Olas.

Under Mitigation Measures it is stated at the bottom paragraph, page IV-18, that ".....a surface waterway which may be created as part of this project". A WATERWAY SHOULD BE A MUST, IF THERE IS TO BE ANY RETURN OF SURVIVING WILDLIFE TO POTRERO CAYON ONCE THE PROPOSED PARK IS COMPLETED.

The failure of the Draft Environmental Impact Report to incorporate migration corridors and a waterway to support returning riparian wildlife, are serious omissions of fact and opportunity, that result in the Potrero Canyon E.I.R. not meeting the requirements of the California Environmental Quality Act.

Sincerely,


Alexander M. Man

CC: Sierra Club- Angeles Chapter

16-1

16-2

RESPONSES TO COMMENTS

1. CALIFORNIA DEPARTMENT OF FISH AND GAME

1-1 Comment noted. The DEIR concurs and explicitly describes the value and importance of riparian habitats in southern California. See Section IV-D, Biological Resources.

1-2 Least Bell's Vireo (Vireo bellii pusillus) is a state endangered species and occurs in scattered riparian habitats in southern California (California Department of Fish and Game 1980). They arrive by the end of March and remain through August, where they breed in riparian woodlands and lowland thickets (Garrett and Dunn, 1981. Birds of Southern California). Least Bell's Vireo spends the rest of the year in Baja, California (K. Garrett, personal communication, 4 April 1985). This race is endemic to California and Baja, California (Garrett and Dunn 1981).

Breeding sites are concentrated in the upper Santa Ynez River Valley (Santa Barbara County) and in the river valleys of San Diego County (Garrett and Dunn 1981). Other counties where they have been observed are Ventura, Los Angeles, San Bernardino, and Riverside County. Some of these observations (e.g., La Jolla Canyon in Ventura County) are only of singing pairs and no nests were found (K. Garrett, personal communication, 4 April 1985).

A discussion between EnviroSphere and Kimbel Garrett of the Los Angeles County Museum of Natural History (4 April 1985), regarding the potential for occurrence of Least Bell's Vireo in Potrero Canyon, resulted in the following points being noted: a) Least Bell's Vireo is not known to breed in the Santa Monica Mountains; e.g., it has not been found in either Topanga Canyon or Temescal Canyon even though it has been looked for; b) Least Bell's Vireo prefers broad areas, such as broad riparian corridors, in which to breed and build nests; c) although Potrero Canyon contains willows,

it is unlikely that they would breed there because of the narrowness of the Canyon, the limited extent of willow tree habitat, and the fact that Least Bell's Vireos are absent from other nearby canyons in the Santa Monica Mountains which offer a more optimal habitat for breeding.

The available evidence argues against the likelihood that Bell's Vireo currently nests in Potrero Canyon. Since the DEIR was completed during a period when this species is not normally present (September-January), it was not possible to determine during this time frame if they breed in Potrero Canyon. However, the Department of Recreation and Parks determined that a focused survey to ascertain the presence of the Least Bell's Vireo in the canyon was necessary during the peak bird migration and breeding periods in this area. Therefore, this survey was conducted on April 22 and May 2, 1985 and the results appear in the Potrero Canyon Bird Survey report appearing in Appendix F of this EIR. As expected, the survey did not result in this species being observed, but one could not assert that it would never be found there, as long as a small amount of potentially suitable habitat remains. Regardless of whether Bell's Vireo nests in Potrero Canyon or not, the significance of this coastal riparian habitat for all wildlife should not be overlooked. As previously stated, the proposed project would result in significant, long-term impacts to both the vegetation and wildlife in Potrero Canyon.

Additional wildlife species which could potentially occur in Potrero Canyon are provided in Table IV-4 appearing in the EIR.

2. CALIFORNIA DEPARTMENT OF TRANSPORTATION

2-1 Comment noted. The Department of Recreational Parks intends to coordinate all Pacific Coast Highway mitigation measures with Caltrans.

2-2 See response to comment 1-2 and Appendix F.

- 2-3 See responses to comments 1-1 and 1-2 and Appendix F.
- 2-4 Comment noted. The EIR states on page IV-51 that "the proposed project will require a Stream Alteration Agreement (1601-1603 Permit) from the Department of Fish and Game, as it will alter an existing drainage course and potentially affect biologic resources of the area". All other permits, including that from the U.S. Corps of Engineers, must be secured prior to project implementation.
- 2-5 Comment noted. Although a new California Endangered Species Act went into effect on January 1, 1985, the Act has not yet been implemented.

3. CALIFORNIA COASTAL COMMISSION

- 3-1 Comment noted. The Commission concurs with the EIR.
- 3-2 Comment noted. The Commission concurs with the EIR.
- 3-3 Comment noted. The Commission concurs with the EIR.
- 3-4 This issue is fully addressed in Sections IV-C and IV-H of the EIR.
- 3-5 Alternative park sites were not considered in the DEIR for the following reasons: 1) Potrero Canyon is currently under public ownership as dedicated park property, and therefore must be used, as mandated by Section 170 (b) of the Los Angeles City Charter, for recreational purposes only. Consideration of other park sites would be contrary to the primary objective of the project, which is to develop and manage Potrero Canyon for open space and outdoor passive recreational use; 2) if an undeveloped park site comparable to Potrero Canyon can be found in the Pacific Palisades area, most likely it will be privately-owned property with a high acquisition cost. Sufficient public funds would probably not be available to purchase the site; and, 3) because of the current geologic instability of the Potrero Canyon bluffs, the development

of the canyon as a public park would provide a rare opportunity to stabilize and protect those private properties along the canyon rim threatened by landslide activity. Consideration of alternative park sites would preclude this opportunity.

3-6 The City of Los Angeles has considered alternate methods for stabilizing the canyon slopes. However, due to the complex soil, geologic, and hydrologic conditions in the area, the identified fill alternatives in the DEIR provide the only practical means, at present, for accomplishing both park and slope stabilization objectives.

3-7 See response to comment 1-2, Table IV-4 and Appendix F in the EIR.

4. THE CALIFORNIA STATE COASTAL CONSERVANCY

4-1 Comments noted. The City of Los Angeles Department of Recreation and Parks does not propose to apply to the California State Coastal Conservancy for Coastal Access Program funding.

4-2 See response to comment 3-6.

5. CITY OF LOS ANGELES - DEPARTMENT OF TRANSPORTATION

5-1 The cumulative traffic impact from other proposed projects in the vicinity as well as general area growth were factored into the analysis by assuming a 10 percent increase in traffic volumes on all facilities. This method of estimating traffic growth was suggested by Caltrans because of unknowns regarding land fill scheduling and the scheduling of specific development.

A level of service analysis for the intersection of Sunset Boulevard and Temescal Canyon Road has been conducted to determine the impacts if the fill material were to be obtained from LACFCD sites north of Sunset Boulevard. The intersection capacity utilization (ICU) and level of service (LOS) are:

	<u>ICU</u>	<u>LOS</u>
Existing Conditions	0.51	A
With 10 Percent Growth	0.55	A
With Trucks from LACFCD	0.56	A

The analysis indicates that the trucks hauling fill material from the LACFCD sites will change the ICU from 0.55 to 0.56.

5-2 Based on the following, it has been determined that a comprehensive traffic impact analysis of the local street system serving the proposed park is not warranted. 1) The new park will be a community-level outdoor recreational facility designed for passive, low-intensive use. People will be able to enjoy pleasure walking, picnicking, nature interpretation/environmental education activities (such as a self-guided nature walk), and other recreational opportunities. 2) The park is planned as a recreational adjunct to the existing Palisades Recreational Center. It will mainly serve those neighborhoods surrounding Potrero Canyon. Even though the park will primarily be a local recreational resource, it can have a regional - level impact by serving as an additional attraction to people using the state beach area. Traffic impacts in this case will be restricted to Pacific Coast Highway. 3) It is expected that the majority of park visitors will consist of people who now enjoy the active recreational activities offered at the Palisades Recreational Center, but who will include Potrero Canyon as a part of their total recreational experience. Therefore, existing local traffic conditions will basically remain unaffected.

5-3 See response to comment 5-2.

5-4 No parking facilities are planned to be constructed as part of the Potrero Canyon Park Development Project. It is unknown at this time how many picnic sites, if any, will be provided.

5-5 Comment noted.

6. CITY OF LOS ANGELES - PLANNING DEPARTMENT

6-1 See responses to comment 5-2.

7. CITY OF LOS ANGELES - CITY ENGINEER

7-1 A shortage of available fill can possibly cause an indefinite delay in the fill construction phase of the project. If this should occur during the rainy season (November-April), then the barren fill surface can be subject to soil erosion. As a mitigation measure, appropriate civil engineering and/or landscape design practices will be implemented, as approved by the Department of Building and Safety, in order to control soil erosion on the project site. These include hydroseeding to establish a vegetative cover (and installation of a temporary irrigation system); construction of drainage facilities, check dams, berms and other physical or earthen structures.

7-2 Comment noted. This is acknowledged in the EIR and the summary impact table (Table I-1, Public Safety).

7-3 Comment noted. See response to comment 8-6.

7-4 The general construction steps involved in stalling a soldier pile are as follows:

- 1) With the use of a drilling rig, a hole is bored to some predetermined depth.
- 2) A crane is used to place reinforcing steel in the borehole.
3. A structural concrete slurry is pumped into the hole, ultimately forming a concrete casing around the reinforcing steel. The resulting structure is called a soldier pile or beam.

4. In some cases, tie-backs are installed in order to provide lateral support to the soldier pile.

If soldier piles are to be used as a slope stabilization measure, then access to residential properties abutting the canyon rim may be necessary to allow for equipment set-up and operation. The primary environmental impacts resulting from installation of the soldier piles will be increase noise levels and ground vibrations, and possible disruption to existing ornamental landscaping. Furthermore, fencing and other improvements may have to be temporarily removed to facilitate equipment access. These impacts, however, are short-term, lasting only for the duration of the construction period.

- 7-5 The horizontal drainage system of Occidental's proposed drilling project may have beneficial effects on the stability of the bluffs facing Pacific Coast Highway by lowering the groundwater table. The system may also have secondary beneficial effects by intercepting groundwater normally flowing to Potrero Canyon, thereby increasing the stability of the Canyon's western slopes.

The Occidental Petroleum drilling project is to be located north of Pacific Coast Highway and west of the mouth of Potrero Canyon. The most significant traffic impacts of the drilling project will occur during the construction phase as trucks and worker's vehicles will approach the site on Pacific Coast Highway. The anticipated impacts are similar to those of Potrero Canyon, however, the construction phases of the two projects will most likely not occur simultaneously and will not be additive.

The mitigation measures suggested for each project are similar and compatible because of the proximity of the access points to Pacific Coast Highway. If capital intensive mitigation measures are implemented, such as installing turn lanes and acceleration/deceleration lanes, the two projects should be coordinated to attempt to use the same access facilities.

7-6 The City of Santa Monica has not been consulted.

7-7 The summary environmental impact table (Table I-1) has been revised under the topics of Recreation and Public Safety to reflect this comment.

8. CITY OF LOS ANGELES - DIVISION ENGINEER

8-1 The text of the EIR has been revised to reflect this comment.

8-2 Comment noted. Table I-1 has been revised but still reflects that such construction procedures to provide adequate safety to private properties is generally considered standard practice.

8-3 Comment noted. See response to comment 7-7.

8-4 Comment noted. The text has been modified so that the inference that relative stabilization of the 1972 and 1984 plans would be equal is not made. Further, the text now indicates that appropriate pile depths will be determined by geotechnical analysis of site-specific data.

8-5 This portion of the text has been deleted.

8-6 Construction of the storm drain as proposed in the 1984 plan would require certain necessary mitigative construction procedures to reduce the differential settlement (e.g., higher compactive effort for the fill, special pipe joints, etc.). The 1972 Fill Plan would still not be without its drawbacks. It is still doubted whether a "properly" compacted fill can be constructed across a landslide area without experiencing differential settlement. This would be especially true if it is not physically possible to adequately clean out the canyon bottom, as is general practice, in order to provide a firm, uniform base on which to toe the fill prism for the drain.

9. CITY OF LOS ANGELES - BUREAU OF SANITATION

9-1 Comment noted. References to solid waste have been eliminated in the EIR since this project will not be treated as a municipal waste landfill but rather a grading operation.

10. PACIFIC PALISADES RESIDENTS ASSOCIATION, INC.

10-1 Accurate cost estimates for soldier pile installation, if any are to be used, will depend on such factors as type, number and depth to which they are placed. These factors will be determined after a thorough geological investigation is conducted.

The cost of installing and maintaining soldier piles or other types of slope stabilization structures that may be required along the canyon rim will be borne by the City of Los Angeles.

10-2 During the construction phase of the project, any action requiring the removal or demolition of the Sunspot Motel will be the responsibility of the City of Los Angeles, Department of Recreation and Parks.

10-3 The City of Los Angeles has acquired five of the eight properties that were tentatively identified as requiring the installation of soldier piles (Potrero Canyon Engineering Feasibility Report, October 1984). Depending on how the City intends to use these properties, an alternative means of slope stabilization may be pursued. The remaining three properties that may need soldier piles or other slope stabilization measures are in the vicinity of 615 and 635 Alma Real, and 15215 Friends Street.

10-4 Comments noted. The ecological importance of riparian habitat is indisputable. Since it is becoming a scarce natural resource in the Southern California area, one of the project's objectives is to implement a restoration program aimed at mitigating the loss of riparian habitat. This program will be integral part of the drainage and landscape design efforts.

- 10-5 See response to comment 5-3. The impact on local streets will be negligible as the park is expected to generate no more trips than the existing park currently generates.
- 10-6 Once the park is opened for public use, the northern and southern points of entry/exit onto/from the coastal access trail, which is strictly to be used as a walking trail, will be, respectively, the Palisades Recreation Center, and the mouth of the canyon near Pacific Coast Highway. The point at which the trail will tie into the existing Palisades Recreation Center will be determined during the park planning and design phase- a time when community participation and input will be sought.
- 10-7 Before the height of the fill can be determined with any certainty, a thorough and comprehensive investigation of the geological conditions of the canyon will have to be completed. Until this is done, it can only be said that the final fill height could be anywhere from 40 to 125 feet above the canyon floor. Furthermore, the geological investigation will help to identify those rim properties, if any, that would require the installation of soldier piles (or other slope stabilization structures), and, of course, the engineering specifications of the piles such as the type, number, spacing and the effective depth to which they would have to be placed.

The local street(s) engineering crews would use for access to the affected rim properties can not be determined at this time, but would depend on the location of these properties.

- 10-8 Alternative mitigation measures are identified in the EIR to alleviate the impacts caused by truck traffic to and from the site on Pacific Coast Highway. These measures include installation of a temporary traffic signal at the Canyon entrance and scheduling of truck arrivals and departures to avoid periods of peak traffic flows.

- 10-9 Comment noted.
- 10-10 See response to comment 5-4.
- 10-11 No contact has been made with Caltrans at this point in time.
- 10-12 Monitoring of ground vibrations during the construction period will be mandatory and enforced.
- 10-13 Some homeowners adjacent to the rim of Potrero Canyon actually have property boundaries that extend down the slope face. A high fill height, say 125 feet, may cause an encroachment onto their properties. In this case, the City of Los Angeles would have to obtain easements from the affected property owners for the purpose of constructing and maintaining the fill. Furthermore, certain rights-of-way might be required if access to private properties is needed in order to install and maintain soldier piles.

The fill construction phase of the project will be totally conducted on park land. No fill material will be hauled over private property.

- 10-14 Placement of the drainage system in the canyon may reduce the groundwater recharge capacity, since water would not be channeled into the natural stream bed. However, from the standpoint of regional hydrology, this impact is expected to be negligible.
- 10-15 Comment noted. It is the intention of the Department of Recreation and Parks to inform the public of any major modifications to the park development project in the event such changes occur.
- 10-16 No significant cumulative impacts are expected to result if the Occidental Petroleum project is approved. An incremental increase in truck traffic on Pacific Coast Highway is expected if both projects are undertaken during the same period.

Mitigation measures recommended for both projects will minimize impacts to peak hour traffic and site exit and entry operations. Specific traffic engineering details will be coordinated with Caltrans at the time permit applications are made. Also, see response to comment 7-5.

10-17 See response to comment 10-3.

10-18 Noise impacts resulting from soldier pile installation have been addressed in Section IV-G of the EIR. As indicated, a short-term (three day) period, during daytime hours of increased noise levels will result at each property where soldier piles, if any, are required.

10-19 The planned recreational use of Potrero Canyon is an aesthetic, pedestrian linkage between Palisades Recreation Center and Will Rogers State Beach. The use of motorized bikes and vehicles in the park will be prohibited; however, vehicular access will be provided for emergency and service vehicles.

Potrero Canyon will be strictly a day-use park, to be opened during hours which won't create a nuisance to community residents. Any disturbances or illegal activities within the park will be responded to by local police personnel and/or park rangers.

10-20 The piles will not prevent spalling (a relatively minor, near-surface slope instability problem), but neither will their installation be expected to cause spalling. The piles are intended to either "pin" the strata together or act as a subsurface retaining wall to prevent the slippage of lot pads behind (upslope of) the piles.

11. PETRA YORK

11-1 See response to comments 10-6 and 10-19. Maintaining the park in its natural state, to the extent possible, is one of the principal project objectives. Fire protection requirements for the proposed park are specified in the letter from City of Los Angeles Fire Department appearing at the end of this appendix.

11-2 Comment noted.

11-3 Comment noted.

12. IRMA AND JORGEN MOLLER

12-1 Comments noted.

13. GEORGE J. TAUXE

13-1 Comments noted. See response to comments 8-1 through 8-6.

It should be pointed out that the EIR was not intended to infer that the level of the fill proposed under the 1984 fill plan would provide the same degree of stabilization as the 1972 fill plan. If Mr. Tauxe had the opportunity to review the Engineering Feasibility report, it is believed many of his concerns would have been allayed by its demonstrating the engineering analyses and other criteria (e.g., time fill availability, cost and environmental constraints) on which a balanced plan was formulated. It is obvious that Mr. Tauxe is a well-qualified critic and many of his comments are well taken. However, his desire for a plan which proposes filling to a much higher level, while it could provide maximum slope stability, would not be practical or feasible. The 1984 fill plan represents the minimum level of fill recommended, but would not preclude the possibility of raising it, if or when it becomes necessary or advantageous to do so.

14. MARTHA F. PATTERSON

14-1 Comments noted.

15. PATRICIA AND GEORGE F. WELLER

15-1 Comment noted.

15-2 The proposed Potrero Canyon Park will serve not only to provide pedestrian access from the Palisades Recreation Center for community residents but will also have the added benefit of slope stabilization in existing landslide areas.

15-3 Comment noted.

15-4 See response to comment 1-2.

15-5 See response to comment 10-19.

15-6 Comment noted.

16. ALEXANDER M. MAN

16-1 The large slide area that exists just below Via De Los Olas and to the west of the mouth of Potrero Canyon is primarily under the jurisdiction of the City of Los Angeles Department of Recreation and Parks. Stable plant communities have established themselves on the slide making it a suitable habitat area for various birds and animals. Therefore, resident and migrant wildlife species in Potrero Canyon that will be displaced during the construction of the park can, by using an "escape" corridor located behind the Sunspot Motel, find their way to the slide area which offers shelter, escape cover and forage (incorporated as a mitigation measure, page IV-21).

Because the slide area is an unstable land mass, it will not be improved or developed as a wildlife preserve, but rather, left in its natural state as an open space resource.

16-2 Comment noted. The EIR states on Page IV-21 that "surface water flows should be maintained as great as possible in order to provide water for wildlife". This mitigation measure will be essential to any effort to restore the riparian habitat.

INTER-DEPARTMENTAL CORRESPONDENCE

April 19, 1985

TO: Department of Recreation and Parks
Attention: Mr. David Attaway
City Hall East, Room 1290

FROM: Fire Department

SUBJECT: PRE-DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
PROPOSED POTRERO CANYON PARK DEVELOPMENT PROJECT

PROJECT LOCATION - NORTH OF PACIFIC COAST HIGHWAY,
SOUTH OF SUNSET BOULEVARD, WEST OF ALMA REAL DRIVE,
AND EAST OF SWARTHMORE AVENUE - ALSO KNOWN AS
PALISADES PARK

The following comments are furnished in response to your request for this Department to review the proposed project.

The proposed project would have a cumulative impact on fire protection services. Criteria established by the Fire Department, as referenced in the Fire Protection and Fire Prevention Plan are as follows.

All recreational development shall have two different ingress/egress roads in two different directions which will accommodate major Fire Department apparatus. Access for Fire Department apparatus and personnel to all areas of the canyon fill shall be required. Private roadways for general access use and fire lanes shall conform to the standard street dimensions shown on the Department of Public Works Standard Plan D-22549.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed those portions shall not be less than 28 feet in width.

Adequate public and private fire hydrants shall be required. Their number and location to be determined after the Fire Department's review of the plot plan.

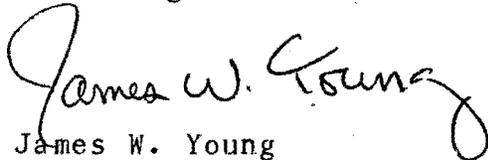
The fire-flow requirement for this project is 1000 gallons per minute (G.P.M.). A residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing.

Department of Recreation and Parks
April 19, 1985
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Definitive plans and specifications shall be submitted to this Department, and requirements for necessary permits satisfied prior to commencement of any portion of this project.

For any additional information, please contact our Engineering and Hydrant Unit, at 485-5964.

DONALD O. MANNING
Chief Engineer and General Manager



James W. Young
Battalion Chief, Commander
Engineering and Research Section

JWY:RC:pr:1591E

cc: Councilman Marvin Braude
Environmental Quality Board
Department of Water and Power
Battalion Chief S. A. Lenz, Planning Section

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: November 19, 2020

To: Patrick Schmidt, Manager
Geotechnical Engineering Division

Attn: Pedro Garcia, Project Manager



Digitally signed by Maria Martin
DN: cn=Maria Martin, o=Department of
Public Works, ou=Bureau of Engineering,
email=maria.martin@lacity.org, c=US
Date: 2020.11.19 09:27:35 -0800

From: Maria Martin, Manager
Environmental Management Group

Subject: **ADDENDUM TO POTRERO CANYON PARK EIR (SCH NO. 84091901) –
PREPARED PURSUANT TO CEQA GUIDELINES SECTIONS 15162 AND
15164**

This document is an Addendum to the previously certified Environmental Impact Report (EIR) prepared for the Potrero Canyon Park project (Project) pursuant to the California Environmental Quality Act (CEQA). The purpose of this Addendum is to determine if proposed landscaping activities require additional CEQA analysis and, if so, to perform the required analysis.

Project Overview and History

Potrero Canyon was originally purchased by the City of Los Angeles in the 1960's. The City subsequently transferred jurisdiction of the property to the Department of Recreation and Parks (RAP). When completed, the canyon portion of the Project will serve as a City park, operated and maintained by RAP. The Potrero Canyon Park will encompass approximately forty-eight (48) acres and will be a passive-use park with walking trails, a riparian zone, and a grassy meadow area.

Throughout its history, Potrero Canyon has experienced numerous landslides, due to the instability of its canyon walls, resulting in damage to many homes and properties. From 1964 to 1975, RAP purchased properties along the canyon rim, with the goal of stabilizing the canyon and extending the Palisades Recreation Center. Due to litigation settlement, the City was later obligated to purchase an additional twenty-two (22) properties along the canyon rim.

In 1986, RAP authorized a comprehensive study by Kovacs Byer, Inc., (later J. Byer Group) to evaluate proposed plans to fill the canyon in order to stabilize it and to create a park. The Project began in 1988 and consisted of multiple phases. The first phase, completed in 1990, consisted of cleaning out the canyon and installing a storm drain. The second phase consisted of large-scale import and compaction of fill in the canyon. It also included removal of landslide debris and benching of stabilizing fill-slopes into the

canyon walls. Numerous sub-drains were installed. In 2004, grading stopped due to a lack of funding, leaving the canyon grading approximately 35% incomplete.

On October 27, 2004, the City Council adopted a motion (Council File 04-1587) which instructed RAP and the Department of Public Works, Bureau of Engineering's Geotechnical Engineering Division (GED) to complete the Project. As part of this process, GED evaluated the existing canyon conditions, prepared a scope of work and schedule, and prepared preliminary grading plans for the canyon. GED was also instructed to review the geotechnical conditions of the twenty-two (22) City-owned lots and to prepare real estate disclosure reports for the lots to be sold. All of these properties have now been sold. The proceeds of those sales are being used to complete the Project, including slope stabilization, grading, landscaping and park development.

The Potrero Canyon Community Advisory Committee was formed in 2007 to solicit the community's questions, concerns, and suggestions, and to ensure that they were addressed and incorporated into the Project design. Regular meetings were held with the Committee throughout the design process.

In December 2010, MARRS Services Inc. was retained to produce final grading and landscaping plans to complete the Project. MARRS Services, Inc. prepared the plans and specifications under the direction of GED. In April 2018, the Board of Recreation and Park Commissioners approved the advertising and award of the grading contract for the park, which was subsequently awarded to OHL USA, Inc (RAP Board Report No. 18-124). Construction of the grading phase of the project was completed in August 2020. The landscaping plans for the park are now complete and ready to be advertised for construction.

Previous Environmental Documentation

The Project was previously evaluated for environmental impacts in accordance with the California Environmental Quality Act (CEQA). A final Environmental Impact Report (EIR) (State Clearinghouse No. 84091901) for the Project was certified by the Board of Recreation and Parks on June 28, 1985. Work completed to date (importation of fill, placement of fill, grading to stabilize slopes) has been done pursuant to this certified EIR. As project mitigation, the EIR required restoration of the riparian area that had existed prior to the Project and development of the site as a park.

Current Approval Action

At an upcoming meeting, the Board of Commissioners of the Department of Recreation and Parks will consider the approval of the landscaping plans for the Project and will authorize the advertising of a contract for bid and award.

The Following Landscaping Activities Were Addressed in the Certified EIR and Do Not Require Additional CEQA Analysis

The landscaping activities listed below were addressed and evaluated in the previously certified EIR; the sections of the EIR where these are discussed are referenced in parentheses.

- Clearing and grubbing (discussed in Sections II and IV.A of the EIR).
- Reconstruction of the Palisades Recreation Center parking lot; including paving, striping of parking stalls, installation of ADA signage and paths, and planting of trees and shrubs in the center parking lot island (Sections II and IV.F).
- Minor grading – cut and fill from existing stockpiles; including buttressing of over-steepened slopes at the mouth of the canyon nearest to Pacific Coast Highway (Sections II, IV.A and IV.B).
- Installation of irrigation systems throughout the canyon (Sections II and IV.D).
- Installation of landscaping; including plants, decorative boulders and informational signs (Sections II and IV.D).
- Construction of a new Pre-fabricated restroom at the top of the canyon including; construction of restroom foundation pad, installation of restroom model and connection to utilities, and planting along the exterior walls (Section II and IV.I).
- Construction of perimeter fencing around the entire canyon (Section II and IV.I).
- Construction of fencing around riparian zones and paths (Section II and IV.D).
- Construction of soil cement access road (Section II and IV.I).
- Construction of scenic overlooks; including benches, trash cans and DG paths to the overlooks (Section II and IV.I).
- Construction of approximately 700-LF of 12” to 24” storm drain line (Section II and IV.C).
- Construction of a DG path connecting the entrance at Friends Street to park trails (Section II and IV.I).
- Erosion control / SWPPP implementation (Section II and IV.B).

The threshold question in evaluating whether the above activities require additional analysis under CEQA is determining whether the proposed activities are such that they would require additions or changes to the EIR (CEQA Guidelines Section 15164(a)). Each of the activities listed above has been discussed and evaluated in the previously certified EIR (in the referenced sections) and therefore, pursuant to Section 15164(a), they do not require any additions or changes to the EIR. Thus, they have been fully evaluated in the certified EIR and no additional CEQA analysis is needed.

The Proposed Construction of a Pump Station and Force Main Does Require Additional CEQA Analysis and This Addendum is the Appropriate Document for that Analysis

In addition to the activities discussed above, the landscaping plans also include the following:

- Construction of a pump station to recycle stormwater runoff into the riparian system.
- Construction of approximately 700-LF 6" PVC force main to supply water for riparian zone.

As discussed above, the previously certified EIR required construction of a riparian zone as mitigation and the proposed landscaping work includes activities to complete construction of the riparian zone. The pump station and PVC force main will carry water from the mouth of Potrero Canyon (adjacent to Pacific Coast Highway) to the top of the canyon (near the Recreation Center) and deliver the water to the riparian zone. The pump station and force main are needed to construct the riparian zone required by the EIR. Though the EIR requires the establishment of a riparian zone, it does not specify the means for carrying the continuous supply of water that is necessary to sustain a riparian area. During project design it was determined that a pump station and force main would be an effective means of providing water to the riparian zone.

Since the EIR did not include construction of a pump station and force main as part of the riparian restoration, these project elements were not specifically addressed or evaluated in the EIR. Thus, pursuant to CEQA Guidelines Section 15164(a), the construction of the pump station and force main are additions to the project and will require additional analysis under CEQA. If a project activity requires additions to the EIR, these additions may be made either through an addendum or through a subsequent EIR.

Sections 15162 and 15164 of the CEQA Guidelines establish the procedure for determining whether an addendum or a subsequent EIR is the appropriate document to make additions to the EIR. Section 15164(a) states: "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

As discussed above, the proposed construction of a pump station and a force main is an addition to the project for the purposes of Section 15164(a). Whether an addendum or subsequent EIR should be prepared is determined by the conditions set forth in CEQA Guidelines Section 15162.

Section 15162 calls for the preparation of a subsequent EIR (rather than an addendum) when any of the following have occurred:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, such as:
 - One or more significant effects was not discussed in the previous EIR;
 - Significant effects previously examined will be substantially more severe;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects.

The pump station and force main are not substantial changes to the project and do not require major revisions of the certified EIR. The pump station and force main are the means for providing a water supply to the riparian zone, which the EIR requires as project mitigation. The purpose of the force main is to convey water and deliver it to the required riparian area. As such, the pump station and force main are functionally equivalent to the storm drain pipes for delivery of water to the riparian area that are part of the Project as evaluated in the EIR.

There have been no substantial changes with respect to the circumstances under which the project is undertaken. Most of the project has been completed since the EIR was certified. The current circumstances under which the landscaping activities will take place are a result of the Project work that has been completed so far. The landscaping activities are the last steps needed to complete the Project described in the EIR.

No new information of substantial importance is available which shows that the pump station or force main would have significant effects not discussed in the previous EIR or would increase the severity of previously examined effects. The environmental effects from construction of the pump station and force main are no more severe than the effects from the construction of storm drain pipes. These effects were evaluated in the EIR and we found to be less-than-significant. Similarly, the environmental effects of the pump station and force main are also less-than-significant.

Since the impacts from the pump station and force main are less than significant, there is no need to add or change any of the mitigation measures included in the EIR.

Conclusion

This Addendum is the appropriate CEQA document to assess and disclose the effects of constructing a pump station and force main for the following reasons:

- No substantial changes are proposed to the Project which will require major revisions of the previously certified EIR;
- No substantial changes have occurred with respect to the circumstances under which the Project is being undertaken; and

November 19, 2020

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- No new information of substantial importance relating to significant effects has been identified.

The analysis in this Addendum has shown that the environmental impacts of the construction of the pump station and force main are less-than-significant.

If you have questions about this document, please contact Norman Mundy of my staff at (213) 485-5737 or Norman.Mundy@lacity.org.

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