WHITE POINT LANDSLIDE

May 2018 Status Report
Recommended Immediate Measures  
(Estimate $12.96 Million)

FUNDING APPROVED BY CITY COUNCIL ON:

AUGUST 28, 2012, $6.23 MIL (CF 12-0600-S162, CAO 0540-00009-0014)
OCTOBER 23, 2012, $1.41 MIL (CF 12-0600-S166, CAO 0116-00001-0000)
MAY 28, 2013, $1.5 MIL (CF 13-0469, CAO 0640-01399-0011)
APRIL 11, 2014, $3.82 MIL (CF 13-1498, CAO 0640-01399-0062)

Status For Immediate Repairs

Install additional monitoring points – Done
Grade surface topography around landslide edge – Done
Install series of passive drains – Done
Slope anchor system – Done
Earthwork / Street Improvements - Done

Schedule For Permanent Repairs

Restore Permanent Right-of-way along Paseo Del Mar:
Pre-Design: January 2015 - July 2018
Design: July 2018 - July 2019
Right of Way/Approvals: July 2019 - June 2020
Bid and Award: June 2020 - April 2021
Construction: April 2021 - April 2023
White Point Landslide Status Report May 22, 2018

This Status Report provides a progress summary of the activities for the White Point Landslide for the period from March 2016 to May 2018. Attached are the tables and graphs of the instrumentation data, with latest readings performed in April 2017.

Construction Activities for the Period from March 2016 to May 2018

The contractor John S. Meek had completed a majority of the work for the White Point Landslide – Earthwork / Street Improvement project when it was discovered that the dewatering drains had become partially disconnected near the rip rap at the bottom of the slope. Additional scope was added to construct pipe anchors and welds to secure the dewatering drains. The contractor completed this project on June 30, 2016.

Photos 1 and 2 – Completed dewatering drains with anchors at the bottom of the slope.

Permitting Activities for the Period from March 2016 to May 2018

Immediate repairs of the landslide were performed under an Emergency Coastal Development Permit with the condition that a Regular Coastal Development Permit would be obtained once the work was completed. Since work has been completed, the City has submitted a Regular Coastal Development Permit application for the project. The California Coastal Commission has reviewed our application and requested additional information regarding the purpose of the rip rap and its effects on the bluff and beach.

To assist in preparing responses to the Coastal Commission’s questions, AECOM has been retained to perform a study of the rip rap. The study will be completed by July 2018 at which point the report will be sent to the Coastal Commission for review.
Current Activities

The City is currently in the Pre-Design phase of restoring the portion of the roadway destroyed by the landslide. This project is called the Paseo Del Mar Permanent Restoration project. On May 28, 2016, AECOM published a Pre-Design Report providing an overview of three options to restore the roadway: a single span bridge, a tied-back wall option and a reinforced earth slope option. The preferred repair option is the single span bridge option.

On March 30, 2016, the City retained AECOM to provide environmental documentation services for this project. An Initial Study was performed in October 2016 followed by the preparation of an Environmental Impact Report (EIR). The EIR was finalized in February 2018 and will be presented to the Board of Public Works for adoption, and subsequently to City Council for approval.

Design of the Permanent Restoration project is pending approval of funding.
White Point Landslide
San Pedro District
Los Angeles, California

CUMULATIVE DISPLACEMENT AT BORING B-1

May 2018
CUMULATIVE DISPLACEMENT AT BORING B-7

White Point Landslide
San Pedro District
Los Angeles, California

May 2018 FIG. 4
Cumulative Displacement at Boring B-9

White Point Landslide
San Pedro District
Los Angeles, California

May 2018
CUMULATIVE DISPLACEMENT
AT BORING B-10

White Point Landslide
San Pedro District
Los Angeles, California

May 2018
CUMULATIVE DISPLACEMENT AT BORING B-12

White Point Landslide
San Pedro District
Los Angeles, California

May 2018

FIG. 8
NOTES
1. Anchor Installation started November 12, 2013
2. When VWP piezometric elevations equals VWP elevation, the groundwater is at or below the VWP
3. Where data is discontinuous, dataloggers were out of service.
4. VWP B-9 and VWP B-11 are out of service since 2014.
## White Point Landslide

### Table 1

**DynaForce Sensor Readings**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3.4.2</td>
<td>35.4</td>
<td>35.8</td>
<td>36.2</td>
<td>36.6</td>
<td>36.2</td>
<td>36.7</td>
<td>37.0</td>
</tr>
<tr>
<td>1/1/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/3/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/5/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/7/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/9/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/11/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/13/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/15/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/17/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/19/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/21/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
<tr>
<td>1/23/2014</td>
<td>NR</td>
<td>NR</td>
<td>36.2</td>
<td>NR</td>
<td>36.2</td>
<td>36.2</td>
<td>36.2</td>
</tr>
</tbody>
</table>

**Notes:** NR=Not Recorded
### Anchor C-1

**Sensor ID**  | **Cable No.** | **Sensor ID**  | **Cable No.** | **Sensor ID**  | **Cable No.** | **Sensor ID**  | **Cable No.**
--- | --- | --- | --- | --- | --- | --- | ---

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/5/2016</td>
<td>35.7</td>
<td>73</td>
<td>34.5</td>
<td>72</td>
<td>37.1</td>
<td>72</td>
<td>36.7</td>
</tr>
<tr>
<td>8/15/2016</td>
<td>33.9</td>
<td>73</td>
<td>34.8</td>
<td>72</td>
<td>37.2</td>
<td>72</td>
<td>37.0</td>
</tr>
</tbody>
</table>

**Notes:** NR=Not Recorded

### Anchor G-1

**Sensor ID**  | **Cable No.** | **Sensor ID**  | **Cable No.** | **Sensor ID**  | **Cable No.** | **Sensor ID**  | **Cable No.**
--- | --- | --- | --- | --- | --- | --- | ---

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/5/2016</td>
<td>32.5</td>
<td>71</td>
<td>33.7</td>
<td>71</td>
<td>35.1</td>
<td>72</td>
<td>45.7</td>
</tr>
<tr>
<td>8/15/2016</td>
<td>32.4</td>
<td>71</td>
<td>33.6</td>
<td>71</td>
<td>35.2</td>
<td>72</td>
<td>46.1</td>
</tr>
</tbody>
</table>