ORDINANCE NO. 183969

An ordinance of the City of Los Angeles finding that the public interest and necessity require the condemnation of a permanent subsurface sewer easement and a 33-month temporary construction easement after the project commences of property and improvements located in Playa del Rey for the construction and ongoing maintenance of the Venice Dual Force Main Project, a public use.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. The Council of the City of Los Angeles resolves, finds and determines that the public interest and necessity require the condemnation of a permanent subsurface sewer easement and a 33-month temporary construction easement after the project commences of property located in Playa del Rey for the construction and ongoing maintenance of the Venice Dual Force Main Project; that the project is planned and located in a manner that will be most compatible with the greatest public good and the least private injury; that the property described in this ordinance is necessary for the proposed project; and that an offer required by Government Code §7267.2 has been made to the owners of record.

Sec. 2. The property is to be acquired for public purposes under the authority of the California Constitution, Article 1, §19; Government Code §37350.5; and Code of Civil Procedure §§1240.010 through 1240.050.

Sec. 3. The property to be acquired is located in the City of Los Angeles, County of Los Angeles, State of California, with the exception of Lots 11, 12, 13, 14 and 15, which are located in the County of Los Angeles. The interests to be acquired is a permanent subsurface easement and a temporary construction easement for 33 months after the project commences of property and improvements fully described and depicted in maps attached to this ordinance collectively as Exhibit A. The properties are also identified as Assessor's Parcel Numbers 4116-035-900, 4116-001-013, 4225-013-904, 4224-013-900, 4224-013-901 and 4224-001-901. The legal descriptions of the interests to be acquired are attached to this ordinance collectively as Exhibit B.

Sec. 4. The use for which the properties are sought to be taken is a more necessary public use than the use to which the properties are currently appropriated under the authority of Code of Civil Procedure §§1240.610 through 1240.700.

Sec. 5. At least 15 days written notice has been given by First Class mail to each person whose property is to be acquired by eminent domain. The notice advised each of these persons of the intent of the Council to adopt this ordinance and of the right to appear and be heard by the Council. Each owner who so requested was given an opportunity to appear and be heard by the Council.

Sec. 6. The City Attorney is authorized to commence an action in eminent domain to acquire the property and improvements. The City Attorney is also authorized to obtain the necessary court order granting the City possession prior to judgment.

Sec. 7. The City has taken reasonable efforts to acquire the property and improvements by negotiation, but has been unsuccessful.

Description Approved: _____
Robert Castillo, Senior Title Examiner

Sec. 8. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of NOV 1 3 2015.

HOLLY L. WOLCOTT, City Clerk

By _____
Deputy

Approved 11/19/15

_____
Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
PETER E. LANGSFELD
Deputy City Attorney

Date: 8-2-15

File No(s). CF 08-0504

m:\real prop_env_land use\real property_environment\peter langsfeld\venice dual force main\resolution of necessity\ordinance.doc

DECLARATION OF POSTING ORDINANCE

I, VERONICA COLEMAN-WARNER, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No.183969 –**The City of Los Angeles finding that the public interest and necessity require the condemnation of a permanent subsurface sewer easement and a 33-month temporary construction easement after the project commences of property and improvements located in Playa del Rey for the construction and ongoing maintenance of the Venice Dual Force main Project, a public use** - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **November 13, 2015**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **November 20, 2015** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **November 20, 2015** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

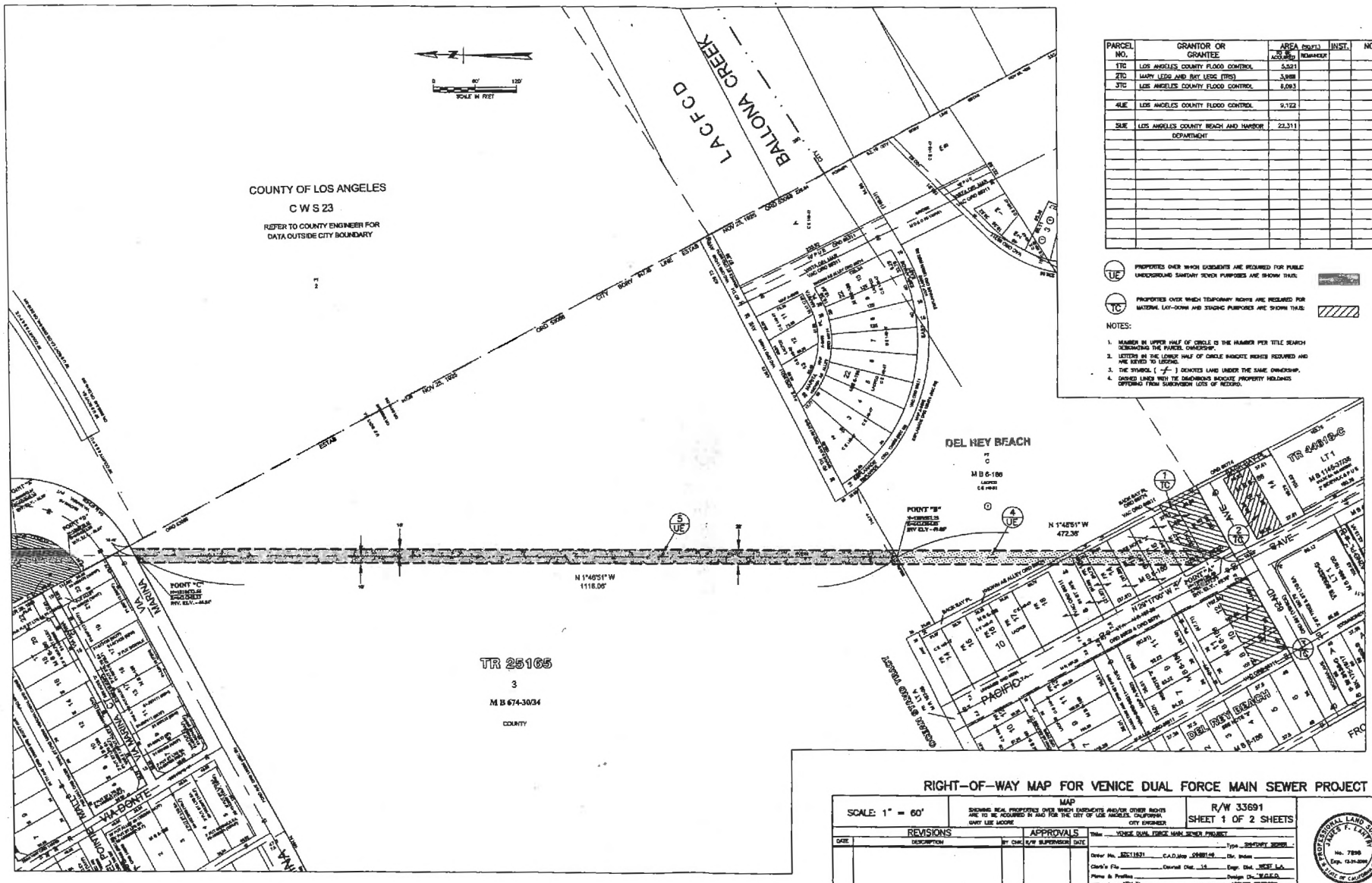
Signed this **19th** day of **November, 2015** at Los Angeles, California.

Veronica Coleman-Warner

Veronica Coleman-Warner, Deputy City Clerk

Ordinance Effective Date: **December 30, 2015** **Council File No. 08-0504**

EXHIBIT A



PARCEL NO.	GRANTOR OR GRANTEE	AREA (SQ.FT.) TO BE ACQUIRED	REMAINDER	INST.	NOTES
1TC	LOS ANGELES COUNTY FLOOD CONTROL	5,521			
2TC	MARY LEDG AND RAY LEDG (TPS)	3,988			
3TC	LOS ANGELES COUNTY FLOOD CONTROL	8,093			
4UE	LOS ANGELES COUNTY FLOOD CONTROL	9,122			
5UE	LOS ANGELES COUNTY BEACH AND HARBOR DEPARTMENT	22,311			

UE — PROPERTIES OVER WHICH EASEMENTS ARE REQUIRED FOR PUBLIC UNDERGROUND SANITARY SEWER PURPOSES ARE SHOWN THUS:

TC — PROPERTIES OVER WHICH TEMPORARY RIGHTS ARE REQUIRED FOR MATERIAL LAY-DOWN AND STAGING PURPOSES ARE SHOWN THUS:

NOTES:

1. NUMBER IN UPPER HALF OF CIRCLE IS THE NUMBER PER TITLE SEARCH DESIGNATING THE PARCEL OWNERSHIP.
2. LETTERS IN THE LOWER HALF OF CIRCLE INDICATE RIGHTS REQUIRED AND ARE KEYED TO LEGEND.
3. THE SYMBOL (⊥) DENOTES LAND UNDER THE SAME OWNERSHIP.
4. DASHED LINES WITH TIE DIMENSIONS INDICATE PROPERTY HOLDINGS DIFFERING FROM SUBDIVISION LOTS OF RECORD.

RIGHT-OF-WAY MAP FOR VENICE DUAL FORCE MAIN SEWER PROJECT

SCALE: 1" = 60'

MAP
SHOWING REAL PROPERTIES OVER WHICH EASEMENTS AND/OR OTHER RIGHTS ARE TO BE ACQUIRED IN AND FOR THE CITY OF LOS ANGELES, CALIFORNIA
GARY LEE MOORE
CITY ENGINEER

R/W 33691
SHEET 1 OF 2 SHEETS

REVISIONS			APPROVALS	
DATE	DESCRIPTION	BY CHK	R/W SUPERVISOR	DATE

Title: VENICE DUAL FORCE MAIN SEWER PROJECT
Type: SANITARY SEWER
Order No. SEC11631 C.A.D.Map 094B144 Div. Index
Clerk's File Course Dist. 11 Engr. Dist. WEST LA
Plans & Profiles Design Div. W.E.D.
Office Work ESH TA Checked By ARTURO CONDERO
Approved 3-23 20 09 R/W Supervisor

LICENSED PROFESSIONAL LAND SURVEYOR JAMES F. LAWRENCE No. 7896 Exp. 12-31-2010 STATE OF CALIFORNIA

R/W 33691

FINAL MAP

DATE: 03-17-2009

PARCEL NO.	GRANTOR OR GRANTEE	AREA 00/71 ACQUIRED	REMAINDER	INST.	NOTES
SUE	COUNTY OF LOS ANGELES	8,556			
GFC	COUNTY OF LOS ANGELES	30,624			
SA	COUNTY OF LOS ANGELES	403			

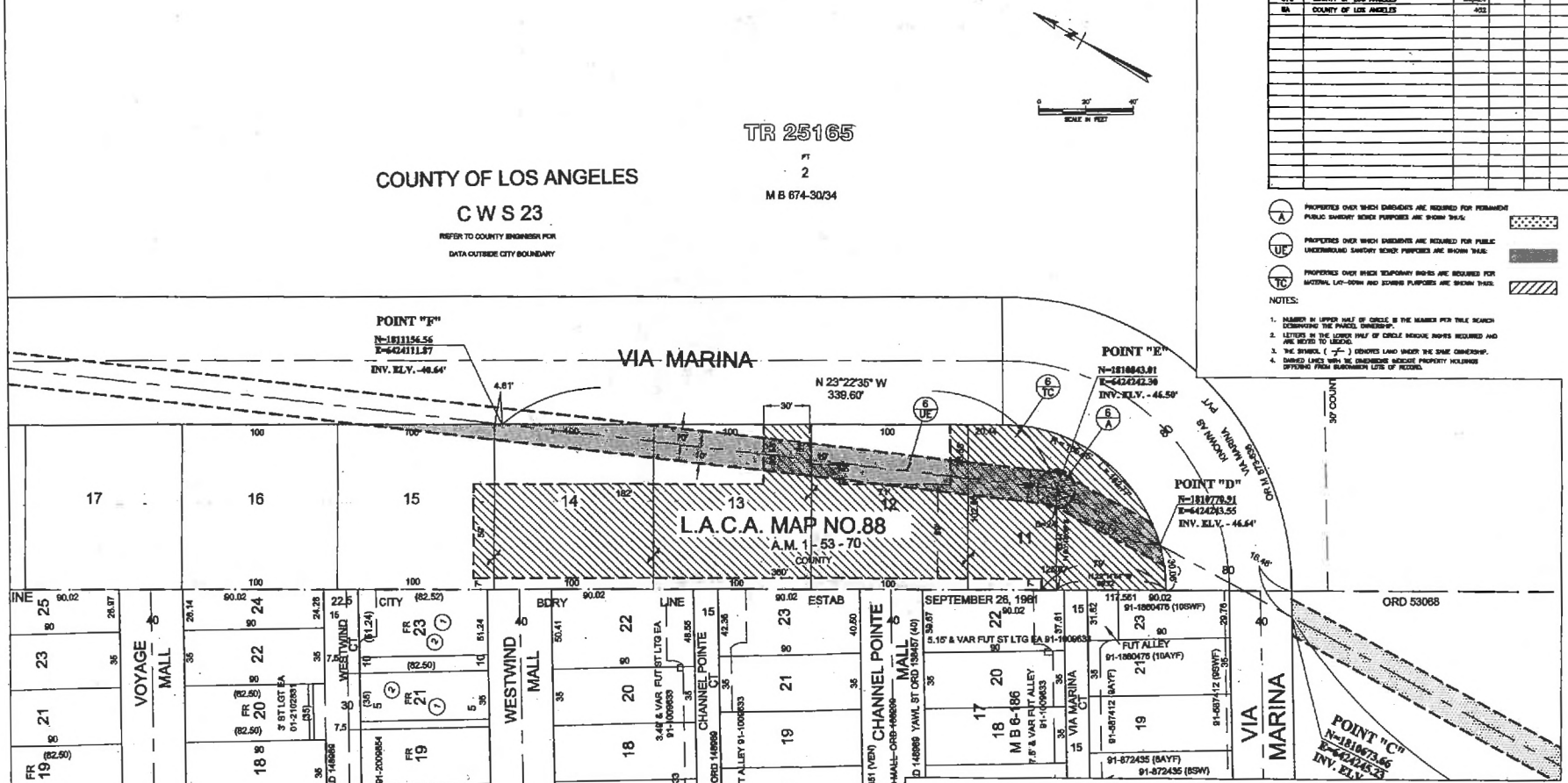
(A) PROPERTIES OVER WHICH EASEMENTS ARE REQUIRED FOR PERMANENT PUBLIC SANITARY SEWER PURPOSES ARE SHOWN THUS:

(UE) PROPERTIES OVER WHICH EASEMENTS ARE REQUIRED FOR PUBLIC UNDERGROUND SANITARY SEWER PURPOSES ARE SHOWN THUS:

(TC) PROPERTIES OVER WHICH TEMPORARY RIGHTS ARE REQUIRED FOR MATERIAL LAY-DOWN AND STORAGE PURPOSES ARE SHOWN THUS:

NOTES:

1. NUMBER IN UPPER HALF OF CIRCLE IS THE NUMBER PER TITLE SEARCH DESIGNATING THE PARCEL OWNERSHIP.
2. LETTERS IN THE LOWER HALF OF CIRCLE INDICATE RIGHTS REQUIRED AND ARE KEYED TO LEGEND.
3. THE SYMBOL (⊥) DENOTES LAND UNDER THE SAME OWNERSHIP.
4. DASHED LINES WITH THE DIMENSIONS INDICATE PROPERTY HOLDINGS DIFFERING FROM SUBDIVISION LOTS OF RECORD.



RIGHT-OF-WAY MAP FOR VENICE DUAL FORCE MAIN SEWER PROJECT

(THIS SHEET SUPERSEDED SHEET 2 OF THE R/W MAP 33691 APPROVED 03-23-2009)

SCALE: 1" = 20'

MAP

SHOWING REAL PROPERTIES OVER WHICH EASEMENTS AND/OR OTHER RIGHTS ARE TO BE ACQUIRED IN AND FOR THE CITY OF LOS ANGELES, CALIFORNIA

BRY LINE MOORE

CITY ENGINEER

R/W 33691

SHEET 2 OF 2 SHEETS

REVISIONS

DATE	DESCRIPTION	BY	CHK

APPROVALS

R/W SUPERVISOR	DATE

Title: VENICE DUAL FORCE MAIN SEWER PROJECT

Type: SANITARY SEWER

Order No. 22211631 C.A.D. Map 0969.09 Div. Index

Clerk's File Council Dist. 14 Engr. Dist. WEST L.A.

Plans & Profiles Design Div. W.E.D.

Office Work BY: D. Checked By THERON BRADLEY

Approved DEC. 07 2009 R/W Supervisor

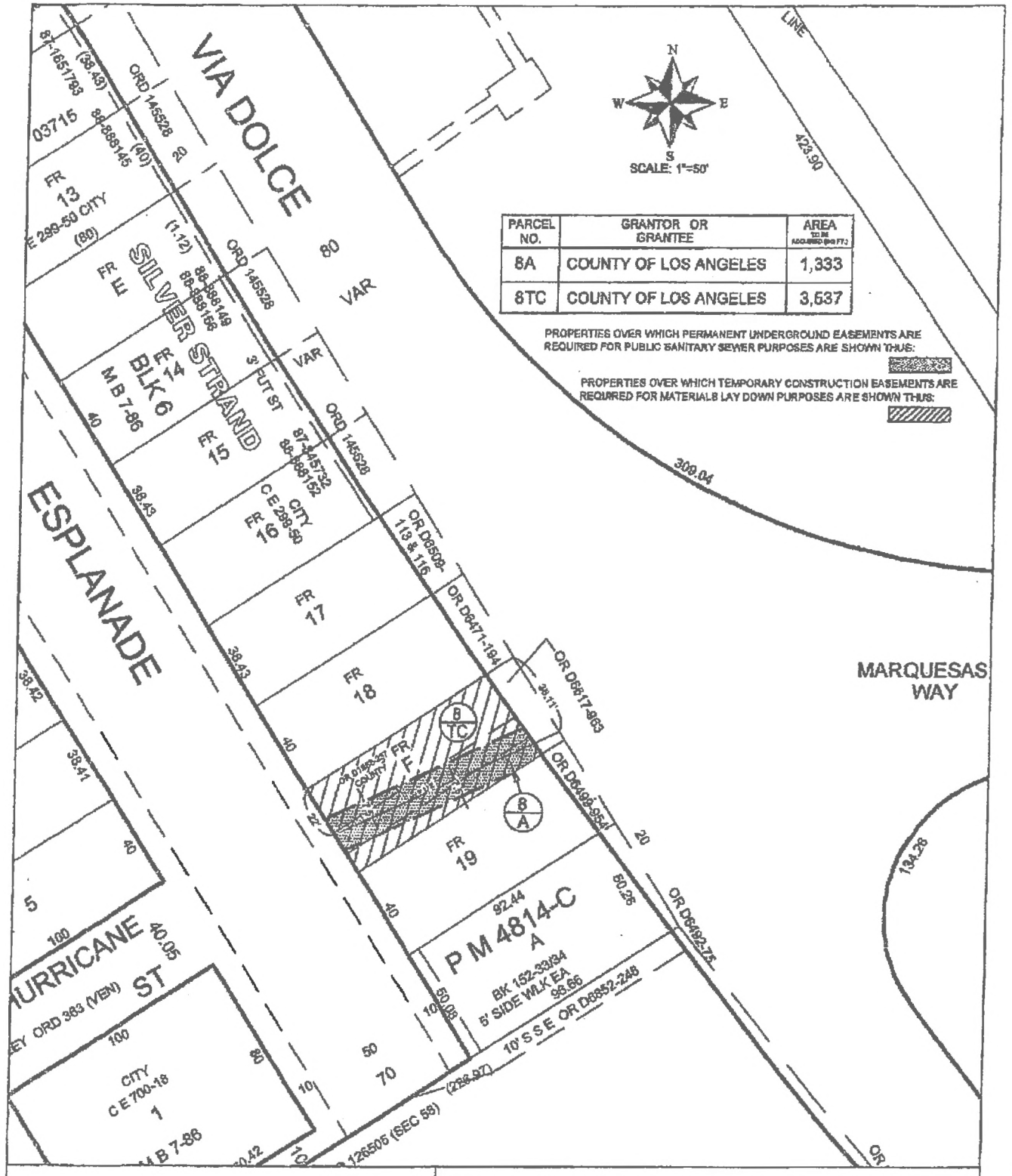
PROFESSIONAL LAND SURVEYOR ANTONIO R. CORDERO EXP. 12-31-10 NO. 7231 STATE OF CALIFORNIA

U:\ROW\ROWMAPS\R33691\r33691.dwg DATE: 12-08-2009

FINAL MAP

R/W 33691

PAGE W/R



R/W 33691

D.M. 103.5A147

W.O. SZC11631

EXHIBIT MAP FOR VENICE DUAL FORCE MAIN SEWER PROJECT

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SURVEY DIVISION

Gary Lee Moore, P.E., City Engineer

EXHIBIT B

EXHIBIT A

File with: Ballona Creek 103
Affects : Parcels Nos. 104, 125, 126, & 127
17-RW 11.2
A.I.N. 4116-035-900 (Portion)
T.G. 702-A2
I.M. 084-137 & 099-137
S. D. 4
M1523001

Sanitary Sewer Easement
R/W 33691 — 4UE
W. 0. SZC11631
D.M. 096B149

Those portions of Lots 13 through 18, inclusive, in Block 11, and of Lot C, all of Del Rey Beach Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 6 Page 186 of Maps in the office of the Registrar-Recorder/County Clerk of said county, together with that portion of Back Bay Place, 10.00 feet wide, adjoining on the northeasterly line of said Lots 13 and 14, and of 61st Ave, formerly Hazeltine Avenue, both vacated by Ordinance No. 86311 of said city, within a strip of land, 20 feet wide, lying 10 feet on each side of a line described as follows:

Beginning at a point, designated as POINT "A" for purposes of this legal description, on the southwesterly line of said Lot 18 distant North 29°17'00" West 18.43 feet measured along said southwesterly line from the southerly corner of said Lot 18, said POINT "A" having an elevation of negative 49.98 feet; thence North 1°46'51" West a distance of 472.38 feet to a point, designated as POINT "B" for purposes of this legal description, in that certain curve concave northwesterly and having a radius of 4,795.00 feet and an arc length of 225.52 feet in the southeasterly line of Lot 3 of Tract No. 25165 in said city as per map recorded in Book 674, Pages 30 through 34, inclusive, of said Maps, distant 116.71 feet southwesterly measured along said curve from the northeasterly terminus of said curve, said POINT "B" having an elevation of negative 49.05 feet.

The sidelines of said strip of land to be prolonged or shortened so as to terminate southerly by the southwesterly line of said Lots 17 and 18; and northerly by said curve in the southeasterly line of said Lot 3.

EXCEPT therefrom any portion lying within existing Public Street.

The herein above described easement is on a straight grade and is limited to the space between the planes 10.00 feet above and 10.00 feet below the elevation of described centerline.

Containing: 9,093± square feet.

The elevation used in this description based on the Bench Mark No. 16-00336, NGVD29, 1995 adjustment of the City of Los Angeles, having an elevation of 8.802 feet.

LICENSED LAND SURVEYOR
ARTURO P. CORDERO
EXP. 12-31-16
LS 7231
STATE OF CALIFORNIA

2/12/15

EXHIBIT B

File With: **BALLONA CREEK 99**
Affects: Parcels Nos. 103, 120, 122, & 123
17-RW 11.2
A.I.N. 4116-035-900 (portions)
T.G. 702 (A2)
I.M. 084-137 & 099-137
S.D. 4
M1523001

LEGAL DESCRIPTION
(Temporary Construction Easement)

PART A (Por. R/W 33691-1TC):

Lot 18 and the southeasterly 25 feet of Lot 17, all in Block 11 of Del Rey Beach, as shown on map recorded in Book 6, page 186, of Maps, in the office of the Registrar-Recorder/County Clerk of the County of Los Angeles, together with that portion of the southwesterly 5 feet of that 10-foot-wide strip of land adjoining the northeasterly line of said Lots 17 and 18, as shown on said map, bounded on the northwest by the northeasterly prolongation of the northwesterly line of said southeasterly 25 feet and bounded on the southeast by the northeasterly prolongation of the southeasterly line of said Lot 18.

EXCEPTING therefrom the southwesterly 7.50 feet of said Lots 17 and 18.

Containing: 6,307± square feet.

PART B (Por. R/W 33691-1TC):

That portion of the northeasterly 5 feet of the above-mentioned 10-foot-wide strip of land bounded as follows: on the northwest by northeasterly prolongation of the northwesterly line of the above-mentioned southeasterly 25 feet; and on the southeast by the southeasterly sideline of a strip of land 205 feet wide, the northwesterly sideline of said strip of land being described as follows:

Beginning at a point in the northeasterly line of above-mentioned Del Rey Beach, distant South 29°01'05" East 205.85 feet, measured along said last-mentioned northeasterly line, from the centerline of Graves Avenue (now known as 60th Avenue), 40 feet wide, as shown on the above-mentioned map; thence South 56°02'32" West 252.26 feet to the beginning of a tangent curve concave to the northwest and having a radius of 5000 feet; thence southwesterly , along said curve, an arc distance of 476.94 feet.

Containing: 227± square feet.

PART C (R/W 33691-3TC):

The southeasterly 53 feet of Lots 8, 10, and 12, all in above-mentioned Block 11.

EXCEPTING therefrom the northeasterly 2.50 feet of said Lot 12.

Containing: 6,129± square feet.

PART D (Additional TCE):

That portion of Lots 5, 6, 8, 10, and 12, all in above-mentioned Block 11, together with a portion of that 12-foot-wide strip of land adjoining the southwesterly line of said Lots 5 and 6 and a portion of that 20-foot-wide strip of land adjoining the southwesterly line of said Lot 8, all within a strip of land 65 feet wide, the southeasterly sideline of said strip of land being the northwesterly sideline of Modina Avenue, 40 feet wide (now known as 62nd Avenue), as shown on the above-mentioned map.

The sidelines of said 65-foot-wide strip of land shall terminate southwesterly in the southwesterly sideline of said 12-foot-wide strip of land.

EXCEPTING therefrom the above-described PART C.

ALSO EXCEPTING therefrom the northeasterly 2.50 feet of said Lot 12.

Containing: 9,653± square feet.

LICENSED LAND SURVEYOR
ARTURO P. CORDERO
EXP. 12-31-16
LS 7231
STATE OF CALIFORNIA

2/12/16

Temporary Construction Easement
R/W 33691 -2TC
W. O. SZC11631
D.M. 096B149

Lot 13 in Block 12 of Del Rey Beach Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 6 Page 186 of Maps in the office of the County Recorder of said county

U:\ROW\RW33691\PCL-2TC

PROFESSIONAL LAND SURVEYOR
JAMES F. LANTIN
No. 7898
Exp. 12-31-09
STATE OF CALIFORNIA

3-23-09

IAC

Sanitary Sewer Easement
R/W 33691 – 5UE
W. O. SZC11631
D.M. 096B149

That portion of Lot 3 of Tract No. 25165, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 674 Pages 30 through 34, inclusive,. of Maps in the office of the County Recorder of said county, included within a strip of land, 20.00 feet wide, lying 10.00 feet on each side of a line described as follows:

Commencing at a point, designated as POINT "A" for purposes of this legal description, on the southwesterly line of Lot 18 of Del Rey Beach Tract in said city as per map recorded in Book 6 Page 186 of Maps in said County Recorder's office, distant North 29°17'00" West 18.43 feet measured along said southwesterly line from the southerly corner of said Lot 18, said POINT "A" having an elevation of negative 49.98 feet; thence North 1°46'51" West a distance of 472.38 feet to a point, designated as POINT "B" for purposes of this legal description, in that specific curve concave northwesterly and having a radius of 4,795.00 feet and an arc length of 225.52 feet in the most southeasterly line of said Lot 3 as shown on said Tract No. 25165 map, distant 116.71 feet southwesterly measured along said curve from the northeasterly terminus of said curve, said POINT "B" having an elevation of negative 49.05 feet and being the TRUE POINT OF BEGINNING; thence continuing North 1°46'51" West a distance of 1116.08 feet to a point, designated as POINT "C" for the purposes of this legal description, in the northwesterly line of said Lot 3 distant 16.48 feet southwesterly measured along said northwesterly line from the northerly corner of said Lot 3, said POINT "C" having an elevation of negative 46.84 feet

The sidelines of said strip of land to be prolonged or shortened so as to terminate northerly by said northwesterly line of said Lot 3; and southerly by said curve in the most southeasterly line of said Lot 3

The herein above described easement is on a straight grade and limited to the space between the planes 10.00 feet above and 10.00 feet below the elevation of described centerline

The elevations used in this description based on the Bench Mark No. 16-00336, NGVD29, 1985 adjustment of the City of Los Angeles, having an elevation of 8.802 feet

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PROFESSIONAL LAND SURVEYOR
JAMES F. LANTRY
No. 7898
Exp. 12-31-09
STATE OF CALIFORNIA

3-23-09

✓ AC

Sanitary Sewer Easement
R/W 33691 – 6UE
W. O. SZC11631
D.M. 096B149

Those portions of Lots 11, 12, 13, 14 and 15 of Los Angeles County Assessor Map No. 88 in the County of Los Angeles, State of California, as per map recorded in Book 1 Pages 53 through 70, inclusive, of Assessor Maps in the office of the County Recorder of said county, included within a strip of land, 20.00 feet wide, lying 10.00 feet on each side of a line described as follows:

Commencing at a point, designated as POINT "A" for the purposes of this legal description, on the southwesterly line of Lot 18 of Del Rey Beach Tract in City of Los Angeles, County of Los Angeles as per map recorded in Book 6 Page 186 of Maps in said County Recorder's office, distant North 29°17'00" West 18.43 feet measured along said southwesterly line from the southerly corner of said Lot 18, said POINT "A" having an elevation of negative 49.98 feet; thence North 1°46'51" West a distance of 1,685.72 feet to a point, designated as POINT "D" for the purposes of this legal description, in that specific curve concave northwesterly and having a radius of 105.45 feet and an arc length of 162.77 feet in the southeasterly line of said Lot 11 as shown on said Assessor Map, distant 30.06 feet easterly measured along said curve from the southerly terminus of said curve, said POINT "D" having an elevation of negative 46.64 feet and being the TRUE POINT OF BEGINNING; thence continuing North 1°46'51" West a distance of 72.11 feet to a point, designated as POINT "E" for the purposes of this legal description, said POINT "E" having an elevation of negative 46.50 feet; thence North 23°22'35" West a distance of 339.60 feet to a point, designated as POINT "F" for the purposes of this legal description, in the northeasterly line of Lot 14 distant 4.61 feet southerly measured along said northeasterly line from the northerly corner of said Lot 14, said POINT "F" having an elevation of negative 40.64 feet

The sidelines of said strip of land to be prolonged or shortened so as to meet at all angle points and terminate northerly by said northeasterly line of said Lots 14 and 15; and southerly by said curve in the southeasterly line of said Lot 11

The herein above described easement is on a straight grade and limited to the space between the planes 10.00 feet above and 10.00 feet below the elevation of described centerline.

The elevations used in this description based on the Bench Mark No. 16-00336, NGVD29, 1985 adjustment of the City of Los Angeles, having an elevation of 8.802 feet

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PROFESSIONAL LAND SURVEYOR
JAMES F. LANTZ
No. 7898
Exp. 12-31-09
STATE OF CALIFORNIA

3-23-09

Sanitary Sewer Easement
R/W 33691 – 6A
W. O. SZC11631
D.M. 096B149

That portion of Lot 11 of Los Angeles County Assessor Map No. 88 in the County of Los Angeles, State of California, as per map recorded in Book 1 Pages 53 through 70, inclusive, of Assessor Maps in the office of the County Recorder of said county, included within a circle having a diameter of 24.00 feet and the center of said circle located at a point described as follows:

Commencing at the most southerly corner of said Lot 11; thence along the southwesterly line of said lot North 29°11'54" West 69.72 feet; thence at right angle North 60°48'06" East a distance of 63.44 feet to said center point of said circle.

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LICENSED LAND SURVEYOR
ARTURO P. CORDERO
EXP. 12-31-10
LS 7231
STATE OF CALIFORNIA

12/08/09

Temporary Construction Easement
R/W 33691 -6TC
W. O. SZC11631
D.M. 096B149

Those portions of Lots 11, 12, 13, 14 and 15 of Los Angeles County Assessor Map No. 88, in the County of Los Angeles, State of California, as per map recorded in Book 1 Pages 53 through 70 of Assessor Map, records of said county, bounded and described as follows:

Beginning at most southerly corner of said Lot 11; thence northwesterly along the southwesterly line of said Lots 11 to 15 a distance of 79.00 feet; thence at right angle northeasterly in a direct line to a line parallel with and distant 7.00 feet northeasterly measured at right angles from said southwesterly line; thence northwesterly along said parallel line a distance of 360.00 feet; thence at right angle northeasterly in a direct line a distance of 59.00 feet to a line parallel with and distant 66.00 feet northeasterly measured at right angles from said southwesterly line; thence southeasterly along last said parallel line a distance of 182.00 feet; thence at right angle northeasterly in a direct line 36.58 feet to the northeasterly line of said Lots 11 to 15; thence southeasterly along said northeasterly line 30.00 feet; thence at right angle southwesterly in a direct line to a line parallel with and distant 25.00 feet southwesterly measured at right angles from said northeasterly line; thence southeasterly along last said parallel line 19.00 feet; thence at right angle southwesterly in a direct line 11.58 feet to said line parallel with and distant 66.00 feet northeasterly measured at right angles from said southwesterly line of said lots; thence southeasterly along last said parallel line a distance of 71.00 feet; thence at right angle northeasterly in a direct line 36.58 feet to the northeasterly line of said Lots 12 and 11; thence southeasterly, southerly and southwesterly along last said northeasterly line and the southeasterly line of said Lot 11 to the point of beginning.

U:\ROW\RW33691\PCL-6TC

PROFESSIONAL LAND SURVEYOR
JAMES F. LANTRY
No. 7898
Exp. 12-31-09
STATE OF CALIFORNIA

3-23-09

Permanent Underground Easement
R/W 33691 - 8A
W. O. SZC11631
D.M. 103-5A147

An underground easement for public sanitary sewer purposes below and under that portion of Lot F in Block 6 of Silver Strand Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 7 Page 86 of Maps, in the office of the County Recorder of said county, included within a strip of land 15.00 feet wide, lying 7.50 feet on each side of the following described centerline:

Beginning at a point in the northeasterly line of said lot, distant 36.11 feet southeasterly measured along said northeasterly line from the northerly corner of said lot; thence southwesterly in a direct line to a point in the southwesterly line of said lot, distant 22.00 feet measured along said southwesterly line from the westerly corner of said lot

The sidelines of said strip of land to be prolonged or shortened so as to terminate southwesterly by the southwesterly line of said lot and northeasterly by the northeasterly and southeasterly lines of said lot

EXCEPT therefrom that portion lying within public street

The hereinabove described underground easement shall be limited to that certain space between the horizontal planes having an elevations of -14.00 feet and -29.00 feet of mean sea level and based upon the City of Los Angeles Bench Mark No. 16-00336 having an elevation of 8.802 feet, National Geodetic Vertical Datum of 1929, precise adjustment of 1985

Containing: 1,333 square feet

Q:\ROW\RW33691\PCL-8A

LICENSED LAND SURVEYOR
ARTURO P. CORDERO
EXP. 12-31-14
LS 7231
STATE OF CALIFORNIA

7/28/14

Temporary Construction Easement
for Materials Lay Down
R/W 33691 – 8TC
W. O. SZC11631
D.M. 103-5A147

Lot F in Block 6 of Silver Strand Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 7 Page 86 of Maps, in the office of the County Recorder of said

EXCEPT therefrom that portion lying within public street as described in the Road Deed to the City of Los Angeles recorded March 25, 1975 as Instrument No. 2466 in Book D6617 Page 963 of Official Records in said County Recorder's office

Containing: 3,537 square feet

Q:\ROW\RW33691\PCL-8TC

LICENSED LAND SURVEYOR
ARTURO P. CORDERO
EXP. 12-31-14
LS 7231
STATE OF CALIFORNIA

8/01/14

EXHIBIT 2

City Hall • 200 N. Spring Street, Room 667 • Los Angeles, CA 90012

March 3, 2015

TO: Uriel Jimenez, Chief Real Estate Officer II
Bureau of Engineering

FROM: Craig Weber, Principal City Planner

SUBJECT: **Right of Way 33691, W.O. No. SCZ11631**
Venice Dual Force Main Project

The Department of City Planning has reviewed the proposal regarding acquisition of properties (referenced above) for permanent underground easement, sanitary sewer easement, and a temporary construction easement in Upper Beachwood.

With respect to the permanent underground easement, and the sanitary sewer easement, the City's General Plan encourages the maintenance and expansion of infrastructure commensurate with the City's own population and growth. It is our understanding that the easement serves that purpose, and is therefore consistent with the General Plan.

With respect to the proposed temporary construction easements:
Lots 8, 10, 12, 17, and 18 of the Del Rey Beach Tract are all currently designated for Open Space in the Westchester-Playa Del Rey Community Plan, and are zoned OS-1XL. These lots are also within the Los Angeles Coastal Transportation Corridor Specific Plan. Use of the lots for a temporary construction easement would be consistent with the planning and zoning for these parcels.

With respect to Lot 13 of the Del Rey Beach Tract, the lot is currently designated for Medium Residential in the Westchester-Playa Del Rey Community Plan, and is zoned R3-1XL. The lot is also within the Los Angeles Coastal Transportation Corridor Specific Plan. Use of the lot for a temporary construction easement would be consistent with the planning and zoning for these parcels, however the lot should be returned to private residential use, consistent with the intents and purposes of the Community Plan, at the conclusion of construction activity.

With respect to Lots 11, 12, 13, 14, and 15 of LACA Map No. 88 (lots generally fronting Via Marina), the lots are outside of the jurisdiction of the City of Los Angeles, and no comment can be made as to the easement's consistency with the General Plan.

With respect to Lot F in the Silver Strand Tract, the lot is currently designated for Medium Residential in the Westchester-Playa Del Rey Community Plan, and is zoned

R3-1XL. The lot is also within the Los Angeles Coastal Transportation Corridor Specific Plan. Use of the lot for a temporary construction easement would be consistent with the planning and zoning for these parcels, however the lot should be returned to private residential use, consistent with the intents and purposes of the Community Plan, at the conclusion of construction activity.

We hope this information is useful as your agency pursues this valuable infrastructure project, and welcome any questions that you may have.

EXHIBIT 3

Venice Pumping Plant Dual Force Main Project

Addendum to the Environmental Impact Report

State Clearinghouse Number: 2003031001

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

Contact: Dr. Jan Green Rebstock, (213) 485-5761

June 2015

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Section 1.0 Project Overview

The Venice Dual Force Main Project involves the construction and operation of a new 54-inch diameter force main sewer extending approximately two miles in length from the existing Venice Pumping Plant (VPP) at 140 Hurricane Street in the community of Venice to a junction structure over an existing sewer in the community of Playa Del Rey on Vista Del Mar near Waterview Street. Wastewater conveyed by the VPP originates from coastal areas to the north and east of the VPP, including the Marina Del Rey community within Los Angeles County. From the VPP, the new force main sewer would proceed east under the Grand Canal along Marquesas Way, then southeasterly on Via Marina to a portion of Los Angeles County Parking Lot 13, and then under the Marina Del Rey and Ballona Creek channels to a point on the south side of Ballona Creek at Pacific Avenue. From there, the sewer would continue south along Pacific Avenue and Vista Del Mar to connect to a junction structure at the North Outfall Sewer (NOS) in Vista Del Mar near Waterview Street. This junction structure can route flow to the NOS or to the Coastal Interceptor Sewer (CIS).

The majority of the new 54-inch line would be constructed using the micro-tunneling (boring) method. The cut-and-cover construction method would be used along approximately 900 feet of Vista Del Mar from the vicinity of Surf Street southeast to the junction structure at the NOS. Once completed, the new force main sewer would be used in tandem with the existing 50-year old force main sewer that is located under Dockweiler State Beach. The purpose of the project is to increase sewage conveyance capacity during peak wet weather events, provide redundancy and reliability to the sewage conveyance system, and allow maintenance and repair of the existing sewer pipe to occur.

The intent of the project is to construct a second force main sewer to be used in tandem with the existing force main sewer for the purpose of fulfilling the following three key objectives:

1. Provide sewer pipeline capacity to prevent human and environmental health risks during heavy storms in order to prevent sewage spillage into the Ballona Lagoon.
2. Provide pipeline redundancy to provide the necessary capacity to meet current and future peak wet weather flow demands.
3. Provide redundancy such that maintenance and repair of the existing 48-inch sewer pipeline can be conducted.

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Section 2.0 Purpose of this Addendum to the Certified Final EIR

The purpose of this Addendum to the previously certified Venice Pumping Plant Dual Force Main Project EIR is to document and evaluate changes and additions to the project associated with the condemnation of a permanent subsurface sewer easement and a temporary construction easement for 33 months after the project commences of property and improvements located in Playa Del Rey, as detailed in the Draft Ordinance, included within Appendix A of this Addendum to the EIR.

CEQA Guidelines 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."

Section 15162 calls for the preparation of a subsequent EIR 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.

In the case of this Addendum to the previously certified Venice Pumping Plant Dual Force Main Project EIR, the Addendum is being prepared because properties necessary for the construction and maintenance of the project will now be acquired via eminent domain. The Addendum is the appropriate document for the following reasons:

- No substantial changes are proposed to the project which will require major revisions of the previously prepared and certified EIR;
- No substantial changes have occurred with respect to the circumstances under which the project is being undertaken; and
- No 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, has been identified.

The analysis that follows identified each of the properties to be acquired, the existing conditions at each site, the potential temporary and permanent impacts associated with either temporary or permanent

acquisition, and a discussion as to why this does not constitute substantially new or different information warranting the preparation of a subsequent EIR.

Section 3.0 Previous Environmental Review

The City of Los Angeles (City) prepared a Draft Environmental Impact Report (EIR) for the Venice Dual Force Main Project and circulated that document for a 45-day public review period, beginning on February 1, 2006 and ending on March 17, 2006. The document was made available to the public at the City of Los Angeles Bureau of Engineering, Environmental Management Division and at the City of Los Angeles Central Library, Venice Branch Library, Westchester Library, and Playa Vista Public Library. Following the close of the public comment period, a Final EIR was prepared which included the complete Draft EIR, an Executive Summary, and responses to all written and oral comments received during the public review period for the Draft EIR. The City certified the Final EIR and adopted the Findings of Fact and Statement of Overriding Considerations and Mitigation Monitoring Program (MMP) on January 12, 2010 (Council file No. 08-0504). The Notice of Determination (NOD) was filed on January 14, 2010. Portions of the project on Marquesas Way and Via Marina in Marina Del Rey lie within the coastal zone under jurisdiction of Los Angeles County. Therefore, as a Responsible Agency, the Los Angeles County Regional Planning Commission adopted Findings under the Venice Dual Force Main Project EIR, adopted their own Mitigation Monitoring and Reporting Program (MMRP), and approved Local Coastal Development Permit No. 201400003 on February 25, 2015 for the Venice Dual Force Main Project. The MMP adopted by the City, as amended, is included within Appendix B. The MMRP adopted by Los Angeles County is included within Appendix C. The addition Coastal Development Permit (CDP) Findings and Conditions of Approval for both the County and the City are included within Appendix D and E, respectively.

Because the project lies within the Coastal Zone, CDPs from the City, County and state Coastal Commission are required. The Los Angeles County Regional Planning Commission approved Local Coastal Development Permit No. 201400003 on February 25, 2015 for the Venice Dual Force Main Project. Portions of the project, specifically Marquesas Way and Via Marina and County Lot 13 north of the Marina Del Rey Channel, are in the unincorporated County territory of Marina Del Rey. The California Coastal Commission received the notice of local action on March 16, 2015, and the action became final on March 30, 2015 since no appeals were filed. A copy of the approval package and related documents from Los Angeles County can be found at http://planning.lacounty.gov/case/view/r2014-01462/.

Separate from, and in addition to, the County Local CDP, the City is has issued its own Local CDP for the portions of the project located within the City boundaries, specifically the area adjacent to the Venice Pumping Plant and the project area south of the Marina Del Rey Channel and Ballona Creek. As part of the CDP process, a public hearing was held at 6:30 pm on January 21, 2015 at the Westchester Senior Citizens Center located at 8740 Lincoln Boulevard. Per Los Angeles Municipal Code (LAMC) § 12.20.2 et seq., the following six findings are required in order for a CDP to be issued:

1) That the development is in conformity with Chapter 3 of the California Coastal Act of 1976 (commencing with Section 30200 of the California Public Resources Code);
2) That the permitted development will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program that is in conformity with Chapter 3 of the California Coastal Act of 1976;
3) That the Interpretative Guidelines for Coastal Planning and Permits as established by the California Coastal Commission, dated February 11, 1977, and any subsequent amendments thereto have been reviewed, analyzed, and considered in the light of the individual project in making its determination;
4) That the decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code;
5) If the development is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, that the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976; and,
6) Any other finding or findings as may be required for the development by the California Environmental Quality Act.

Due to public concerns expressed throughout the coastal development permitting process, a number of permit conditions, above and beyond the adopted mitigation measures included in the MMRP for the project, have been incorporated into the City's Coastal Development Permit. These include the following:

Traffic

TRA-9: During construction, a minimum of one through lane in each direction shall be maintained on Via Marina. In addition, a southbound turn lane on Via Marina on Marquesas Way, Tahiti Way, Bora Bora Way, and Northwest Passage shall be provided at all time.

TRA-10: All driveway entrances and exits on Marquesas Way, Via Marina, and Pacific Avenue shall remain unobstructed at all times throughout the duration of the project. Access to Dell Alley shall also be maintained.

TRA-11: Once construction has commenced, the contractor shall conduct quarterly meetings with the City, County of Los Angeles Public Works, and other County agencies as needed to review the effectiveness of traffic control plans and determine if changes are needed.

Noise and Vibration

NOI-1A: Construction activities shall be limited to the hours between 8:00 am to 5:00 pm, Monday through Saturday excluding Sundays and national holidays. For construction activities on the project alignment South of the Marina Del Rey and Ballona Creek Channels, work hours

may be extended to 7:00 am to 7:00 pm, Monday through Friday and 8:00 am to 6:00 pm on Saturdays to help reduce the duration of construction activities along Pacific Avenue and Vista Del Mar. Construction activities beyond these working hour limits within the City of Los Angeles shall only occur if allowed by the regulating agency (e.g., the Los Angeles Police Commission in the City of Los Angeles) and are required to avoid greater environmental risk. All work, including but not limited to the prepping or warming up of heavy equipment, shall fall within the prescribed time period.

NOI-1B: The contractor shall implement all noise mitigation measures listed in the Mitigation Monitoring Program and comply with the following noise thresholds set forth in Title 12 Section 12.08.440 of the Los Angeles County Code: 80 dBA for multi-family residential and 75 dBA for single family residential during normal permitted working hours.

NOI-1C: As stated in NOI-11, the onsite construction supervisor shall have the ability to receive and resolve noise complaints. In addition, a phone number shall be provided for residents to call with any concerns and the construction supervisor shall be required to maintain a call log so that the City can track the nature and resolution of any noise complaints. The call log shall contain the name and address (if available) of the complainant, contact info, time and reason for the call, and status of response. The log shall be provided to the City and County of LA upon response and on a bi-weekly basis during construction. Residents shall also be informed of the on-site construction supervisor's contact information by posting of the phone number on the construction site in a location visible from the public right-of-way and in the leasing offices of residential developments along the project alignment, including Via Marina and Pacific Avenue.

Aesthetics and Visual Resources

AES-1A: Mature street trees along Via Marina shall be protected in place. Prior to construction activities, the contractor shall consult with a registered consulting arborist with American Society of Consulting Arborists to ensure protection and preservation of street trees along Via Marina during construction, including trees located in the Silver Strand Triangle near construction Pit 9.

AES-1B: Contractor shall replace the five trees in County Lot 13 near Pit 5 (three Italian Stone Pine and two Paper Bark trees) with 48-inch box specimens of the same species within 60 days upon completion of construction activities in County Lot 13.

AES-6: If nighttime lighting is needed during construction, lights shall be shielded from the sky and directed away from resident windows.

Cultural Resources

CR-3A: If previously unknown cultural resources are encountered during site clearance and preparation, or during project construction, and they cannot be avoided, then contingency

measures must be in place to react promptly to protect the resources and reduce impacts to less than significant.

CR-4A: Monitor all construction in the vicinity of the CA-LAN-66 site located in Vista Del Mar by an Archaeologist qualified to recognize and assess both prehistoric and historical resources.

CR-5A: A contingency plan shall be developed by the City before project construction activities; the plan shall address unanticipated new discoveries of cultural resources in the project area, evaluate and report any findings.

CR-6: If significant cultural resources are found during Project construction activities, they shall be recovered from the Project site, curated by an archaeologist recommended by the City and offered to an area museum whose collection is available for reviewing by the public.

Paleontological Resources

PAL-1A: Prior to construction, the services of a qualified vertebrate paleontologist approved by the City of Los Angeles and the Los Angeles County Museum of Vertebrate Paleontology will be retained to monitor earth-moving activities that affect the Palos Verdes Sands.

PAL-2A: The paleontologist will develop a formal agreement with a recognized museum repository, regarding the final disposition and permanent storage and maintenance of any fossil remains and the archiving of associated specimen data and corresponding geologic and geographic site data that might be recovered, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would be required.

PAL-3A: The qualified monitor will provide information to the contractor regarding lead agency requirements for the protection of paleontological resources. Contractor personnel also will be briefed on procedures to be followed in the event that a fossil site or remains are encountered by earth-moving activities, particularly when the monitor is not on site. The briefing will be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel will be provided to the appropriate contractor personnel.

PAL-4A: Earth-moving activities will be monitored by the qualified monitor as specified in the Final EIR. Recovery of vertebrate fossil specimens would occur as specified in the Final EIR. The location and proper geologic context of any fossil occurrence will be documented, as appropriate. Any recovered rock sample will be processed as specified in the Final EIR.

PAL-5A: All fossil specimens recovered from the Project site will be treated (prepared, identified, curated, and catalogued) in accordance with designated museum repository requirements, as specified in the Final EIR.

PAL-6A: A final technical report of results and findings will be prepared by the paleontologist in accordance with City of Los Angeles requirements.

A Notice of Decision by the City was issued on March 25, 2015. On April 6, 2015, the City received an appeal. Los Angeles Municipal Code (LAMC) requires that any appeal filed with the City Engineer shall be heard and decided within 30 days of filing such appeal, with notice having been mailed to the required parties at least ten days prior to such hearing. Action on any appeal must be in writing, and if the appeal is granted, in whole or in part, such decision must set forth wherein the permit granting authority erred in its action on the permit under the above enumerated findings. The hearing for the appeal occurred on May 8, 2015; notice was provided to interested parties via certified mail on April 28, 2015. At the hearing on May 8, 2015, the appeal was denied. As such, on May 18, 2015, Local Coastal Development Permit 10-04 and a Notice of Permit Issuance were filed with the California Coastal Commission, initiating the 20 working day appeal period for the Local CDP.

Section 30601(1) of the Coastal Act requires any development receiving a local coastal development permit to also obtain a second (or dual jurisdiction) coastal development permit from the Coastal Commission for any proposed "developments between the sea and first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance." Portions of this project are within the area requiring the issuance of dual permits from both the City of Los Angeles and the Coastal Commission. As such, the City will be submitting a separate application to the Coastal Commission to obtain the necessary permits.

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Section 4.0 Project Description and Proposed Modifications

4.1 Project Purpose

The Venice Pumping Plant's (VPP) existing 48-inch-diameter force main sewer, built in 1958, is a force main (pressurized pipeline) that conveys the plant's wastewater flows to the Hyperion Treatment Plant. The existing force main sewer can handle only about 60 percent of the flows that could otherwise be pumped through the VPP when all five of its pumps are running at full capacity (such as during peak wet weather flows). When flows into the pumping plant exceed flows out of the plant, wastewater would likely overflow directly into the Grand Canal and Ballona Lagoon, which are both designated as Environmentally Sensitive Habitat Areas (ESHA). During heavy storms, such as those that occurred during the winters of 1994-95 and 2004-05, the excess wastewater at VPP came within minutes of overflowing into these sensitive bodies of water.

The focus of this project is to construct a second force main sewer to be used in tandem with the existing force main sewer for the purpose of fulfilling the three key objectives described below.

4.1.1 Sewage Conveyance Capacity

The VPP is the largest pumping plant in the City of Los Angeles and collects sewage from the coastal areas of the City and some communities within Los Angeles County and transports it to the Hyperion Treatment Plant in Playa Del Rey through an existing 48-inch pipeline. Over the years, the existing pipeline that conveys sewage to the treatment plant has gradually approached maximum capacity, placing substantial strain on the system and forcing the water level in the wet-well of the pumping plant basement to rise. This is especially pronounced during wet weather. During past wet weather events, the City of Los Angeles found that existing force main sewer could only handle approximately 60 percent of the flows that would otherwise run through the VPP. In an effort to prevent a potential overflow of sewage during peak wet weather flows, the City is planning to install an additional 54-inch pipeline to convey the flows from the pumping plant.

4.1.2 Pipeline Redundancy

In addition to the need to provide pipeline capacity to manage peak flows, the new 54-inch force main would be used to provide redundancy and reliability to the sewage conveyance system.

4.1.3 Ability to Perform Maintenance

The installation of the proposed 54-inch force main will allow repair and maintenance of the existing pipeline to occur, which is currently not possible while it is in operation.

4.2 Existing Project Description

The Venice Pumping Plant Dual Force Main Project (project) involves the construction and operation of a new 54-inch diameter force main sewer extending approximately two miles in length from the existing VPP at 140 Hurricane Street in the community of Venice to a junction structure with an existing sewer in the community of Playa Del Rey on Vista Del Mar near Waterview Street. The project area is shown in Figure 1, Project Location.

Wastewater that is conveyed by the VPP originates from coastal areas to the north and east, including the Marina Del Rey community within the County of Los Angeles. From the VPP, the force main sewer will proceed east under the Grand Canal along Marquesas Way, then southeasterly on Via Marina to a portion of LA County Parking Lot 13, and then under the Marina Del Rey and Ballona Creek channels to a point on the south side of Ballona Creek at Pacific Avenue. From there, the sewer will continue south along Pacific Avenue and Vista Del Mar to connect to a junction structure at the North Outfall Sewer (NOS) in Vista Del Mar near Waterview Street. This junction structure will be able route flow to the NOS or to the Coastal Interceptor Sewer (CIS). The new 54-inch line will be constructed mostly (along 90 percent of its length) using the micro-tunneling (boring) method with the cut-and-cover construction method used along approximately 900 feet of Vista Del Mar from the vicinity of Surf Street southeast to the junction structure at the NOS. The sewer alignment is shown in Figure 2, Project Alignment. The new force main sewer will be used in tandem with the existing 50-year old force main sewer that is located under Dockweiler State Beach.

The potential impacts resulting from the project are construction related, as discussed in detail in the certified Final EIR for the project; no aspect of routine operations will result in physical impacts to the environment. Therefore, the critical aspects of the project address the spatial extent of construction, the equipment and activity associated with it, and the duration of the activities from the start of construction until project completion. During the construction phase, temporary impacts will occur within the immediate and surrounding vicinity of the project alignment.

The two construction methods to be utilized are: (1) Micro-tunneling (or "boring"), and (2) Cut-and-cover, which are described below:

4.2.1 Small-Diameter Micro-Tunneling (Boring)

Boring is a trenchless construction method which utilizes hydraulic jacks to push pipes through the ground behind a remotely operated tunnel boring machine (TBM). Unlike conventional trenching techniques that require excavation for the entire length of pipeline, excavation for tunneling is limited to the endpoints of each reach at designated launching (jacking) and receiving pits. The launching pit contains the hydraulic jacks used to push the pipes, and the receiving pit is used to recover the TBM at the end of each drive or reach.

The tunnel face is coated with a thick liquid ("slurry"), which is a mixture of the excavated soil ("muck") and bentonite (a natural clay mineral). Keeping the slurry pressurized in a closed chamber behind the cutter-head of the TBM prevents groundwater and excess soil material from entering the TBM. This process also minimizes tunneling-induced ground settlements and associated damage to existing utilities and buildings along the tunnel alignment. A mixture of the excavated muck and slurry is pumped from the TBM to a slurry-processing plant on the surface, where soil particles are extracted from the slurry with vibrating screens and cyclones (air separators). The extracted soil is hauled away for disposal off-site, and the cleaned slurry is pumped (recycled) back to the TBM. The slurry-processing plant, remote control cabin for operating the TBM, as well as cranes and other construction equipment, are located near the jacking pit within a secured construction zone.

Figure 1

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Figure 2

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The equipment setup is site specific, depending on available space. The jacking pipe, which is made of reinforced concrete or steel, serves as a temporary tunnel liner. Upon completion of the tunnel reach, the carrier pipe will be inserted and the annular space between it and the jacking pipe will be filled with grout.

Each construction site will be enclosed with concrete K-rail and occupied with construction equipment or personnel continuously from the time the pit is excavated to the time that the pit is completed. Traffic lanes will not be re-opened during periods when construction shaft sites may be inactive but construction in the area has not been completed. However, construction shall be phased so that traffic controls are not required along the entire alignment at the same time. Jacking sites would be at least 30 feet wide (to accommodate a pit with a minimum pit length dimension of 20 feet and room for equipment movement) and an area of 10,000–12,000 square feet. Receiving sites would be at least 25 feet wide (to accommodate a pit with a minimum pit dimension of 15 feet and room for equipment movement) and an area of 5,000 square feet.

Shaft site locations that will be utilized for micro-tunneling are listed in Table 1, Shaft Site Locations, below.

Table 1. Shaft Site Locations

Shaft Site No.	Approximate Depth (feet)	Location
1	-7.71	Vista Del Mar at Trolley Place, City of Los Angeles
2	-17.45	Pacific Avenue south of Convoy St., City of Los Angeles
3	-34.72	Pacific Avenue north of 66nd Street City of Los Angeles
4	-49.99	Parking Lot near 62nd and Pacific, City of Los Angeles
5	-46.51	LA County Parking Lot 13 near Via Marina, Los Angeles County
6	-41.77	Via Marina near Via Dolce, Los Angeles County
7	-38.53	Via Marina w/o Bora Bora Way, Los Angeles County
8	-34.10	Via Marina w/o Tahiti Way, Los Angeles County
9	-29.80	Marquesas Way@ Via Marina, Los Angeles County
10	-28.23	Marquesas Way at Via Dolce, Los Angeles County
11	-27.12	Adjacent to Venice Pumping Plant City of Los Angeles

4.2.2 Cut-and-Cover Construction

Cut-and-cover construction is a very common method of linear pipeline construction and replacement. The contractor will not start work in all areas on a cut-and-cover site at the same time, but rather will proceed with finishing and restoring relatively short segments within the area. Underground utilities that conflict with the construction will be temporarily relocated or supported as necessary. It is assumed that the 54-inch pipe will be placed on a one-foot gravel bed on top of a one-foot concrete mud slab placed at the bottom of an approximately 8-foot wide and 15-foot deep trench. A shoring-installation crew will get a head-start driving sheet piles approximately 200 to 300 feet in front of the pipeline crew. The latter will excavate approximately 80 feet of trench every day and pour the concrete mud slab. The next day, 80 feet of pipe will then be installed and backfilled. This approach will yield an effective production rate of about 40 feet of completed pipe installation per day (i.e., 200 feet per week). Subsequent to pipe installation, a third crew will extract shoring, restore curbs and utilities, and repave about 600 feet of roadway every three weeks. With this approach, major construction activities can be limited. This scenario is only planned for an approximately 900-foot area on Vista Del Mar from around Surf Street southeast to the junction structure of the NOS.

4.2.3 Extent of Project Construction

Construction of the project will occur in and along various streets and parking lots in the project area. Micro-tunneling pits will be placed along the alignment, including Hurricane Street, Marquesas Way, Via Marina, Pacific Avenue, Culver Boulevard, and Vista Del Mar. Locations of micro-tunneling pits are shown in Figure 3, Tunneling Pit and Construction Staging Locations. Cut-and-cover construction will occur along an approximately 900-foot segment of Vista Del Mar. In addition, construction staging areas will be placed in public parking lots operated by the County of Los Angeles: County Lot 13 and the 62nd Street Lot, as shown in Figure 3.

4.3 Proposed Additions and Modifications to the Project

At the time of certification of the Final EIR for the project, the exact locations of the construction laydown areas and construction pits had not been fully determined due to final engineering of the precise alignment of the new sewer line. Since certification of the Final EIR, the exact alignment for the new sewer has been determined (as shown in Figure 2), and the tunneling pit and construction staging locations have been identified (as shown in Figure 3). As such, the City must establish a permanent subsurface sewer easement along the full project alignment and a temporary construction easement at select locations along the project alignment.

4.3.1 Permanent Subsurface Sewer Easement

With the exact alignment identified through advanced engineering of the project, the City must establish a permanent subsurface sewer easement. Through the establishment of this easement, the City will obtain ownership and rights associated with ownership for the subsurface sewer easement in two specific underground locations, as detailed in Table 2 below. The locations of these parcels are shown in Figure 4, Permanent Subsurface Sewer Easement Parcels.

Figure 3

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Figure 4

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Table 2. Permanent Subsurface Sewer Easements

County Assessor Parcel Number	Existing Use
4224-012-901 and 4224-013-901	Ballona Creek
4224-013-900	Marina Del Rey Channel

Several of these locations were identified generally within the environmental impact analysis included in the certified EIR; however, now with fully delineated engineering plans, the specific portion(s) of each site necessary for condemnation and use as a permanent subsurface sewer easement have been identified. Further details for each of the sites identified in Table 2 are provided below.

APN 4224-012-901 and 4224-013-901 – Ballona Creek

As discussed in the certified Final EIR, approximately 1,800 feet of tunneling under the Ballona Creek and Marina Del Rey Channels will be necessary. The permanent subsurface sewer easement will cross through these two APNs at a depth of approximately 42 feet below the water surface of the channels.

APN 4224-013-900 – Marina Del Rey Channel

As with the Ballona Creek easement identified above, approximately 1,800 feet of tunneling under the Ballona Creek and Marina Del Rey Channels will be necessary. The permanent subsurface sewer easement will cross through these two APNs at a depth of approximately 42 feet below the water surface of the channels.

4.3.2 Temporary Construction Easement

To facilitate construction activities, the City has determined it necessary to temporarily condemn and establish temporary construction easements for a period of 33 months upon initiation of project construction for the properties listed in Table 3 below and shown in Figure 5, Temporary Construction Easement Parcels.

Table 3. Temporary Construction Easements

County Assessor Parcel Number	Address	Existing Use
4116-035-900	15, 17 & 21 62nd Avenue Los Angeles, CA 90293	Parking lot
4116-001-013	6202 South Pacific Avenue Playa Del Rey, CA 90293	Vacant lot
4224-001-901	175-199 Via Marina Marina Del Rey, CA 90292	LA County Parking Lot 13

Several of these locations were identified generally within the environmental impact analysis included in the certified EIR; however, now with fully delineated engineering plans, the specific portion(s) of each site necessary for condemnation and use as a temporary construction easement have been identified. Further details for each of the sites identified in Table 3 are provided below.

APN 4116-035-900 – Parking Lot and Adjacent 62nd Street Spur

This site consists of two separate surface parking lots located on the west and east side of Pacific Avenue at East 62nd Avenue as well as the spur of 62nd Street located east of Pacific Avenue. A total of 65 parking spaces, which are regularly utilized, are located within these two surface parking lots. During construction of the Project, these lots would be necessary for use as the construction pit associated with the micro-tunneling (boring). Additionally, the spur of 62nd Street located on the east side of Pacific Avenue would be temporarily occupied during construction by construction equipment. To maintain access to the existing recreational trail fronting Ballona Creek, which is currently accessed by the 62nd Street Spur, a 5-foot wide temporary sidewalk would be provided connecting to the trail immediately east of the closed 62nd Street spur.

APN 4116-001-013 – Vacant Lot

This single parcel is located on the southeast side of the intersection of 62nd Avenue and Pacific Avenue adjacent to multi-family uses, eastern parking lot described above, and is adjacent to the Del Rey Lagoon Park. The site is approximately 4,000 square feet (0.09 acres) and is covered with both native and non-native vegetation. The sandy lot has vegetation on site that is predominantly disturbed, or ruderal, where 21 of 28 plant species present are non-native. Common species include *Bromus diandrus L.* (ripgut brome), *Caprobrotus edulis* (L.) N.E. Br (highway ice plant), and *Malva neglecta Wallr.* (cheeseweed). The site contains three remnant native species from coastal dune communities. These include:

- *Camissoniopsis lewisii* (Lewis' evening-primrose)
- *Camissonia cheiranthifolia* (Beach evening-primrose)
- *Crassula connate* (Pygmy-weed)

Three other native species were planted along the edge of the adjacent County parking lot. These species are common to coastal sage scrub communities and include:

- *Atriplex lentiformis (*Quailbrush*)*
- *Encelia californica (*California brittlebush*)*
- *Peritoma arborea (*Bladderpod*)*

The temporary 5-foot wide access to the recreational trail would be located on the south and east sides of this parcel.

4224-001-901 – LA County Lot 13

This parcel is owned by Los Angeles County and occupies a total of 136 surface parking spaces. During construction, a total of 63 surface parking spaces would be temporarily unavailable due to the temporary construction easement, leaving a total of 73 remaining surface parking spaces for use during the construction period.

Figure 5

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Section 5.0 Impact Discussion

5.1 Introduction

The analyses provided below address each of the environmental issues analyzed in the certified EIR and focus on the potential changes in environmental impacts due to the proposed project modifications. The analysis of each environmental issue first summarizes the findings of the certified EIR, and then analyzes the potential physical effects of the proposed project modifications, which in this case is the establishment of permanent subsurface sewer easements beneath the Marina Del Rey and Ballona Creek channels and then the establishment of temporary construction easements on the parcels immediately to the north and south of the Marina Del Rey and Ballona Creek channel crossings. All but one of the parcels identified for the permanent subsurface sewer and temporary construction easements were identified and evaluated within the certified EIR. The one parcel not previously identified and evaluated in the certified EIR is parcel APN 4116-001-013, located at 6202 South Pacific Avenue in the Playa Del Rey area of the City of Los Angeles. Any changes to the mitigation measures of the originally approved project are also provided where necessary for each of the issue areas addressed in the certified EIR.

5.2 Air Quality

The certified EIR for the original project determined that during both construction and operation, emissions associated with project activities would fall below the established South Coast Air Quality Management District thresholds of significance for all criteria air pollutants, with the exception of nitrogen oxides (NOx). However, with implementation of Mitigation Measure (MM) AIR-1, NOx emissions can be mitigated to a level of less than significant. Additionally, the assumptions within the air analysis included more reliance on open-trenching construction (approximately 8,200 to 8,600 feet), with only 1,800 feet of micro-tunneling. As discussed on page 5-11 of the Draft EIR, the tunnel boring machine (TBM) utilized in micro-tunneling is electronically-driven and is anticipated to produce minimal emissions as long as the TBM is powered directly from the City's electrical grid. Since preparation of the Draft EIR, it has been determined that all by approximately 900 feet of the 10,800-foot alignment of the new sewer will be installed utilizing micro-tunneling, thus relying on a TBM and further reducing air emissions assumed during preparation of the certified EIR.

5.2.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the air quality impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different air quality impacts. With implementation of the existing mitigation, air quality impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.2.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the air quality impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of new air emissions or air quality impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different air quality impacts. With implementation of the existing mitigation, air quality impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.3 Biological Resources

In the EIR prepared and certified for the project, impacts to biological resources were identified. These included temporary impacts to water quality and marine resources through the unintentional release of excavated sediments and water into the Grand Canal and effects to least tern foraging either by reducing local prey availability and/or by compromising visibility of prey in the vicinity. Additionally, as identified in the certified EIR, any construction activities conducted during the least tern nesting season when terns are present will create significant temporary impacts in the form of noise, surface vibration, and increased human disturbance. Furthermore, those least terns using the nesting site will be affected if open-cut excavation, jacking pit, or micro-tunneling is used, within 500 feet of the nesting site. However, construction is planned approximately 600 feet from known nesting sites, thus no significant impacts to least terns will occur.

5.3.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the biological resources analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different biological resources impacts. With implementation of the existing mitigation, biological resources impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.3.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will slightly modify the construction assumptions in the biological resources impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, all sites for which temporary construction easements

would be in place were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel, however, would change the construction equipment storage footprint from that assumed in the certified EIR.

As discussed above, the site consists of a sandy, vacant lot, adjacent to Del Rey Lagoon Park. The site was surveyed in April 2015, and the vegetation on site is predominantly disturbed, or ruderal, where 21 of 28 plant species present are non-native. Common species include *Bromus diandrus L.* (ripgut brome), *Caprobrotus edulis* (L.) N.E. Br (highway ice plant), and *Malva neglecta Wallr.* (cheeseweed). The site contains three remnant native species from coastal dune communities. These include:

- *Camissoniopsis lewisii* (Lewis' evening-primrose): *Camissoniopsis lewisii* is listed as a rare plant (List 3) by the California Native Plant Society. There are approximately 123 plants clustered in two small areas (0.0015 acres) in the rear of the parcel.
- *Camissonia cheiranthifolia* (Beach evening-primrose)
- *Crassula connate* (Pygmy-weed)

Three other native species were planted along the edge of the adjacent County parking lot. These species are common to coastal sage scrub communities and include:

- *Atriplex lentiformis (*Quailbrush*)*
- *Encelia californica (*California brittlebush*)*
- *Peritoma arborea (*Bladderpod*)*

The presence of native plant species on the site intended to be used for construction equipment staging and storage does not preclude the project from moving forward as planned, and does not result in new significant impacts. Laws applicable to the project site and any onsite vegetation include the California Environmental Quality Act (CEQA), the California Coastal Act given the site's location within the Coastal Zone, and the State Fish and Game. All of the plants constituting California Rare Plant Rank 3, in this case, Lewis' evening-primrose, meet the definitions of the California Endangered Species Act of the California Department of Fish and Game Code, and are eligible for State listing.

In the EIR prepared and certified for the project, the following mitigation measure was identified and included within the adopted Mitigation Monitoring Program:

> **Mitigation Measure (MM)-BIO-3:** Environmentally sensitive habitat areas shall be protected, and where feasible, enhanced. If any environmentally sensitive habitat area is disturbed, the area shall be restored to its previous condition in accordance with the applicable Land Use Plan and Local Coastal Program.

With the identification of the vegetation on site, this additional parcel can be categorized as an environmentally sensitive habitat area, and in order to protect the native vegetation on site, as required by MM-BIO-3, the following additional conditions of approval must be completed to implement MM-BIO-3:

BIO- 3A: Prior to construction, a rare plant conservation plan shall be prepared outlining the steps necessary to conserve rare plant species encountered during construction, conduct seed collection, complete site restoration, or re-introduction of the native species at other, nearby preserves. The conservation plan shall be submitted to the California Coastal Commission. Alternatives to site restoration shall be proposed for vacant areas where future development is likely. Archival seed collection shall also be included.

BIO-3B: Barrier fencing shall be erected around areas of native vegetation (such as coastal strand or coastal salt marsh communities), or areas that contain rare, native plant species that could be potentially affected by the project.

BIO-3C: The presence of rare native vegetation or rare native plant species shall be reported to the California Department of Fish and Wildlife's California Natural Diversity Database (CNDDB), and CALFLORA.

As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different biological resources impacts beyond those identified in the previously certified EIR. With implementation of the existing mitigation and the three additional steps (BIO-3A, BIO-3B and BIO-3C) to implement MM-BIO-3, impacts to biological resources will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.4 Circulation, Traffic and Transportation

The analysis within the previously certified EIR identified that construction-related traffic impacts would be adverse but not considered significant due to their temporary nature. Additionally, to address the adverse temporary construction-related traffic impacts, MM-TRA-1 through MM-TRA-6 were incorporated. In response to additional community concerns, as discussed in Section 3.0 above, additional construction-related traffic permit conditions were added by Los Angeles County as part of their Coastal Development Permit. With implementation of these mitigation measures, all construction-related traffic impacts would remain less than significant.

5.4.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the traffic impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different traffic impacts. With implementation of the existing mitigation and additional construction-related traffic permit conditions, traffic impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.4.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or

change the method of construction assumed in the traffic impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue and the short spur of 62nd Street immediately east of Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel and use of the 62nd Street spur east of Pacific Avenue will not result in the generation of new traffic or circulation impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. The spur of 62nd Street to be closed temporarily does not provide any through access and instead dead ends just east of the 62nd Street/Pacific Avenue intersection. As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different traffic impacts. With implementation of the existing mitigation and additional construction-related traffic permit conditions, traffic impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.5 Cultural/Paleontological Resources

As discussed in the certified EIR for the project, because the project will entail surface and subsurface disturbance, the proposed development of the sewer alignment has the potential to cause a significant impact to unknown cultural resources. Specifically, as discussed on page 5-58 of the Draft EIR, although the literature review, the archival search and the field survey conducted for this inventory did not reveal any documented previously recorded fossil site as occurring at the project site, a number of previously recorded fossil sites were documented as occurring in areas mapped near the project site.

As further discussed on pages 5-58 and 5-59 of the Draft EIR, the occurrence of several previously recorded fossil sites near the project suggest that there is a high potential for additional similar, scientifically highly important fossil remains during earth-moving activities associated with the project. To mitigate the potentially significant impacts to cultural and paleontological resources resulting from the proposed project, MM-CR-1 through MM-CR-6 have been identified, as well as MM-PAL-1 through MM-PAL-6. To further elaborate on these mitigation measures, additional permit conditions, as discussed in Section 3.0 above, were established for both cultural resources and paleontological resources in the LA County Local Coastal Development Permit for the project. Implementation of identified mitigation measures and permit conditions will reduce project-related cultural and paleontological resource impacts to less than significant levels.

5.5.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the cultural resources and paleontological resources impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different cultural resources or paleontological resources impacts. With implementation of the existing mitigation and additional cultural resources and paleontological resources permit conditions, cultural

resources and paleontological resources impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.5.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the cultural resources and paleontological resources impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of cultural or paleontological resources impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different cultural resources and paleontological resources impacts. With implementation of the existing mitigation and additional cultural resources and paleontological resources permit conditions, cultural resources and paleontological resources impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.6 Geology, Soils and Seismicity

As discussed in Section 5.6 of the EIR previously certified for the project, there is the potential for ground shaking, liquefaction, differential seismic settlement, tsunami, and/or subsidence to result in geology, soils and seismicity impacts to the project. However, these conditions are not unique to the project and are instead applicable to the Greater Los Angeles and Southern California region. Mitigation measures MM-GEO-1 through MM-GEO-6 have been incorporated into the project to minimize impacts associated with geology, soils and seismicity since that all impacts are determined less than significant.

5.6.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the geology, soils and seismicity impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different geology, soils and seismicity impacts. With implementation of the existing mitigation, geology, soils and seismicity impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.6.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the geology, soils and seismicity impact analysis within

the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of new geology or seismic impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different geology, soils and seismicity impacts. With implementation of the existing mitigation, geology, soils and seismicity impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.7 Hazardous Waste and Materials

The project does have the potential to result in hazardous waste impacts associated with exposure to gas leaks from abandoned oil wells during excavation activities as well as potential effects from accidental release of hazardous substances during construction. As discussed in Section 5.7 of the Draft EIR, the project lies within an area of oil well field development known as the Playa Del Rey Field. Additional hazardous conditions of concern include risk of explosion as a result of leakage from abandoned wells and pipelines, potential spills and releases during construction, exposure to contamination, the generation of hazardous waste through materials removed during construction, and the transport and disposal of hazardous waste and substances during construction. Operation of the project is not anticipated to result in any hazardous waste and hazardous materials impacts. To address the potentially significant construction-related hazardous waste impacts, mitigation measures MM-HAZ-1 through MM-HAZ-5 are incorporated into the project. With incorporation of these mitigation measures, all hazardous waste and hazardous materials impacts are less than significant.

5.7.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the hazardous waste and materials impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different hazardous waste and materials impacts. With implementation of the existing mitigation, hazardous waste and materials impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.7.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the hazardous waste and materials impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of new hazardous waste impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. As such,

implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different hazardous waste and materials impacts. With implementation of the existing mitigation, hazardous waste and materials impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.8 Hydrology, Water Quality/Stormwater Runoff

As discussed in Section 5.8 of the Draft EIR prepared for the project, the project will be completed in compliance with the NPDES Municipal Separate Storm Sewer System (MS4) Permit and meet the necessary sanitary sewer service standards. Without the installment of the new sewer main, the current sewer service standards will continue to deteriorate and run a high risk of overflowing the system, cause a potential break in the system, and cause a potential health risk to the local waterways. The project will cross under the Marina Del Rey and Ballona Creek channels via tunneling. Tunneling will occur below the bottom of these waterways and not affect the waterways themselves. To ensure that no significant hydrology and water quality impacts would occur, implementation of mitigation measure MM-H/WQ-1 will occur throughout construction.

5.8.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the hydrology and water quality/stormwater runoff impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different hydrology and water quality/stormwater runoff impacts. With implementation of the existing mitigation, hydrology and water quality/stormwater runoff impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.8.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the hydrology and water quality/stormwater runoff impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of new hydrology and water quality impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different hydrology and water quality/stormwater runoff impacts. With implementation of the existing mitigation, hydrology and water quality/stormwater runoff impacts will remain less than

significant during construction and operation of the project with the proposed temporary construction easements.

5.9 Land Use Plans

The project lies within both the County of Los Angeles and the City of Los Angeles, as discussed in Section 5.9 of the Draft EIR prepared for the project. Because this is a municipal project providing improvements to public facilities throughout the City of Los Angeles Department of Public Works, this project adheres to all local and regional regulatory requirements necessary for the construction of the sewer. Additionally, this project is not considered a land use, nor does it require a change or variance to a land uses; therefore no impacts to land use were identified in the certified EIR. However, the EIR does acknowledge that the project would create temporary construction impacts in the Coastal Transportation Corridor Specific Plan area due to construction-related transport to and from construction areas.

5.9.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the land use impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different land use impacts. With implementation of the existing mitigation, land use impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.9.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the land use impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of new land use impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different land use impacts. With implementation of the existing mitigation, land use impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.10 Noise and Vibration

As discussed in Section 5.10 in the Draft EIR for the project, construction activities do have the potential to temporarily increase noise levels at noise-sensitive land uses located near the project and along construction vehicle routes. Residences located within 50 feet from an active micro-tunneling work area would experience noise levels of approximately 88 dBA. Residences located 100 feet from the micro-tunneling activity would experience noise levels of approximately 82 dBA. Within the County of Los

Angeles, noise levels of this magnitude would violate noise standards and constitute a short-term but significant impact without mitigation. Within the City of Los Angeles (i.e., south of the Marina Del Rey and Ballona Creek channels), as long as construction activities occur within the prescribed hours set forth in the City of Los Angeles Noise Ordinance, noise violations would not occur. However, because construction may exceed beyond those hours and because of the proximity of noise-sensitive land uses to the micro-tunneling work areas, the noise levels at residences adjacent to the launch and receiving pit work areas would be of a magnitude that would constitute a short-term, significant impact unless mitigation is incorporated. All construction-related vibration levels would be less than significant, as discussed on page 5-127 in the Draft EIR. As outlined in the certified EIR, Mitigation Measures MM-NOI-1 through MM-NOI-12 address noise and vibration impacts, and with incorporation of these measures, along with permit conditions NOI-1A, NOI-1B and NOI-1C identified in Section 3.0 of this document above, noise and vibration impacts will be less than significant.

For project operations, no additional powered, noise-producing machinery such as pumps, compressors or motors will be installed or utilized; all operations will be underground. As such, no operational noise and vibration impacts would occur.

5.10.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the noise and vibration impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different noise and vibration impacts. With implementation of the existing mitigation as well as the permit conditions incorporated into the project through the Los Angeles County Local Coastal Development Permit, noise and vibration impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.10.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the noise and vibration analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of noise and vibration impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. As evaluated and mitigated within the certified EIR, noise levels at the nearest sensitive receptors must fall below 75 dBA for single-family residences and 80 dBA for multi-family residences. Use of the vacant parcel does not change the monitoring location for the nearest sensitive receptors; the receptors remain the existing multi-family uses immediately to the south and west of the vacant parcel. Additionally, use of this parcel would not change the assumed construction shaft/micro-tunneling launch site, which is the predominant noise and vibration producing activity. As such, implementation of the proposed modifications to the project (i.e.,

the establishment of temporary construction easements on three parcels) would not result in any new or substantially different noise and vibration impacts. With implementation of the existing mitigation and established permit conditions, noise and vibration impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.11 Public Facilities and Services

Although the project will not result in permanent adverse impacts to recreational resources, site-specific adverse impacts will occur during project construction. As discussed in Section 5.11 in the Draft EIR, short-term recreational facilities and public resources impacts will occur in the communities of Venice, Marina Del Rey, and Playa Del Rey. While the overall length of project construction is multi-year, construction impacts at specific recreational resources will be much shorter since project construction activities will be phased. The construction activities and related adverse impacts are considered short-term and not significant.

Operation of the project would not increase the use of existing neighborhood and regional parks or other recreatic :al facilities in the project area. Upon completion of construction activities, all areas that experienced surface disturbances during construction would be returned to their present condition. The improved reliability of the sewer lines and the reduction in the potential for overflow into the adjacent waterways and the ocean would ensure the availability of existing recreational resources for all users. As such, a beneficial long-term impact on existing recreational resources is anticipated.

5.11.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the public facilities and services impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different public facilities and services impacts. With implementation of the existing mitigation measures, public facilities and services impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.11.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the public facilities and services impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of new public facilities and services impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation; the vacant site is privately owned and not used for public purposes. As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different public facilities and

services impacts. With implementation of the existing mitigation, land use impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

5.12 Visual and Aesthetic Resources

Throughout the entire project area, certain critical public views will be affected by the project to the point that the impact is significant, as discussed in Section 5.12 of the Draft EIR. Additionally, Via Marina is a designated scenic highway/drive, and the views from this road represent a continuous series of scenic vistas culminating in a view of the entrance to the Marina Del Rey channel. However, the duration of the impact will be temporary and limited to construction. No nighttime lighting required at construction sites because nighttime construction activity would occur. There is one identified long-term visual impact that is considered significant and unavoidable; the loss of mature street trees along Via Marina and Marquesas Way. Replacement trees will require an extended period of time to grow; as such, this is considered a significant visual impact.

5.12.1 Permanent Subsurface Sewer Easement Sites

The establishment of a permanent subsurface sewer easement beneath the Marina Del Rey and Ballona Creek channels will not result in any physical changes to the environment or change the method of construction assumed in the visual and aesthetic resources impact analysis within the previously certified EIR. As such, implementation of the proposed modifications to the project (i.e., the establishment of permanent subsurface sewer easements) would not result in any new or substantially different visual and aesthetic resources impacts. With implementation of the existing mitigation and additional visual and aesthetic resources permit conditions, visual and aesthetic resources impacts will remain less than significant during construction and operation of the project with the proposed permanent subsurface sewer easements.

5.12.2 Temporary Construction Easement Sites

The establishment of temporary construction easements at the sites immediately north and south of the Marina Del Rey and Ballona Creek channels (i.e., LA County Parking Lot 13 and the parking lot and vacant parcel at Pacific Avenue and 62nd Avenue) will not result in any physical changes to the environment or change the method of construction assumed in the visual and aesthetic resources impact analysis within the previously certified EIR. With the exception of the vacant parcel located at 6202 South Pacific Avenue, these sites were assumed to be construction laydown and shaft sites in the certified EIR. The addition of the vacant parcel will not result in the generation of visual and aesthetic resource impacts different than those identified in, and mitigated for, in the certified EIR during construction or operation. The only anticipated visual change is that the 16-foot tall temporary construction barrier planned around the shaft/laydown site would be moved closer to the adjacent residential building; the private views from that building would be slighted altered with the location of the construction barrier closer to the building. As such, implementation of the proposed modifications to the project (i.e., the establishment of temporary construction easements on three parcels) would not result in any new or substantially different visual and aesthetic resources impacts. With implementation of the existing mitigation and additional visual and aesthetic resource permit conditions, visual and aesthetic resource

impacts will remain less than significant during construction and operation of the project with the proposed temporary construction easements.

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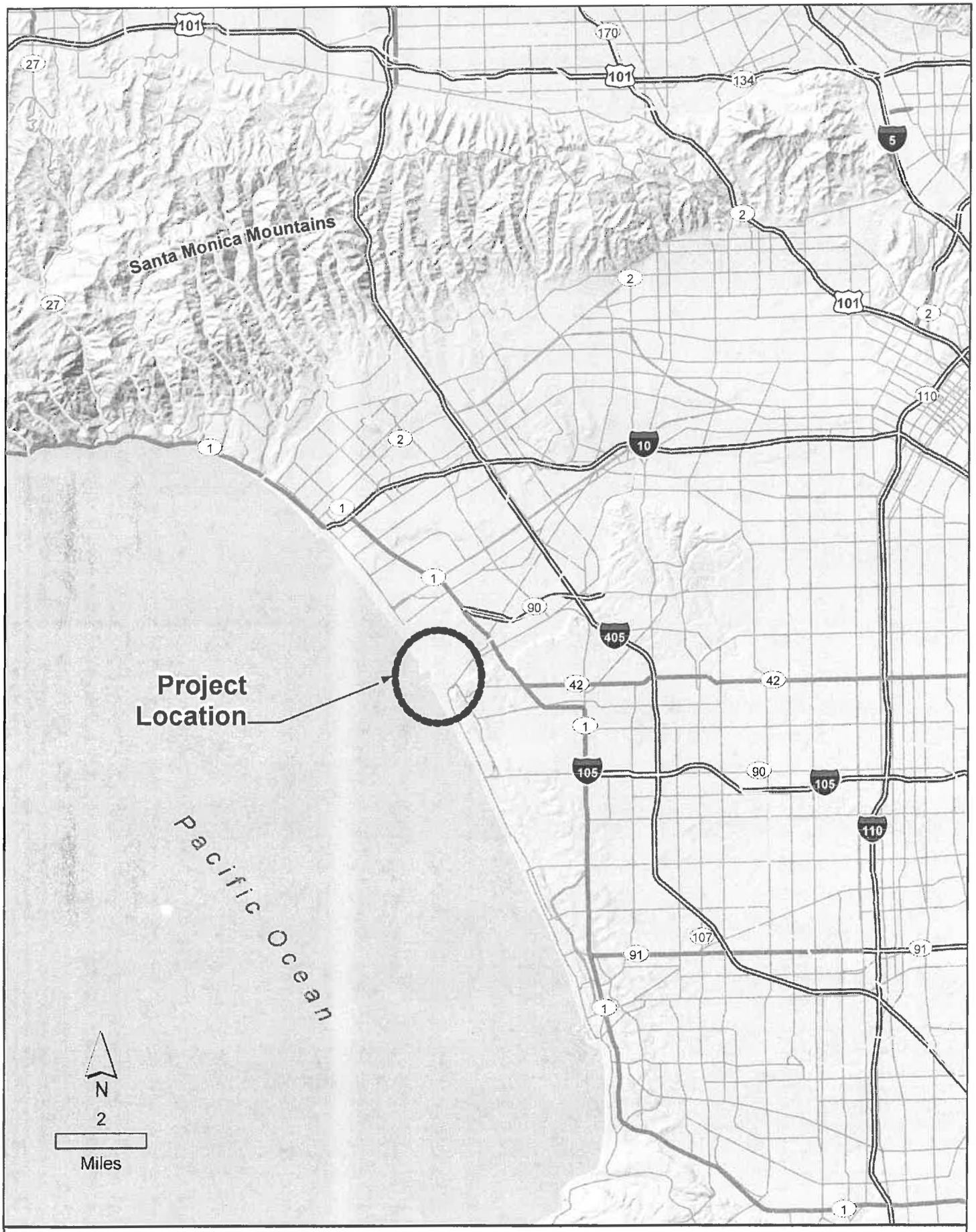
Section 6.0 Conclusion

As required by CEQA Guidelines Section 15164, an addendum to a previously certified EIR shall be prepared if some changes or additions to a project are necessary and that none of the conditions warranting the preparation of a subsequent EIR are present. As demonstrated in the analysis included in Section 5.0 above, the Addendum is the appropriate document for the following reasons:

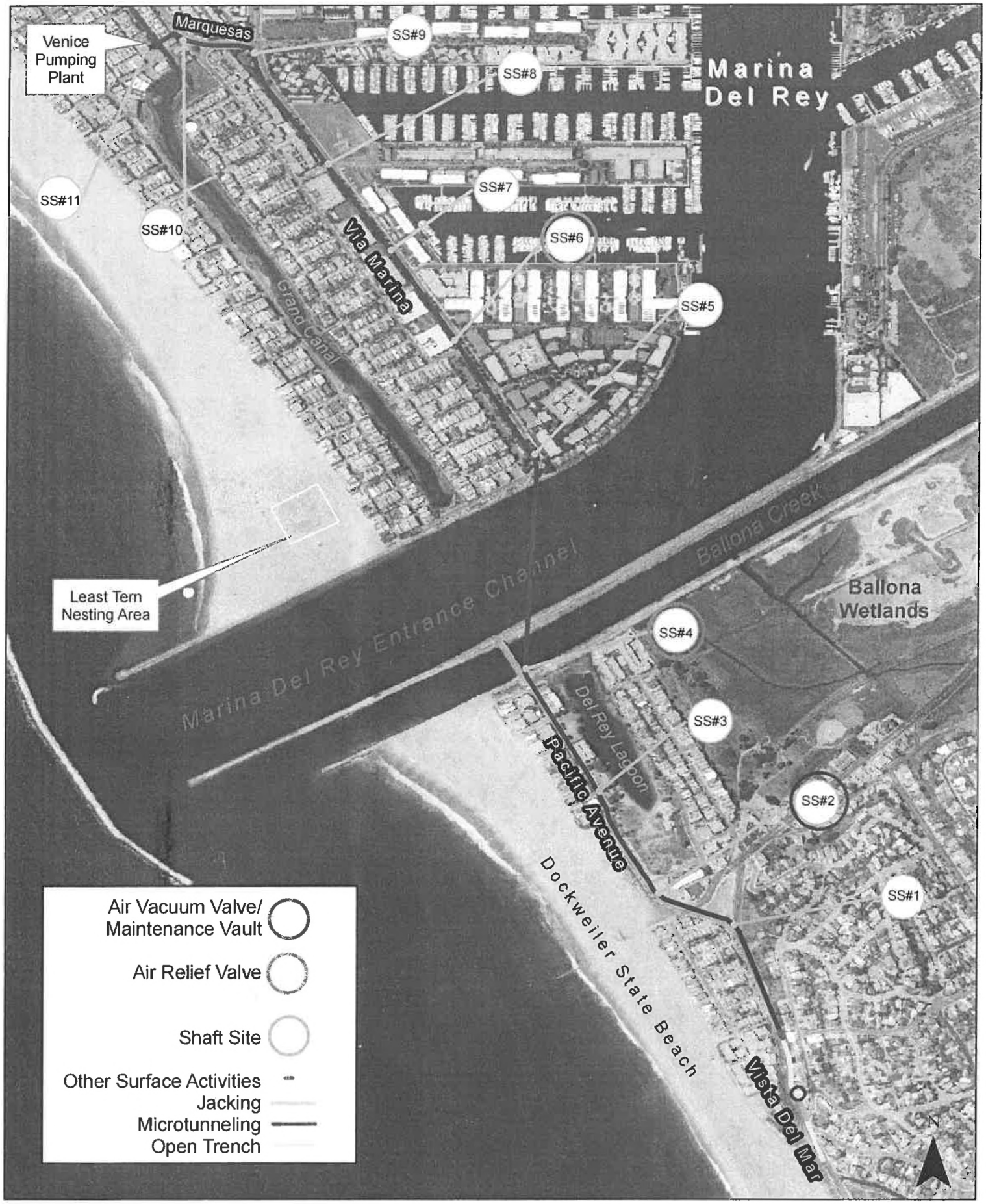
- No substantial changes are proposed to the project which will require major revisions of the previously prepared and certified EIR;
- No substantial changes have occurred with respect to the circumstances under which the project is being undertaken; and
- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, has been identified.



Venice Dual Force Main Project

Regional Location Map

Figure 1



Venice Dual Force Main

CDM

Project Location Map

Figure 2

Figure 4. Permanent Subsurface Sewer Easement Parcels

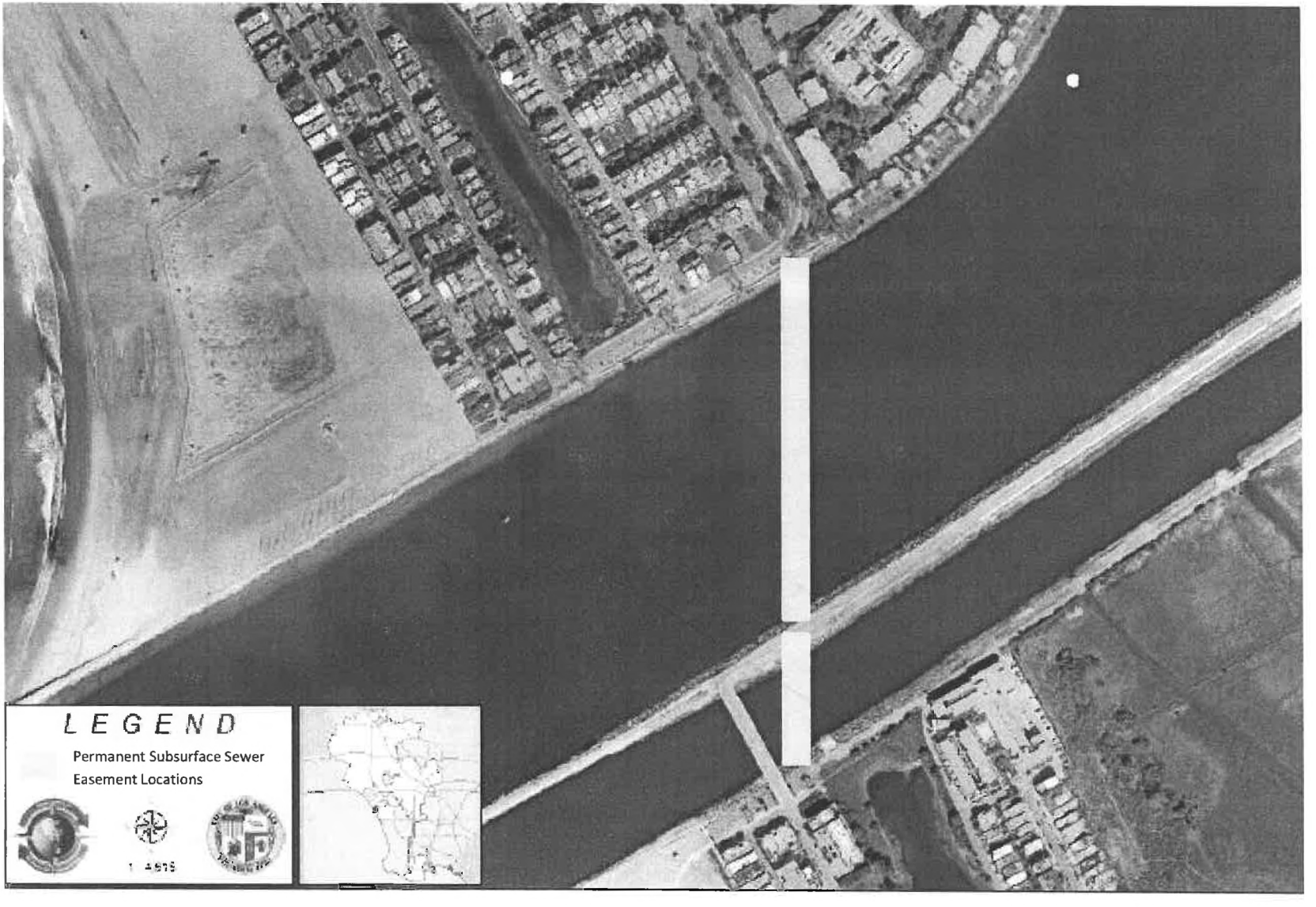
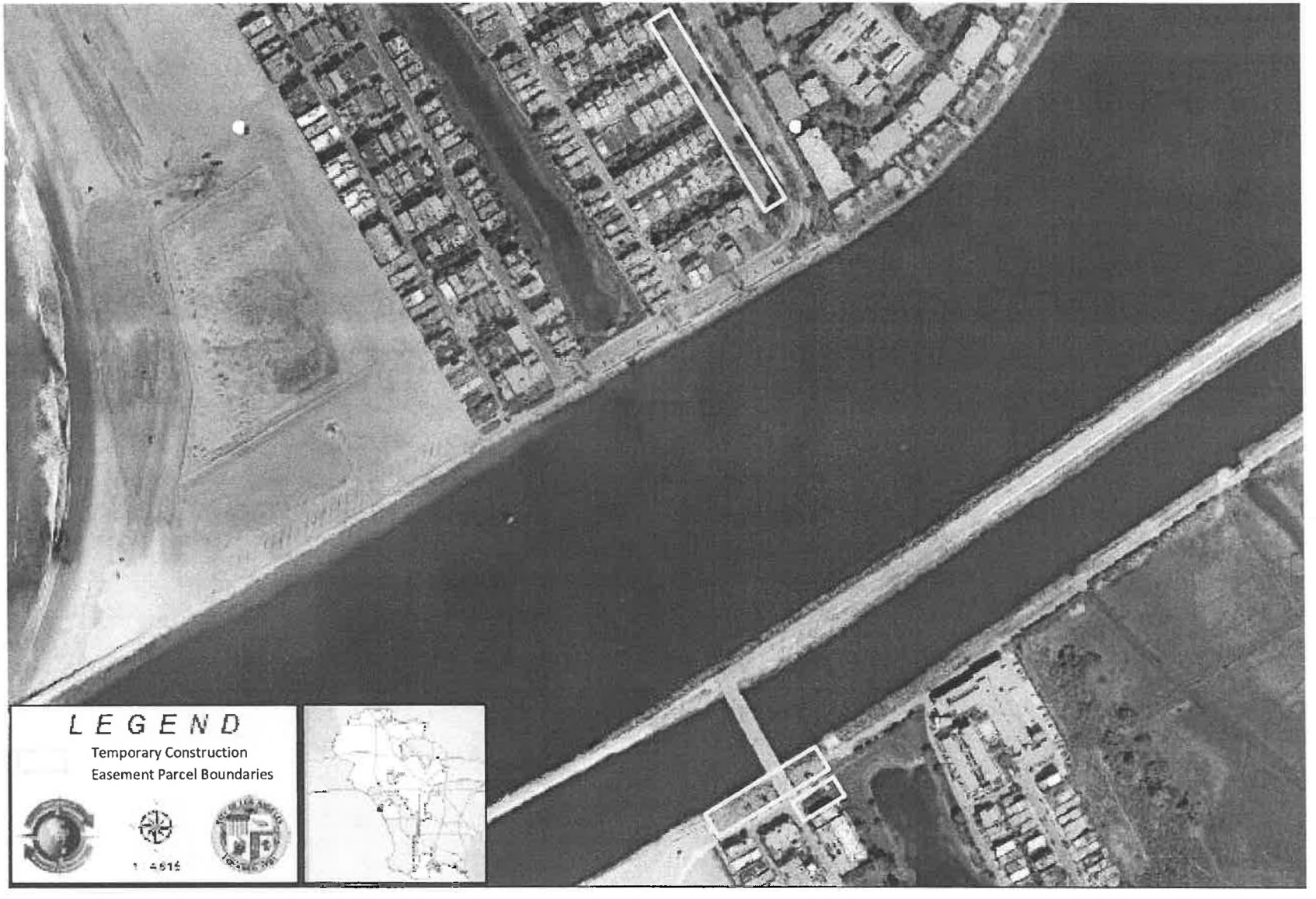
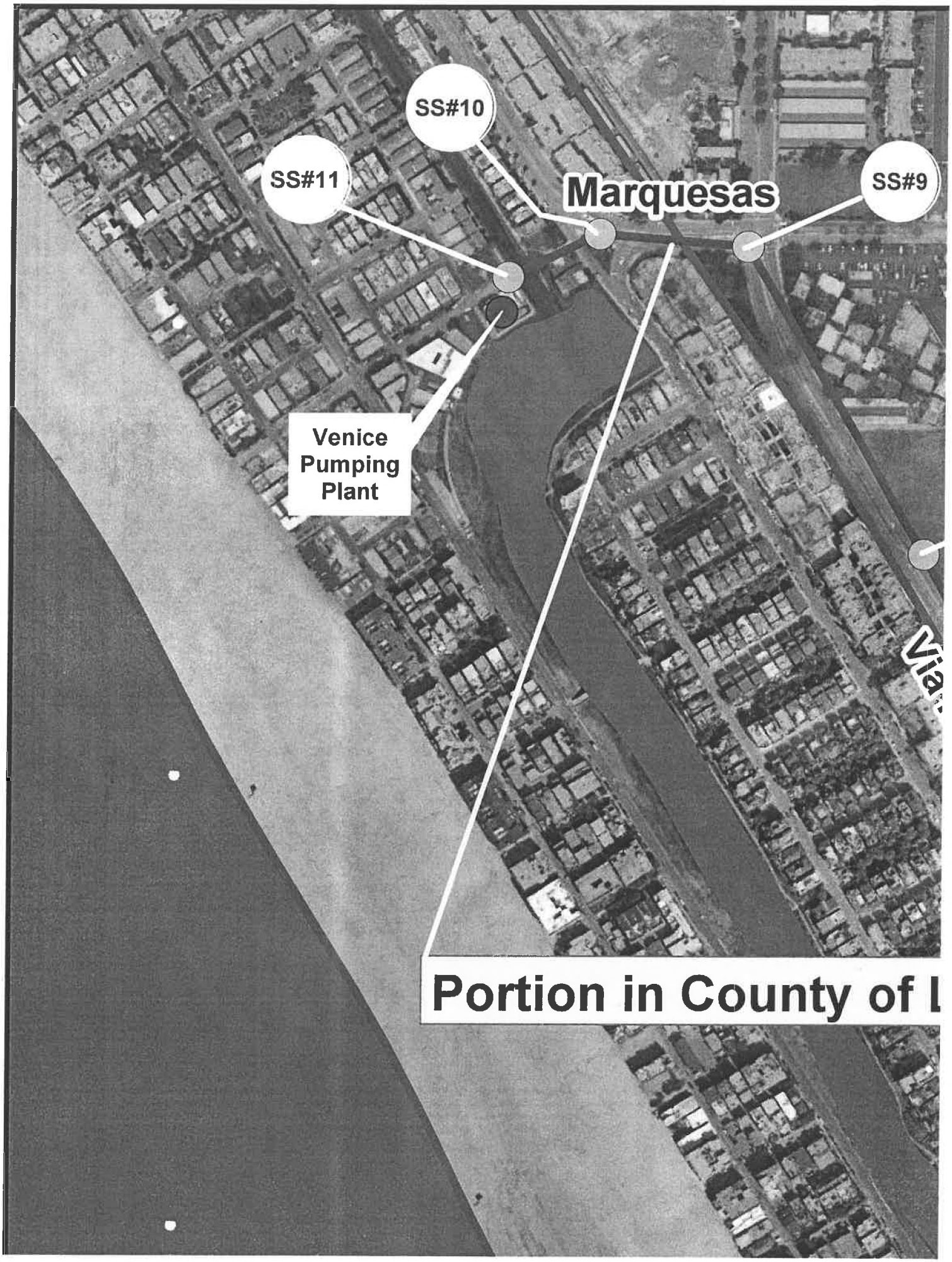


Figure 5. Temporary Construction Easement Parcels




SS#10
SS#11
Marquesas
SS#9
Venice
Pumping
Plant
Portion in County of

DESIGN PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
Circulation, Traffic and Parking					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications

CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
Circulation, Traffic and Parking					
TRA 1	To ensure adequate traffic signals and controls are in place prior to and during times of construction, a construction traffic management plan shall be prepared for each construction site and submitted to the City (for sites within the City) and County (for sites not within the City) for review and approval prior to the start of any construction work.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
TRA 2	To adequately control traffic to ensure compliance with all local and state safety standards and specifications, a site-specific construction worksite traffic control plan shall be prepared for each construction site and submitted to LADOT (for sites within the City) and County (for sites not within the City) for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures would not be allowed, local traffic detours, protective devices and traffic controls (such as barricades, cones, flagmen, lights, warning beacons, temporary traffic signals, warning signs), access to abutting properties, and provisions to maintain emergency access through construction work areas.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
TRA 3	To reduce traffic congestion, fully utilize available street space to minimize lane reductions on affected streets, including elimination of on-street parking where necessary. Implement left-turn restrictions as appropriate on re-striped street segments to facilitate the movement of through traffic. Only eliminate travel lanes when	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report

CCC = California Coastal Commission; DFG = California Dept. of Fish and Game; LADOT = City of Los Angeles Department of Transportation; LARWQCB = California Regional Water Quality Control Board Los Angeles Region; PW-Eng = Dept. of Public Works Bureau of Engineering ; PW-San = Dept. of Public Works Bureau of Sanitation; RAP-Op.s = Dept. of Recreation & Parks Operations; SCAQMD = South Coast Air Quality Management District;

CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
	absolutely necessary.				
TRA 4	To protect pedestrian and recreational traffic, provide signage indicating alternative pedestrian and bicycle access routes where existing facilities would be affected.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
TRA 5	To ensure ingress/egress to all properties adjacent to the project and surrounding areas, provide advance notice to any affected residents, businesses and property owners in the vicinity of each construction site and, where existing property access will be reduced, identify alternative means of access.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
TRA 6	To avoid impacts to public transportation, coordinate with pubic transit providers (MTA, LADOT Commuter Express, Culver City Bus) to provide advance notice of any lane closures, construction hours and, where necessary, to identify sites for temporary bus stops within a reasonable walking distance of any displaced bus stops.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
TRA 7	Coordinate with emergency service providers (police, fire, ambulance and paramedic services) to provide advance notice of any lane closures, construction hours and changes to local access and to identify alternative routes where appropriate.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
TRA 8	If found to be necessary, a temporary shuttle bus could be provided to transit patrons to maintain service in the area south of Washington Boulevard. Under Alternatives 2A, 2B, 2A (FC) and 3A (FC), school bus service to the charter school on Pacific Avenue south of Washington Boulevard could be retained by routing buses from westbound Washington Boulevard to southbound Strongs Drive to westbound Driftwood Street to northbound Pacific Avenue to reach the existing student loading zone.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report

CCC = California Coastal Commission; DFG = California Dept. of Fish and Game; LADOT = City of Los Angeles Department of Transportation; LARWQCB = California Regional Water Quality Control Board Los Angeles Region; PW-Eng = Dept. of Public Works Bureau of Engineering ; PW-San = Dept. of Public Works Bureau of Sanitation; RAP-Op.s = Dept. of Recreation & Parks Operations; SCAQMD = South Coast Air Quality Management District;

OPERATION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
	There are no mitigation measures to be implemented during operation.				

CCC = California Coastal Commission; DFG = California Dept. of Fish and Game; LADOT = City of Los Angeles Department of Transportation; LARWQCB = California Regional Water Quality Control Board Los Angeles Region; PW-Eng = Dept. of Public Works Bureau of Engineering ; PW-San = Dept. of Public Works Bureau of Sanitation; RAP-Op.s = Dept. of Recreation & Parks Operations; SCAQMD = South Coast Air Quality Management District;

APPENDIX A

Appendix A
Draft Ordinance

ORDINANCE NO. _____

An ordinance of the City of Los Angeles finding that the public interest and necessity require the condemnation of a permanent subsurface sewer easement and a temporary construction easement for 33 months after the project commences of property and improvements located in Playa Del Rey, for the construction and ongoing maintenance of the Venice Dual Force Main Project, a public use.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. The Council of the City of Los Angeles resolves, finds, and determines that the public interest and necessity require the condemnation of a permanent subsurface sewer easement and a temporary construction easement for 33 months after the project commences of property located in Playa Del Rey, for the construction and ongoing maintenance of the Venice Dual Force Main Project; that the project is planned and located in a manner that will be most compatible with the greatest public good and the least private injury; that the property described in this ordinance is necessary for the proposed project; and that an offer required by Government Code §7267.2 has been made to the owners of record.

Sec. 2. The property is to be acquired for public purposes under the authority of the California Constitution, Article 1, §19; Government Code §37350.5; and Code of Civil Procedure §§1240.010 through 1240.050.

Sec. 3. The property to be acquired is located in the City of Los Angeles, County of Los Angeles, State of California, with the exception of Lots 11, 12, 13, 14, and 15 which are located in the County of Los Angeles. The interests to be acquired is a permanent subsurface easement and a temporary construction easement for 33 months after the project commences of property and improvements fully described and depicted in a map attached to this ordinance as Exhibit A. The properties are also identified as Assessor's Parcel Numbers 4116-035-900, 4116-001-013, 4224-012-901, 4224-013-900, 4224-013-901, and 4224-001-901. The legal description of the interests to be acquired is attached to this ordinance collectively as Exhibit B.

Sec. 4. The use for which the properties are sought to be taken is a more necessary public use than the use to which the properties are currently appropriated under the authority of Code of Civil Procedure §§1240.610 through 1240.700.

Sec. 4. At least 15 days written notice has been given by first class mail to each person whose property is to be acquired by eminent domain. The notice advised each of these persons of the intent of the Council to adopt this ordinance and of the right to appear and be heard by the Council. Each owner who so requested was given an opportunity to appear and be heard by the Council.

Sec. 5. The City Attorney is authorized to commence an action in eminent domain to acquire the property and improvements. The City Attorney is also authorized to obtain the necessary court order granting the City possession prior to judgment.

Sec. 6. The City has taken reasonable efforts to acquire the property and improvements by negotiation, but has been unsuccessful.

Description Approved:_____
Jose Ramirez, Title Office

Sec. 7. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

HOLLY L. WOLCOTT, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
PETER E. LANGSFELD
Deputy City Attorney

Date: _____

File No(s). CF 08-0504

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DRAFT

APPENDIX B

Appendix B
City of Los Angeles
Mitigation Monitoring Program

December 2007

MITIGATION MONITORING PROGRAM

FOR

Venice Pumping Plant Dual Force Main

W.O. SZC11631 (formerly W.O. E1700500)

SCH #2003031001

Prepared By

CITY OF LOS ANGELES
BUREAU OF ENGINEERING

December 2007

Introduction

The California Environmental Quality Act (CEQA) requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment. The program must be adopted by the public agency at the time findings are made regarding the project (Public Resources Code Section 21081.6). The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (California Code of Regulations Title 14, Chapter 3, Section 15097(c)). This mitigation monitoring program contains the elements required by CEQA for the Venice Pumping Plant Dual Force Main Sewer Project.

Project Description

The Venice Pumping Plant Dual Force Main Project for which this mitigation monitoring program has been developed consists of the design, construction and operation of a new force main sewer, 54 inches in diameter and extending about two miles from the existing VPP at 140 Hurricane Street in the community of Venice to a junction structure on the Coastal Interceptor Sewer in the community of Playa Del Rey on Vista Del Mar near Waterview Street. The new force main sewer would be used in tandem with the existing force main sewer for the purpose of fulfilling the City's objectives, purposes and needs for sewage conveyance capacity, pipeline redundancy, and maintenance.

From the existing VPP on Hurricane Street, the alignment would proceed east under the Grand Canal and along Marquesas Way, then southeasterly on Via Marina and portions of the county parking lot, then under the Marina Del Rey entrance and Ballona Creek channels tc a point on the south side of Ballona Creek at Pacific Avenue. From there, the alignment continues south along Pacific Avenue and Vista Del Mar to the connection in Vista Del Mar near Waterview Street.

Construction would be by a combination of boring and cut-and-cover construction methods. Surface construction activities (construction management offices, materials staging, boring, etc.) would occur on or near the following sites:

- Venice Pumping Plant (140 Hurricane Street) and vicinity, which may include Hurricane Street between Canal Court and Grand Canal, the city-owned lots at 139 Hurricane Street and the county-owned lot at 3821 South Via Dolce.
- An insertion shaft in the intersection of Marquesas Way and Via Marina.
- A receiving shaft in the south-bound side of Via Marina about 500 feet south of Marquesas Way.
- An insertion shaft in the south-bound side of Via Marina north of Bora Bora Way.
- A receiving shaft in the north-bound side of Via Marina about 300 feet north of the entrance to Los Angeles County Marina del Rey Parking Lot 13 (4601 Via Marina).

- An insertion shaft in the south end of Los Angeles County Marina del Rey Parking Lot 13 (4601 Via Marina)

- A receiving shaft in Pacific Avenue at 62nd Avenue and vicinity, which may include adjacent portions of 62nd Avenue, Los Angeles County 62nd Avenue Parking Lot, the access road along the south side of Ballona Creek channel, and 650 E 62nd Avenue.

- An insertion shaft in Pacific Avenue at 66th Avenue.

- A receiving shaft in Pacifica Avenue about 50 feet south of Convoy Street.

- An insertion shaft in Vista Del Mar at Montreal Street.

- A receiving shaft in Vista Del Mar at Sunridge St.

- Cut and cover in Vista Del Mar from Sunridge Street to about 150 south of Waterview Street. Construction activities may include adjacent portions of Dockweiler Beach, and minor portions of the "LAX Dunes" property (such as the area recently used for the North Outfall Sewer rehabilitation project).

Unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and Bureau of Engineering *Standard Plans*). Also, the analysis in this document assumes that construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works *Additions and Amendments to the Standard Specifications For Public Works Construction* (AKA "The Brown Book," formerly Standard Plan S-610)).

Mitigation Measures

The mitigation measures described in the following pages are taken from the Draft Environmental Impact Report (December 20, 2005) and related documents. The measures listed according to the stages of the project at which each mitigation measure must be implemented: design, construction, and operation.

Within each project phase, the following are identified for each mitigation measure:

(1) An "identifier" providing a nexus between the listed mitigation measure and the source document. The source document should be consulted whenever there is any question regarding the intent or implementation of the mitigation measure. In this case the source document is the Draft Environmental Impact Report dated December 20, 2005.
(2) description of the mitigation measure,
(3) the party who is responsible for the necessary implementing actions,
(4) the necessary implementing vehicle,
(5) the party who is responsible for verifying that the necessary implementing action is taken, and

(6) the primary record documenting the necessary implementing action.

The mechanisms for verifying that mitigation measures have been implemented include design drawings, construction documents intended for use by construction contractors and construction managers, field inspections, field reports, and other periodic or special reports. All records pertaining to this mitigation program will be maintained and made available for inspection by the public in accordance with the City's records management systems and policies.

DESIGN PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
Air Quality					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications
Biological Resources					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications
Circulation, Traffic and Parking					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications
Cultural and Paleontological Resources					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications
Geology, Soils and Seismicity					
GEO 1	Project improvements would be subject to earthquake ground shaking. The components of the proposed project will be designed and constructed to the seismic design requirements for ground shaking specified in the UBC for Seismic Zone 4 at a minimum.	Project Engineer	Plans & Specifications	Project Manager	Plans & Specifications
GEO 2	Liquefaction and differential seismic settlement may occur on the project. Design and construction of the proposed project will include appropriate measures, such as flexible connections that can accommodate differential settlement, compaction grouting to densify the soils, or structural anchors to secure the pipeline.	Project Engineer	Plans & Specifications	Project Manager	Plans & Specifications
GEO 4	Methane gas may be detected along the project alignments. Design and construction of the proposed project will include active or passive mitigation systems for methane gas hazards, if necessary.	Project Engineer	Plans & Specifications	Project Manager	Plans & Specifications
Hazards and Hazardous Materials					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications
Hydrology and Water Quality					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications

CCC = California Coastal Commission; DFG = California Dept. of Fish and Game; LADOT = City of Los Angeles Department of Transportation; LARWQCB = California Regional Water Quality Control Board Los Angeles Region; PW-Eng = Dept. of Public Works Bureau of Engineering ; PW-San = Dept. of Public Works Bureau of Sanitation; RAP-Op.s = Dept. of Recreation & Parks Operations; SCAQMD = South Coast Air Quality Management District;

DESIGN PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
Noise and Vibration					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications
Recreational Resources and Facilities					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications
Aesthetics					
	Incorporate all Construction Phase mitigation measures into the project plans and specifications	Project Engineer	Plans and Specifications	Project Manager	Plans and Specifications

CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
Air Quality					
AQ1	To minimize NOx emissions, strategize and plan ahead to minimize the transporting of construction equipment and excessive material to and from work area.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ2	To minimize NOx emissions, optimize construction crew size and select equipment to reduce any unnecessary emissions.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ3	To minimize NOx emissions, adjust the electronic timing on the construction equipment when feasible.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ4	To minimize NOx emissions, use newer construction equipment such as equipment meeting Tier 2 emission standards when feasible.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ5	To minimize NOx emissions, minimize idling emissions from construction equipment and haul trucks by turning them off when not in use or during potential long delays (i.e., over 5 minutes).	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ6	To minimize NOx emissions, optimize the muck removal schedule	Constructor	Project Plans &	Construction	Project

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CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
	to reduce emissions from haul trucks.		Specifications	Inspector	Acceptance or Closeout Report
AQ7	To minimize NOx emissions, use alternative fuel such as biodiesel, liquid natural gas, and propane when feasible.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ8	To minimize fugitive dust emissions, disturbed land and open storage piles that will be left inactive for several days, shall be stabilized by one, or a combination, of the following methods: (a) applying a chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of 6 months, (b) covering, or (c) watering three times per day.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ9	Soil exposed by construction activities shall be revegetated or otherwise covered so as to prevent the generation of wind-borne dust as soon as possible.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ10	To minimize fugitive dust emissions, all active unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction. The construction area shall be sufficiently dampened to control dust caused by construction and hauling and at all times provide reasonable control of dust by wind.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ11	To minimize fugitive dust emissions, during periods of high winds (i.e., greater than 15 mph) either (a) cease all clearing, earth moving and excavation activities or (b) apply water to soil not more than 15 minutes prior to moving the soil.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AQ12	To minimize fugitive dust emissions, all truck loads of imported or exported soil or debris shall be either (a) securely covered or (b) comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads and be sufficiently watered to prevent excessive amount of dust.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
Biological Resources					
BIO 2	To protect foraging of the least tern when tunneling activities are to occur during the least tern nesting season (April 1 through August 31), a water quality specialist or biological monitor shall conduct surveys at tunneling locations a minimum of once daily to ensure that tunneling does not increase water turbidity. If any turbidity from the tunneling activities is discovered in least tern foraging areas, the tunneling activities shall cease until corrective measures are taken to prevent tunneling activities from causing increased turbidity.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report

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CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
BIO 3	Environmentally sensitive habitat areas shall be protected, and where feasible, enhanced. If any environmentally sensitive habitat area is disturbed, the area shall be restored to its previous condition in accordance with the applicable Land Use Plan and Local Coastal Program. Marine resources shall be maintained, enhanced, and where feasible, restored. If any marine resources are disturbed, the resources shall be restored to its previous condition in accordance with the applicable Land Use Plan and Local Coastal Program.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
Circulation, Traffic and Parking					
TRA 1	To coordinate with the city to ensure adequate traffic signals and controls are in place prior to and during times of construction, a construction traffic management plan shall be prepared for each construction site and submitted to the City for review and approval prior to the start of any construction work.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
TRA 2	To adequately control traffic to ensure compliance with all local and state safety standards and specifications, a site-specific construction worksite traffic control plan shall be prepared for each construction site and submitted to the City for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures would not be allowed, local traffic detours, protective devices and traffic controls (such as barricades, cones, flagmen, lights, warning beacons, temporary traffic signals, warning signs), access to abutting properties, and provisions to maintain emergency access through construction work areas. Coordinate with emergency service providers (police, fire, ambulance and paramedic services) to provide advance notice of any lane closures, construction hours and changes to local access and to identify alternative routes where appropriate.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
TRA 3	To reduce traffic congestion, fully utilize available street space to minimize lane reductions on affected streets, including elimination of onstreet parking where necessary. Implement left-turn restrictions as appropriate on re-striped street segments to facilitate the movement of through traffic. Only eliminate travel lanes when	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report

CCC = California Coastal Commission; DFG = California Dept. of Fish and Game; LADOT = City of Los Angeles Department of Transportation; LARWQCB = California Regional Water Quality Control Board Los Angeles Region; PW-Eng = Dept. of Public Works Bureau of Engineering ; PW-San = Dept. of Public Works Bureau of Sanitation; RAP-Op.s = Dept. of Recreation & Parks Operations; SCAQMD = South Coast Air Quality Management District;

CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
	absolutely necessary.				
TRA 4	To protect pedestrian and recreational traffic, provide signage indicating alternative pedestrian and bicycle access routes where existing facilities would be affected.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
TRA 5	To ensure ingress/egress to all properties adjacent to the project and surrounding areas, provide advance notice to any affected residents, businesses and property owners in the vicinity of each construction site and, where existing property access will be reduced, identify alternative means of access.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
TRA 6	To avoid impacts to public transportation, coordinate with pubic transit providers (MTA, LADOT Commuter Express, Culver City Bus) to provide advance notice of any lane closures, construction hours and, where necessary, to identify sites for temporary bus stops within a reasonable walking distance of any displaced bus stops.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
Cultural and Paleontological Resources					
CR 1	To avoid impacts to areas where cultural resources are known to exist, an archaeologist qualified to recognize and assess both prehistoric and historical resources shall monitor all excavation.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
CR 2	To avoid impacts to areas where cultural resources are known to exist, when avoidance cannot be achieved, alternate measures such as surface collection and/or subsurface data recovery of significant sites must be implemented.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
CR 3	In the event of the discovery and subsequent recovery of fossil remains, the engineer shall halt construction temporarily while remains are analyzed prior to resuming construction.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
CR 4	An archaeologist qualified to recognize and assess both prehistoric and historical resources shall monitor all excavation in the vicinity of the CA-LAN-66 site located in Vista Del Mar.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
CR 5	If new discovery is encountered Develop a contingency plan for addressing unanticipated new discoveries of cultural resources in the project area, evaluate and report any findings.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
CR 6	If significant cultural resources are found during construction, those significant cultural resources found shall be recovered from the project site, curated by an archaeologist recommended by the city and offered to an area museum whose collection is available for the viewing by the public.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report

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CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
PAL 1	Prior to construction, the services of a qualified vertebrate paleontologist approved by the City of Los Angeles and Los Angeles County Museum of Natural History will be retained to implement the mitigation program during earth-moving activities at the project site.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
PAL 2	The paleontologist will develop a formal agreement with a recognized museum repository, such as the LACMVP or LACMIP, regarding the final disposition and permanent storage and maintenance of any fossil remains and the archiving of associated specimen data and corresponding geologic and geographic site data that might be recovered as a result of the mitigation program, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
PAL 3	The paleontologist or monitor will coordinate with the appropriate construction contractor personnel to provide information regarding lead agency requirements for the protection of paleontologic resources. Contractor personnel also will be briefed on procedures to be followed in the event that a fossil site or remains are encountered by earth-moving activities, particularly when the monitor is not on site. The briefing will be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel will be provided to the appropriate contractor personnel.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
PAL 4	Earth-moving activities will be monitored by the monitor only in those areas of the project site where these activities will disturb previously undisturbed strata. Monitoring will be conducted on a full-time basis in areas underlain by the Palos Verdes Sand and, once the activities have reached a depth 5 feet below grade, on a full-time basis in areas underlain by the coastal deposits and on a half-time basis in areas underlain by the dune sand. If fossil remains are encountered by these activities, monitoring will be increased to full time, if appropriate, at least in the vicinity of the fossil site where the area is underlain by the fossil-bearing rock unit. If no fossil remains are found once 50 percent of earth-moving activities have been completed in an area underlain by a particular rock unit, with City of Los Angeles approval, monitoring can be reduced or	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report

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CONSTRUCTION PHASE

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	suspended in that area.				
PAL 5	All fossil specimens recovered from the project site as a result of the mitigation program, including those recovered as the result of processing fossiliferous rock samples, will be treated (prepared, identified, curated, catalogued) in accordance with designated museum repository requirements. Small rock samples from the Palos Verdes Sand, dune sand, and coastal deposits will be submitted to commercial laboratories for microfossil, pollen, or radiometric (carbon-14) dating analysis.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
PAL 6	The discovery of paleontologic resources may be present in specific project areas where grading and other excavation activities are to occur Monitoring will consist of visually inspecting debris piles and freshly exposed strata for larger fossil remains, and periodically dry test screening sediment, rock, and debris for smaller fossil remains. As soon as practicable, the monitor will recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock sample that can be recovered easily. If recovery of a large or unusually productive fossil occurrence is warranted, earth-moving activities will be diverted temporarily around the fossil site and a recovery crew will be mobilized as necessary to remove the occurrence as quickly as possible. If not on site when a fossil occurrence is uncovered by these activities, the activities will be diverted temporarily around the fossil site and the monitor called to the site to evaluate and, if warranted, recover the occurrence. If the fossil site is determined too unproductive or the fossil remains not worthy of recovery, no further action will be taken to preserve the fossil site or remains, and earth-moving activities will be allowed to commence.	Constructor	Project Plans & Specifications	Project Manager	Project Acceptance or Closeout Report
Geology, Soils and Seismicity					
GEO 2	Liquefaction and differential seismic settlement may occur on the project. Design and construction of the proposed project will include appropriate measures.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
GEO 3	Subsidence may occur to the project area. Design and construction of the proposed project will include appropriate measures, such as a watertight excavation support system to minimize groundwater pumping or construction the pipeline in a "wet" excavation.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
GEO 4	Methane gas may be detected along the project alignments. Design	Constructor	Project Plans &	Construction	Project

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CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
	and construction of the proposed project will include active or passive mitigation systems for methane gas hazards, if necessary.		Specifications	Inspector	Acceptance or Closeout Report
Hazards and Hazardous Materials					
HAZ 1	Abandoned wells and other subsurface structures may be encountered during construction. Any wells that must be re-abandoned, will be re-abandoned in accordance with applicable regulations.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
HAZ 2	Employees may be exposed to hazardous materials during construction. Exposure of construction workers to contaminated materials can be minimized by implementing the measures required by federal, state, and local laws and regulations. As such, potential impacts associated with the excavation of contaminated materials would be less than significant.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
HAZ 3	Hazardous materials may be temporarily stored and used on the project site and waste generated during the construction and operation of the project. All hazardous materials shall be handled and disposed in accordance with applicable regulations.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
HAZ 4	The soils may contain methane or other gases from previous oil well field development. Safety equipment, material, and assistance shall be provided to City personnel to properly inspect all phases of the work, including final inspection. Such equipment, material and assistance shall include, but not be limited to testing for the presence of explosive or toxic gases and oxygen deficiency in confined spaces, blowers, ventilators, first aid supplies and equipment, ladders, scaffolds, shoring, and personnel for standby assistance as required. Personal safety devices such as harnesses, lanyards, and self-contained breathing apparatus will be provided. When the Work requires specialized safety equipment, new sets of such equipment, training, and maintenance of such equipment shall be provided.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
HAZ 5	To ensure public safety where methane may be present along the project alignments, the City of Los Angeles Building Code requires that methane mitigation be implemented when construction occurs at these sites to ensure public safety. These measures include the installation of membrane barriers and vent piping as well as trench dams and electrical seal-offs for each of these properties.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
Hydrology and Water Quality					

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CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
WQ 1	Runoff may occur from the project site during construction activities. Even if not otherwise required, a stormwater pollution prevention plan (SWPPP) shall be submitted for review and approval because of the highly sensitive habitat areas within the project. The SWPPP shall recommend interim and permanent improvements to existing drainage features to prevent uncontrolled runoff during construction and to accommodate any temporary increase in runoff associated with construction activities. Copies of said NPDES permit(s) and related SWPPP shall be available for inspection at the City and at the construction site prior to land disturbing activity.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
WQ 2	Dewatering discharge is expected to occur during the initial phase of pit construction, hydraulic isolation of the pits can be accomplished by the contractor by various methods of his choice, including interlocking sheet pile walls, soil cement walls constructed with Deep Mixing Methods, or slurry diaphragm walls. Water removed from the pits will be discharged to the storm drain system after proper treatment in accordance with local regulations. Solid particles will be removed by using sedimentation tanks and filtration. If petroleum contamination is encountered, free product, if any, will be skimmed off the surface and oil/water separators will be used to remove the remaining contamination. Granular activated carbon could be used to remove any dissolved organic or other contaminants. Alternatively, discharged water will be shipped to authorized vendors for treatment and disposal.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
Noise and Vibration					
NOI 1	Construction activities shall be limited to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday, and shall avoid Sundays and national holidays to the greatest extent feasible. Construction activities beyond the afore-stated limits shall only occur if allowed by the regulating agency (e.g., the Los Angeles Police Commission in the City of Los Angeles) and required to avoid greater environmental risk.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 2	Heavy trucks associated with project construction shall be limited to major arterial streets, and away from residential roadways, to the extent practicable.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 3	All noise-producing project equipment and vehicles using internal	Constructor	Project Plans &	Construction	Project

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CONSTRUCTION PHASE

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	combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for such type of equipment.		Specifications	Inspector	Acceptance or Closeout Report
NOI 4	All mobile or fixed noise-producing equipment used on the project, and that is regulated for noise output by a local, state, or federal agency, shall comply with such regulation while in the course of project activity.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 5	Temporary soundwall barriers shall be erected for launch and receiving pits. Such soundwall barriers shall be of a sufficient height, length and configuration so as to provide substantial noise reduction and effectively block the line-of-sight between nearby noise-sensitive receivers and the work zone	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 6	Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment where feasible.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 7	Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 8	Construction site and haul-road speed limits shall be established and enforced during the construction period.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 9	The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 10	No project-related public address or music system shall be audible at any adjacent receptor.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 11	The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
NOI 12	The contractor shall develop and implement a project noise control	Constructor	Project Plans &	Construction	Project

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CONSTRUCTION PHASE

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	plan, which shall have been approved by the city.		Specifications	Inspector	Acceptance or Closeout Report
VIB 1	"Press-in" or drilling pile drives shall be utilized rather than impact or vibratory pile-drivers, if feasible.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
Recreational Resources and Facilities					
REC1	In order to minimize competition between construction-related equipment and activities and Dockweiler State Beach users for parking space at Vista Del Mar and the resulting temporary impacts to recreation, special parking arrangements will be made for construction workers.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
REC2	In order to minimize recreational access and use issues during the course of construction, additional consultation and coordination with key stakeholders, local residents, members of the general public and City/County planners will occur to balance the needs of the recreational users and construction related activities.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
REC3	The City will coordinate with the sponsors of local and major regional, national and international beach events to schedule the events and/or construction activities to minimize conflicts.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
REC4	The City will coordinate all construction scheduling and activities with the Los Angeles County Department of Public Works for the purpose of eliminating or reducing construction-related impacts.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
Aesthetics					
AES1	Mature street trees along Via Marina shall be protected in place.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AES2	Public access along Via Marina, Marquesas Way, Via Dolce, Aubrey E. Austin Park and the North Jetty Promenade shall be maintained.	Constructor	Project Plans & Specifications	Construction Inspector	Project Acceptance or Closeout Report
AES3	The city shall consider landscaping public areas within affected neighborhoods where open space is currently degraded and unsightly.				
AES4	The city shall consider screening from public view existing features that are incongruous with the character of their surroundings (such as the Venice Pumping Plant).				
AES5	The city shall consider creating public access to currently				

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CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
	unavailable scenic vistas (new beach access routes, paths, bikeways, public parking).				

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OPERATION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
	There are no mitigation measures to be implemented during operation.				

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Addendum to the
MITIGATION MONITORING PROGRAM

FOR THE

Venice Pumping Plant Dual Force Main

W.O. SZC11631 (formerly W.O. E1700500)

SCH #2003031001

Prepared By

CITY OF LOS ANGELES
BUREAU OF ENGINEERING

September 2009

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Introduction

The California Environmental Quality Act (CEQA) requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment. The program must be adopted by the public agency at the time findings are made regarding the project (Public Resources Code Section 21081.6). The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (California Code of Regulations Title 14, Chapter 3, Section 15097(c)).

In September of 2007, the City prepared a mitigation monitoring program for the Venice Pumping Plant Dual Force Main Sewer Project. Subsequently, the city re-evaluated the traffic impacts of the proposed project and its alternatives ("Traffic Study for the Venice dual Force Main, Los Angeles, California" by Fehr & Peers, 2009). This addendum is intended to incorporate the recommendations of the 2009 traffic study into the mitigation monitoring program. The text contained herein replaces the sections pertaining to circulation, traffic and parking previously described in the 2007 document.

In addition, this addendum is intended to clarify that these measures pertaining to circulation, traffic and parking are voluntary measures to reduce the adverse affects of the proposed project to the greatest extent possible. Inclusion of these measures in the mitigation monitoring program is not intended to indicate or imply that the proposed project would result in a significant impact if these measures were not taken.

Revised Mitigation Measures

The measures listed according to the stages of the project at which each mitigation measure must be implemented: design, construction, and operation.

Within each project phase, the following are identified for each mitigation measure:

(1) An "identifier" providing a nexus between the listed mitigation measure and the source document. The source documents should be consulted whenever there is any question regarding the intent or implementation of the mitigation measure. In this case the source documents are the Draft Environmental Impact Report dated December 20, 2005 and the 2009 Traffic Study for the Venice dual Force Main, Los Angeles, California by Fehr & Peers.

(2) description of the mitigation measure,

(3) the party who is responsible for the necessary implementing actions,

(4) the necessary implementing vehicle,

(5) the party who is responsible for verifying that the necessary implementing action is taken, and

(6) the primary record documenting the necessary implementing action.

The mechanisms for verifying that mitigation measures have been implemented include design drawings, construction documents intended for use by construction contractors and construction managers, field inspections, field reports, and other periodic or special reports. All records pertaining to this mitigation program will be maintained and made available for inspection by the public in accordance with the City's records management systems and policies.

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APPENDIX C

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2014-01462-(4) / PERMIT NO. CDP201400003/ ENV NO. 201400114

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
1.1	Aesthetics	Mature street trees along Via Marina shall be protected in place.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
1.2	Aesthetics	Public access along Via Marina, Marquesas Way, Via Dolce, Aubrey E. Austin Park and the North Jetty Promenade shall be maintained.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
1.3		The city shall consider screening from public view existing features that are incongruous with the character of their surroundings (such as the Venice Pumping Plant).	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
1.4		The city shall consider creating public access to currently unavailable scenic vistas (new beach access routes, paths, bikeways, public parking).	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
2.1	Agriculture / Forest					
3.1	Air Quality	To minimize NOx emissions, strategize and plan ahead to minimize the transporting of construction equipment and excessive material to and from work area.	Incorporate in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.2		To minimize NOx emissions, optimize construction crew size and select equipment to reduce any unnecessary emissions.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.3		To minimize NOx emissions, adjust the electronic timing on the construction equipment when feasible.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District

3.4		To minimize NOx emissions, use newer construction equipment such as equipment meeting Tier 2 emission standards when feasible.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.5		To minimize NOx emissions, minimize idling emissions from construction equipment and haul trucks by turning them off when not in use or during potential long delays (i.e., over 5 minutes).	Incorporate in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.6		To minimize NOx emissions, optimize the muck removal schedule to reduce emissions from haul trucks.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.7		To minimize NOx emissions, use alternative fuel such as biodiesel, liquid natural gas, and propane when feasible.	Incorporate in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.8		To minimize fugitive dust emissions, disturbed land and open storage piles that will be left inactive for several days, shall be stabilized by one, or a combination, of the following methods: (a) applying a chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of 6 months, (b) covering, or (c) watering three times per day.	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.9		Soil exposed by construction activities shall be revegetated or otherwise covered so as to prevent the generation of wind-borne dust as soon as possible.	Incorporate in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.10.		To minimize fugitive dust emissions, all active unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction. The construction area shall be sufficiently dampened to control dust caused by construction and hauling and at all times provide reasonable control of dust by wind.	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.11		To minimize fugitive dust emissions, during periods of high winds (i.e., greater than 15 mph) either (a) cease all clearing, earth moving and excavation activities or (b) apply water to soil not more than 15 minutes prior to moving the soil.	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District

3.12		To minimize fugitive dust emissions, all truck loads of imported or exported soil or debris shall be either (a) securely covered or (b) comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads and be sufficiently watered to prevent excessive amount of dust.	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
4.1	Biological Resources	To protect foraging of the least tern when tunneling activities are to occur during the least tern nesting season (April 1 through August 31), a water quality specialist or biological monitor shall conduct surveys at tunneling locations a minimum of once daily to ensure that tunneling does not increase water turbidity. If any turbidity from the tunneling activities is discovered in least tern foraging areas, the tunneling activities shall cease until corrective measures are taken to prevent tunneling activities from causing increased turbidity.	Retain a biologcal monitor, if applciable.	Prior to issuance of any applicable permit.	LA City	Department of Regional Planning Department of Beaches and Harbors
4.2		Environmentally sensitive habitat areas shall be protected, and where feasible, enhanced. If any environmentally sensitive habitat area is disturbed, the area shall be restored to its previous condition in accordance with the applicable Land Use Plan and Local Coastal Program.	Biological monitoring of designated areas, if applicable.	Prior to issuance of any applicable permit.	LA City	Department of Regional Planning Department of Beaches and Harbors
4.3		Marine resources shall be maintained, enhanced, and where feasible, restored. If any marine resources are disturbed, the resources shall be restored to its previous condition in accordance with the applicable Land Use Plan and Local Coastal Program.	Biological monitoring of designated areas, if applicable.	Prior to issuance of any applicable permit.	LA City	Department of Regional Planning Department of Beaches and Harbors
5.1	Cultural Resources	To avoid impacts to areas where cultural resources are known to exist, an archaeologist qualified to recognize and assess both prehistoric and historical resources shall monitor all excavation.	Retain archaeologist, if applicable.	Prior to issuance of any applicable permit.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.2		To avoid impacts to areas where cultural resources are known to exist, when avoidance cannot be achieved, alternate measures such as surface collection and/or subsurface data recovery of significant sites must be implemented.	Archaeologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.3		In the event of the discovery and subsequent recovery of fossil remains, the engineer shall halt construction temporarily while remains are analyzed prior to resuming construction.	Archaeologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Archaeologist	Department of Regional Planning

5.4		An archaeologist qualified to recognize and assess both prehistoric and historical resources shall monitor all excavation in the vicinity of the CA-LAN-66 site located in Vista Del Mar.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.5		If new discovery is encountered Develop a contingency plan for addressing unanticipated new discoveries of cultural resources in the project area, evaluate and report any findings.	Include written verification in contract with archaeologist, if applicable.	Prior to issuance of any applicable permit.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.6		If significant cultural resources are found during construction, those significant cultural resources found shall be recovered from the project site, curated by an archaeologist recommended by the city and offered to an area museum whose collection is available for the viewing by the public.	Archaeologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.7		Prior to construction, the services of a qualified vertebrate paleontologist approved by the City of Los Angeles and Los Angeles County Museum of Natural History will be retained to implement the mitigation program during earth-moving activities at the project site.	Retain paleontologist and prepare site-specific mitigation plan, if applicable.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning
5.8		The paleontologist will develop a formal agreement with a recognized museum repository, such as the LACMVP or LACMIP, regarding the final disposition and permanent storage and maintenance of any fossil remains and the archiving of associated specimen data and corresponding geologic and geographic site data that might be recovered as a result of the mitigation program, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage.	Include written verification in contract with paleontologist, if applicable.	Prior to issuance of any applicable permit.	LA City/Contractor / Paleontologist / Selected Museum	Department of Regional Planning

5.9		The paleontologist or monitor will coordinate with the appropriate construction contractor personnel to provide information regarding lead agency requirements for the protection of paleontologic resources. Contractor personnel also will be briefed on procedures to be followed in the event that a fossil site or remains are encountered by earth-moving activities, particularly when the monitor is not on site. The briefing will be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel will be provided to the appropriate contractor personnel.	Paleontologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Paleontologist	Department of Regional Planning
5.10.		Earth-moving activities will be monitored by the monitor only in those areas of the project site where these activities will disturb previously undisturbed strata. Monitoring will be conducted on a full-time basis in areas underlain by the Palos Verdes Sand and, once the activities have reached a depth 5 feet below grade, on a full-time basis in areas underlain by the coastal deposits and on a half-time basis in areas underlain by the dune sand. If fossil remains are encountered by these activities, monitoring will be increased to full time, if appropriate, at least in the vicinity of the fossil site where the area is underlain by the fossil-bearing rock unit. If no fossil remains are found once 50 percent of earth-moving activities have been completed in an area underlain by a particular rock unit, with City of Los Angeles approval, monitoring can be reduced or suspended in that area.	Paleontologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Paleontologist	Department of Regional Planning
5.11		All fossil specimens recovered from the project site as a result of the mitigation program, including those recovered as the result of processing fossiliferous rock samples, will be treated (prepared, identified, curated, catalogued) in accordance with designated museum repository requirements. Small rock samples from the Palos Verdes Sand, dune sand, and coastal deposits will be submitted to commercial laboratories for microfossil, pollen, or radiometric (carbon-14) dating analysis.	Include written verification in contract with paleontologist, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Paleontologist	Department of Regional Planning

5.12		The discovery of paleontologic resources may be present in specific project areas where grading and other excavation activities are to occur Monitoring will consist of visually inspecting debris piles and freshly exposed strata for larger fossil remains, and periodically dry test screening sediment, rock, and debris for smaller fossil remains. As soon as practicable, the monitor will recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock sample that can be recovered easily. If recovery of a large or unusually productive fossil occurrence is warranted, earth-moving activities will be diverted temporarily around the fossil site and a recovery crew will be mobilized as necessary to remove the occurrence as quickly as possible. If not on site when a fossil occurrence is uncovered by these activities, the activities will be diverted temporarily around the fossil site and the monitor called to the site to evaluate and, if warranted, recover the occurrence. If the fossil site is determined too unproductive or the fossil remains not worthy of recovery, no further action will be taken to preserve the fossil site or remains, and earth-moving activities will be allowed to commence.	Paleontologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Paleontologist	Department of Regional Planning
6.1	Energy				LA City	
7.1	Geology / Soils	Liquefaction and differential seismic settlement may occur on the project. Design and construction of the proposed project will include appropriate measures.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
7.2		Subsidence may occur to the project area. Design and construction of the proposed project will include appropriate measures, such as a watertight excavation support system to minimize groundwater pumping or construction the pipeline in a "wet" excavation.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City

7.3		Methane gas may be detected along the project alignments. Design and construction of the proposed project will include active or passive mitigation systems for methane gas hazards, if necessary	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
8.1	Greenhouse Gas Emissions					
9.1	Hazards / Hazardous Materials	Abandoned wells and other subsurface structures may be encountered during construction. Any wells that must be re- abandoned, will be re-abandoned in accordance with applicable regulations.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
9.2		Employees may be exposed to hazardous materials during construction. Exposure of construction workers to contaminated materials can be minimized by implementing the measures required by federal, state, and local laws and regulations. As such, potential impacts associated with the excavation of contaminated materials would be less than significant.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
9.3		Hazardous materials may be temporarily stored and used on the project site and waste generated during the construction and operation of the project. All hazardous materials shall be handled and disposed in accordance with applicable regulations.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City

9.4		The soils may contain methane or other gases from previous oil well field development. Safety equipment, material, and assistance shall be provided to City personnel to properly inspect all phases of the work, including final inspection. Such equipment, material and assistance shall include, but not be limited to testing for the presence of explosive or toxic gases and oxygen deficiency in confined spaces, blowers, ventilators, first aid supplies and equipment, ladders, scaffolds, shoring, and personnel for standby assistance as required. Personal safety devices such as harnesses, lanyards, and self-contained breathing apparatus will be provided. When the Work requires specialized safety equipment, new sets of such equipment, training, and maintenance of such equipment shall be provided.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
10.1	Hydrology / Water Quality	Runoff may occur from the project site during construction activities. Even if not otherwise required, a stormwater pollution prevention plan (SWPPP) shall be submitted for review and approval because of the highly sensitive habitat areas within the project. The SWPPP shall recommend interim and permanent improvements to existing drainage features to prevent uncontrolled runoff during construction and to accommodate any temporary increase in runoff associated with construction activities. Copies of said NPDES permit(s) and related SWPPP shall be available for inspection at the City and at the construction site prior to land disturbing activity.	Submit SWPPP.	Prior to issuance of any applicable permits	LA City	Department of Public Works
10.2		To ensure public safety where methane may be present along the project alignments, the City of Los Angeles Building Code requires that methane mitigation be implemented when construction occurs at these sites to ensure public safety. These measures include the installation of membrane barriers and vent piping as well as trench dams and electrical seal-offs for each of these properties.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City

10.3		Dewatering discharge is expected to occur during the initial phase of pit construction, hydraulic isolation of the pits can be accomplished by the contractor by various methods of his choice, including interlocking sheet pile walls, soil cement walls constructed with Deep Mixing Methods, or slurry diaphragm walls. Water removed from the pits will be discharged to the storm drain system after proper treatment in accordance with local regulations. Solid particles will be removed by using sedimentation tanks and filtration. If petroleum contamination is encountered, free product, if any, will be skimmed off the surface and oil/water separators will be used to remove the remaining contamination. Granular activated carbon could be used to remove any dissolved organic or other contaminants. Alternatively, discharged water will be shipped to authorized vendors for treatment and disposal.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
11.1	Land Use / Planning					
12.1	Mineral Resources					
13.1	Noise	Construction activities shall be limited to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday, and shall avoid Sundays and national holidays to the greatest extent feasible. Construction activities beyond the afore-stated limits shall only occur if allowed by the regulating agency (e.g., the Los Angeles Police Commission in the City of Los Angeles) and required to avoid greater environmental risk.	In the County unicorporated area construction activity shall be restricted between the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. No construction shall occur on Sundays and legal holidays. All work, including but not limited to the prepping or warming up of heavy equipment, shall fall within the prescribed time period.	Duration of project	LA City/Contractor	Department of Regioanl Planning Department of Public Works Department of Public Health Department of Beaches and Harbors
13.2		Heavy trucks associated with project construction shall be limited to major arterial streets, and away from residential roadways, to the extent practicable.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	

13.3		All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped witr shrouds and noise control features that are readily available for such type of equipment.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.4		All mobile or fixed noise-producing equipment used on the project, and that is regulated for noise output by a local, state, or federal agency, shall comply with such regulation while in the course of project activity.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.5		Temporary soundwall barriers shall be erected for launch and receiving pits. Such soundwall barriers shall be of a sufficient height, length and configuration so as to provide substantial noise reduction and effectively block the line-of-sight between nearby noise-sensitive receivers and the work zone	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.6		Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment where feasible.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.7		Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise- sensitive receptors.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.8		Construction site and haul-road speed limits shall be established and enforced during the construction period.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.9		The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.10.		No project-related public address or music system shall be audible at any adjacent receptor.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health

13.11		The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.	A phone number shall be provided to residents to call with any concerns and the Contractor will be required to maintain a call log so that the City can track resolution of any noise complaints. Further, residents shall be informed of on-site construction supervisor contact information by posting of the phone number on the construction site and in the leasing offices of the residential developments along Via Marina.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.12		The contractor shall develop and implement a project noise control plan, which shall have been approved by the city.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.13		"Press-in" or drilling pile drives shall be utilized rather than impact or vibratory pile-drivers, if feasible.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
14.1	Population / Housing				LA City	
15.1	Public Services				LA City	
16.1	Recreation	In order to minimize competition between construction-related equipment and activities and Dockweiler State Beach users for parking space at Vista Del Mar and the resulting temporary impacts to recreation, special parking arrangements will be made for construction workers.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
16.2		In order to minimize recreational access and use issues during the course of construction, additional consultation and coordination with key stakeholders, local residents, members of the general public and City/County planners will occur to balance the needs of the recreational users and construction related activities.	Submit a Traffic Control Plan	Prior to issuance of any permit.	LA City/Contractor	Department of Beaches and Harbors Department of Regional Planning Department of Public Works

16.3		The City will coordinate with the sponsors of local and major regional, national and international beach events to schedule the events and/or construction activities to minimize conflicts.	Submit a Traffic Control Plan	Prior to issuance of any permit.	LA City/Contractor	Department of Beaches and Harbors Department of Regional Planning Department of Public Works
16.4		The City will coordinate all construction scheduling and activities with the Los Angeles County Department of Public Works for the purpose of eliminating or reducing construction-related impacts.	Submit project schedule of activities within County jurisdiction.	Prior to issuance of any permit.	LA City	Department of Public Works
17.1	Transportation / Traffic	To coordinate with the city to ensure adequate traffic signals and controls are in place prior to and during times of construction, a construction traffic management plan shall be prepared for each construction site and submitted to the City for review and approval prior to the start of any construction work.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.2		To adequately control traffic to ensure compliance with all local and state safety standards and specifications, a site-specific construction worksite traffic control plan shall be prepared for each construction site and submitted to the City for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures would not be allowed, local traffic detours, protective devices and traffic controls (such as barricades, cones, flagmen, lights, warning beacons, temporary traffic signals, warning signs), access to abutting properties, and provisions to maintain emergency access through construction work areas. Coordinate with emergency service providers (police, fire, ambulance and paramedic services) to provide advance notice of any lane closures, construction hours and changes to local access and to identify alternative routes where appropriate.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works

17.3		To reduce traffic congestion, fully utilize available street space to minimize lane reductions on affected streets, including elimination of onstreet parking where necessary. Implement left-turn restrictions as appropriate on re-striped street segments to facilitate the movement of through traffic. Only eliminate travel lanes when absolutely necessary.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.4		To protect pedestrian and recreational traffic, provide signage indicating alternative pedestrian and bicycle access routes where existing facilities would be affected.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.5		To ensure ingress/egress to all properties adjacent to the project and surrounding areas, provide advance notice to any affected residents, businesses and property owners in the vicinity of each construction site and, where existing property access will be reduced, identify alternative means of access.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.6		To avoid impacts to public transportation, coordinate with pubic transit providers (MTA, LADOT Commuter Express, Culver City Bus) to provide advance notice of any lane closures, construction hours and, where necessary, to identify sites for temporary bus stops within a reasonable walking distance of any displaced bus stops.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City/Contractor	LA City
17.7		To ensure adequate traffic signals and controls are in place prior to and during times of construction, a construction traffic management plan shall be prepared for each construction site and submitted to the City (for sites within the City) and County (for sites not within the City) for review and approval prior to the start of any construction work.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works

17.8		To adequately control traffic to ensure compliance with all local and state safety standards and specifications, a site-specific construction worksite traffic control plan shall be prepared for each construction site and submitted to LADOT (for sites within the City) and County (for sites not within the City) for review and approval prior to the start of any construction work. This plan shall include su h elements as the location of any lane closures, restricted hours during which lane closures would not be allowed, local traffic detours, protective devices and traffic controls (such as barricades, cones, flagmen, lights, warning beacons, temporary traffic signals, warning signs), access to abutting properties, and provisions to maintain emergency access through construction work areas.	Prepare construction traffic management plan with required plan provisions as set forth in mitigation measure.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.9		Coordinate with emergency service providers (police, fire, ambulance and paramedic services) to provide advance notice of any lane closures, construction hours and changes to local access and to identify alternative routes where appropriate.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City/Contractor	LA City
17.10.		If found to be necessary, a temporary shuttle bus could be provided to transit patrons to maintain service in the area south of Washington Boulevard. Under Alternatives 2A, 2B, 2A (FC) and 3A (FC), school bus service to the charter school on Pacific Avenue south of Washington Boulevard could be retained by routing buses from westbound Washington Boulevard to southbound Strongs Drive to westbound Driftwood Street to northbound Pacific Avenue to reach the existing student loading zone.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City/Contractor	LA City
18.1	Utilities / Services					
19	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly, and as frequently as required by the Department of Regional Planning until all measures are completed.	Applicant and subsequent owner(s)	Department of Regional Planning

APPENDIX D

Appendix D
County of Los Angeles
Coastal Development Permit
Findings and Conditions of Approval

February 2015

FINDINGS OF THE REGIONAL PLANNING COMMISSION AND ORDER
COUNTY OF LOS ANGELES
PROJECT NO. R2014-01462-(4)
COASTAL DEVELOPMENT PERMIT NO. 201400003

1. The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing in the matter of Coastal Development Permit No. 201400003 ("CDP") on February 25, 2015.

2. The permittee, City of Los Angeles ("permittee" or "City"), requests the CDP pursuant Los Angeles County Code ("County Code") section 22.46.1110 to authorize the construction of a new 54-inch diameter force main sewer line through the unincorporated County community of Marina del Rey ("Project"). The Project will require the construction and installion of approximately 0.75 miles of sewer line within unincorporated County territory, through portions of Marquesas Way and Via Marina, and within County Parking Lot 13 north of the Marina del Rey Channel. The Project is a component of a larger sewer construction project being conducted by the permittee, stretching approximately two miles from the Venice Pumping Plant within the City of Los Angeles to south of the Marina del Rey Channel entrance and Ballona Creek. The CDP request is to authorize construction of that portion of the sewer line within unincorporated County territory only.

3. The Project site is approximately 0.75 miles in length within the public right-of-way along portions of Marquesas Way and Via Marina, and within County Parking Lot 13 (collectively, "Project Site"). The Project Site is linear in shape as it follows the roadway (Marquesas Way and Via Marina) and is developed with a four lane roadway with center median divider and a 136 space public parking lot.

4. The Marina del Rey Land Use Policy Map depicts the Project Site within the area identified as public right-of-way for that portion of the Project Site within Marquesas Way and Via Marina, and within the Parking land use category for that portion of the Project Site within County Parking Lot 13.

5. The Project Site is located within the Playa del Rey Zoned District and is zoned Specific Plan within the Marina del Rey Local Coastal Program ("LCP"), which was certified by the California Coastal Commission in 2012. The LCP is comprised of two components, the Marina del Rey Land Use Plan ("LUP") and the Local Implementation Plan ("LIP"). The LIP is also referred to as the Specific Plan.

6. Surrounding Zoning within a 500-foot radius includes:

   North: Residential IV and Residential V
   South: Water
   East: Residential IV/Residential V/Hotel and Open Space
   West: Open Space/Public Parking and City of Los Angeles

7. Surrounding land uses within a 500-foot radius include:

   North: Multi-family apartments
   South: Main Channel
   East: Multi-family apartments and vacant land
   West: Single-Family residential and Multi-family residential

8. The sewer line crosses City and County boundaries. Previous actions for the Project by the City, include: certification of the Environmental Impact Report (EIR) for the entire sewer line, including the Project, on January 12, 2010; and a coastal development permit application pending before the City Engineer for the landside portions of the sewer line within the City's jurisdiction. Additionally, the City will be required to obtain a coastal development permit from the California Coastal Commission for portions of the sewer line which will be located under the water. The City has not filed its coastal development permit application with the California Coastal Commission as of the making of these findings.

9. The site plan for the Project depicts five (5) jacking sites (areas of construction) at least 30 feet wide, which includes a total of five (5) pits (also referred to as shafts) to be located in the unincorporated County territory. Each pit would be 16 to 20 feet in diameter. The pits are to be located as follows: 1) intersection of Marquesas Way and Via Marina, 2) on Via Marina near Tahiti Way, 3) Via Marina just north of Bora Bora Way, 4) Via Marina near Via Dolce; and 5) in County Parking Lot 13 near Via Marina. The construction timeframe for the entire sewer line is estimated at 36 months, which includes approximately 20 months for the Project in the unincorporated County territory.

10. The Project Site is accessible via Marquesas Way and Via Marina to the north. Primary access to the Project Site will be Via Marina.

11. The County Department of Public Works ("Public Works") recommends approval of this Project and has recommended conditions of approval regarding road conditions, construction, grading, drainage and traffic. The County Fire Department ("Fire Department") recommends approval of this Project and has recommended a condition of approval to require the City or the City's construction contractor to notify the Station 110 of the Fire Department at least 3 days in advance of any street closures or water service interruption due to the proposed improvements within the Marina del Rey area. The conditions recommended by Public Works and the Fire Department are incorporated into the conditions of approval for the Project.

12. The City certified the EIR for the sewer line, including the Project, on January 12, 2010. The City is the "lead agency" for the Project pursuant to the California Environmental Quality Act ("CEQA"), and the County is a "responsible agency" for the Project. Acting on behalf of the County as responsible agency, the Commission has considered the environmental effects of the Project as analyzed in the EIR prior to reaching a decision on the Project.

13. Pursuant to the provisions of County Code sections 22.60.174 and 22.60.175, the community was appropriately notified of the Project's public hearings by mail, newspaper, and property posting, library posting, and DRP website posting. Approximately 4,500 notices were sent out.

14. Prior to the Commission's public hearing, the Department of Regional Planning ("Regional Planning") staff received eight (18) letters in opposition to the Project. All of the letters opposed the Project route and requested alternative routes be pursued. Additionally, four of the letters express concern regarding retaining existing left turn pocket lanes at various intersections along Via Marina, and requested that construction shafts be shifted away from intersections. After discussion with the City the left turn pocket lanes will be incorporated into the traffic control plan.

15. A duly noticed public hearing was held on February 25, 2015 before the Commission. Commissioners Valadez, Louie, Pedersen and Modugno were present. No Commissioners were absent. The Commission heard a presentation from Regional Planning staff and testimony from representatives of the permittee and members of the public. The applicant's representative, Dr. Jan Green Rebstock presented testimony in favor of the request. The Commission asked the following questions: why construction pit number six is located on the east side of the street and not the west side, what noise producing activity is involved in the one-hour setup and teardown activity, will gas monitoring be continuous, and why more parking spaces in County Parking Lot are not being used for the Project. Dr. Jan Green Rebstock, Fred Burnett and Abid Chowdhry representing the City proved responses to the Commissions questions. The City stated that pit number six is located on the east side of the street and not the west side, due to the location of known oil well and due to the curvature of the street the pit were located in a way to ensure the underground pipe stays within the public right-of-way. The City stated that noise producing activity involved in the one-hour setup and teardown timeframe typically includes, construction meetings, equipment warm-up and re-fueling of equipment. The City stated that gas monitoring would be continuous at the construction pit locations. The City state that they did not want to utilize all of the public parking spaces in County Parking Lot 13 because they believed available public parking for coastal access was important to the California Coastal Commission. Three members of the public spoke with favor of the project citing possible environmental risks such as sewage spillage if the project was not completed. Nine members raised concerns with the project related to traffic impacts, construction pit locations, oil well detection. The concerns raised were addressed by the applicant in response to questions from the Commission.

    Also, during the Commission's February 25, 2015 public hearing, Regional Planning staff recommended changes to condition of approval number twenty-three to include a southbound turn lane from Via Marina onto Marquesas Way, Tahiti Way, Bora Bora Way and NW Passage remain open at all times, throughout duration of the project. Additionally, the Commission made an addition to the conditions of approval to include a requirement that the City conduct a quarterly meeting with the Los Angeles County Department of Public Works and other County agencies as

needed to discuss the implementation of the Traffic Control Plan and determine if changes should be made.

There being no further testimony, the Commission closed the public hearing and adopted the recommended changes by staff and agreed to by the applicant.

16. The Commission finds that the Project is an infrastructure project intended to provide conveyance capacity, pipeline redundancy and maintenance opportunities to ensure wastewater is adequately treated. The continued maintenance and conveyance capacity of the sewer system is necessary to provide adequate sewer service to existing development in Marina del Rey and for the future build-out of Phase II development (defined in LCP as all development authorized under the 2012 LCP) .

17. The Commission finds that the Project would assist in providing a well maintained, functioning sewer system that provides for sewer capacity for existing and anticipated development in Marina del Rey. The Commission further finds, therefore, that the Project is consistent with the land use designations on the Project Site.

18. The Commission finds that the Project would be constructed using a micro-tunneling (boring) method with tunneling ranging from approximately 50 to 70 feet below the ground surface. Boring is a trenchless construction method which utilizes hydraulic jacks to push pipes through the ground behind a remotely operated tunnel boring machine (TBM). Unlike conventional trenching techniques that require excavation for the entire length of the pipeline, excavation for tunneling is limited to the specific designated endpoints referred to as launching (jacking) and receiving pits. The launching pit contains the hydraulic jacks used to push the pipes, and the receiving pit is used to recover the TBM at the end of each drive.

19. The Commission finds based on the evidence in the record that the micro-tunneling method proposed to be used by the City for the majority of the Project is the least environmentally impactful method of Project construction.

20. Prior to the Commission's public hearing on the Project, the Project design was reviewed by the Marina del Rey Design Control Board ("DCB"). The DCB reviewed the City's landscape proposal, which identified five (5) trees to be removed and replaced within County Lot 13.

21. The Commission finds that the DCB recommendations were addressed by the requirement of the permittee to replace the five (5) impacted trees in County Parking Lot 13 with minimum 48" box specimens of the same species. The DCB recommended boxing and replanting the removed trees in place to minimize impacts, however that was subsequently deemed infeasible as the trees would not likely survive removal, boxing, and re-planting due to their size or in the event the trees survived, they were not likely to retain their structural integrity and could fall due to severely impacted root systems.

22. The Commission finds that the Project is located within the public right-of-way and a portion of a County parking lot, that the intended use for rights-of way are public infrastructure, and that there are no development standards set forth in Title 22 of the County Code ("Zoning Code") which are applicable to the Project.

23. The Commission finds that the Project conforms to the requirements of the certified LCP. The construction and operation of a new force sewer main line is consistent with the certified LCP because its operation will provide needed wastewater conveyance capacity that will help avoid impacts to biological and water resources. The Commission further finds that design, construction, and operation of the Project will conform to applicable policies set forth in the certified LCP.

24. The Commission finds that the Project will adequately addresses traffic concerns through the MMRP and conditionals of approval including the added condition of requiring a southbound turn lane from Via Marina onto Marquesas Way, Tahiti Way, Bora Bora Way and NW Passage remain open at all times, throughout duration of the project and a quarterly meeting with the City and the Los Angeles County Department of Public Works and other County agencies as needed to discuss the implementation of the Traffic Control Plan and determine if changes should be made.

25. The Commission finds that the Project conforms to the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (California Coastal Act). The Project is located in the public right-of-way within the first public road nearest the sea. The Commission further finds that the Project is appropriately conditioned to require the permittee to submit a traffic control plan to the Los Angeles County Department of Public Works for review and approval, which will minimize impacts to pedestrians, bicyclists, transit, and vehicular access and circulation during construction activities.

26. The Commission finds that the Project would result in the following significant and unavoidable adverse impacts after mitigation: 1) Oxides of nitrogen (NOx) produced during construction would exceed the thresholds for significance established by the South Coast Air Quality Management District (SCAQMD); 2) Tunneling and the need to construct the sewer under water bodies, could damage or destroy archaeological and paleontological resources; 3) Construction activities could cause noise impacts to sensitive receptors, such as residents in the vicinity of construction sites; and 4) Construction activities will have a short-term but significant adverse effect on visual and aesthetic resources.

27. The Commission finds that that the Project has specific environmental social, technological, and other benefits that outweigh the Project's unavoidable adverse environmental effects. The Project's benefits include: 1) The Project will provide additional conveyance capacity from Venice Pumping Plant needed to manage peak flows of effluent. The potential adverse public health and environmental consequences of effluent overflows are severe, including potential raw sewage spillage into Ballona Lagoon, and the avoidance of such environmental consequences clearly outweigh the adverse impacts associated with construction

and operation of the project. 2) The Project will provide additional protection against the risk of system failure in a critical link in the wastewater conveyance system that serves unincorporated community of Marina del Rey and other communities. Avoiding the potential adverse consequences on public health and the environment of system failure, which include disruption in service and a raw sewage spillage, clearly outweighs the adverse impacts associated with construction and operation of the project. 3) The Project will allow the existing force main sewer to be bypassed for inspection, maintenance and repair. 4) The Project will maintain the City's compliance with the National Pollution Discharge Elimination System, which requires that the City maintain its current sanitary sewer systems in order to prevent accidental discharges. Without the Project, the existing sanitary sewer system cannot be adequately maintained without disrupting service to the public. The Commission further finds that the forgoing Project benefits outweigh the Project's significant adverse effects on the environment, and warrant the adoption of a Statement of Overriding Considerations pursuant to Public Resources Code section 15093.

28. The Commission finds that, to ensure continued compatibility between the Project and the surrounding land uses, it is necessary to limit the grant term of the CDP to five (5) years.

29. The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, newspaper, and property posting. Additionally, the Project was noticed and case materials were available on Regional Planning's website and at libraries located in the vicinity of the Marina del Rey community. On January 21, 2015 a total of 4,500 Notices of Public Hearing were mailed to all property owners/tenants as identified on the County Assessor's record within a 500-foot radius from the Project Site, as well as twenty-two (22) notices to those on the courtesy mailing list for the Playa Del Rey Zoned District and to any additional interested parties.

30. The Commission finds that the permittee is subject to payment of the California Department of Fish and Wildlife fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

31. The Commission finds that a mitigation monitoring and reporting program ("MMRP") has been prepared in conformance with CEQA Section 21081.6 and that the intent of the MMRP is to: 1) verify satisfaction of the required mitigation measures of the EIR, 2) identify monitoring responsibility, 3) establish administrative procedures for the clearance of mitigation measures; and 4) establish the frequency and duration of monitoring. In addition to the City's MMRP, the County has prepared a separate MMRP to enforce the mitigation measures within the County territory.

32. The Commission finds that the MMRP, prepared in conjunction with the EIR, and the separate County prepared MMRP identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project. The Commission further finds that the MMRP's requirements are incorporated into the conditions of approval for this Project, and that approval of this

Project is conditioned on the permittee's compliance with the attached conditions of approval and MMRP.

33. The Commission after having reviewed and considered the MMRP, prepared in conjunction with the Final EIR finds that it sufficiently mitigates potential adverse impacts to the environment from the Project. The Commission further finds that the County MMRP sufficiently mitigates potential adverse impacts to the environment from the Project within the County territory and appropriately identifies monitoring agencies as well frequency and duration of monitoring.

34. The Commission finds that the MMRP, prepared in conjunction with the Final EIR and the separate County prepared MMRP identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project and that it is consistent with the conclusions and recommendations of the Final EIR and that the MMRP's requirements are incorporated into the conditions of approval for the Project.

35. The Commission finds that the Draft EIR, Final EIR volume, MMRP, Statement of Overriding Considerations, Findings of Fact and appendices constitute the complete Final EIR ("Final EIR").

36. The Commission, after having reviewed and considered the Final EIR along with its associated MMRP, and Findings of Fact and Statement of Overriding Considerations for the Project, all prepared in accordance with CEQA (SCH No. 2003031001) and certified by the City as lead agency finds that they reflect the independent judgment of the Commission. The Findings of Fact and Statement of Overriding Considerations are incorporated herein by this reference, as though set forth in full.

37. The location of the documents and other materials constituting the record of proceedings. upon which the Commission decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Special Projects Section, Department of Regional Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES THAT:

A. The proposed development is in conformity with the certified Marina del Rey Local Coastal Program; and,

B. Any development, located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code.

THEREFORE, THE REGIONAL PLANNING COMMISSION :

1. Acting on behalf of the County as responsible agency pursuant to the CEQA, and having reviewed and considered the EIR (SCH No. 2003031001) prepared for the project and certified by the lead agency, City of Los Angeles, adopt the CEQA Findings and Statement of Overriding Considerations and the County's Mitigation Monitoring and Reporting Program prepared for the Project.

2. Approves Coastal Development Permit No. 201400003, subject to the attached conditions.

ACTION DATE: February 25, 2015

VOTE: 4:0:0:0
Concurring: Valadez, Louie, Pedersen, Modugno

Dissenting: 0

Abstaining: 0

Absent: 0

SD:AG
2/26/15

c: Each Commissioner, Zoning Enforcement, Building and Safety

CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. R2014-01462-(4)
COASTAL DEVELOPMENT PERMIT NO. 201400003

PROJECT DESCRIPTION

The project includes the construction and operation of a new 54-inch diameter force main sewer line approximately two miles in length, 0.75 miles of which is located within the unincorporated Los Angeles County jurisdiction. The alignment begins at the Venice Pumping Plant, proceeds east under the Grand Canal along Marquesas Way then goes southeasterly on Via Marina and through portions of County Parking Lot 13. The line continues under the main marina channel and along Vista del Mar to the junction structure at Vista del Mar and Waterview Street. The new force main sewer would be constructed using micro tunneling methods, utilizing pits or shafts for installation. Depth will range from 50-70 feet below the surface, subject to the following conditions of approval:

GENERAL CONDITIONS

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 8, 9, and 12. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 7, and 9 shall be effective immediately upon the date of final approval of this grant by the County.

3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.

4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, administrative record preparation, attorneys' fees, and other assistance provided to permittee or permittee's counsel.

   If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of $5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

   At the sole discretion of the permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the permittee according to County Code Section 2.170.010.

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the entire grant shall be void and the privileges granted hereunder shall lapse.

7. This grant shall expire unless used within five (5) years from the date of final approval of the grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.

8. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the sum of **$800.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The fund provides for **Number of Inspections four (4) biannual (twice per year)** inspections. Inspections shall be unannounced.

   If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be $200.00 per inspection, or the current

recovery cost at the time any additional inspections are required, whichever is greater.

9. Within five (5) working days of the final approval date of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code or provide proof or prior payment. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently **$3,104.75** ($3,029.75 for an Environmental Impact Report plus $75.00 processing fee.) No land use project subject to this requirement is final, vested or operative until the fee is paid.

10. The permittee must comply with all mitigation measures and monitoring and reporting requirements set forth in the Mitigation Monitoring Program ("MMP"), which is attached to these conditions and made a part hereof by this reference, as though set forth fully herein.

11. Within thirty (30) days of the date of final approval of the grant by the County, the permittee shall sign the Mitigation Monitoring Program ("MMP") and agree to comply with the mitigation measures imposed by the Environmental Impact Report for this project. The permittee shall submit annual mitigation monitoring reports to Regional Planning for approval or as frequently as may be required at the discretion of Regional Planning. The reports shall describe the status of the permittee's compliance with the required mitigation measures.

12. The permittee shall deposit an initial sum of **$6,000.00** with Regional Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.

13. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.

14. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of said department.

15. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works to the satisfaction of said department.

16. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director of Regional Planning ("Director").

17. The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.

18. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of notification of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

19. The subject property shall be developed and maintained in substantial conformance with the plans marked Exhibit "A." If changes to any of the plans marked Exhibit "A" are required as a result of instruction given at the public hearing, **three (3) copies of** a modified Exhibit "A" shall be submitted to Regional Planning by **April 27, 2015.**

20. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit **three (3) copies of** the proposed plans to the Director for review and approval. All revised plans must substantially conform to the originally approved Exhibit "A". All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

PROJECT SITE SPECIFIC CONDITIONS

21. Within 60 days of completion of construction activities on County Parking Lot 13, the permittee shall plant five trees in County Parking Lot 13, consisting of three Italian Stone Pine trees and two Paper Bark trees, with 48-inch or greater box specimens , to the satisfaction of Regional Planning.

22. The permittee shall ensure all trees along Via Marina shall be protected in place (with exception of the 5 trees in County Parking Lot 13). Prior to the start of construction activities, the permitee shall consult with a registered consulting

arborist with the American Society of Consulting Arborists to ensure protection and preservation of street trees along Via Marina during construction.

23. A minimum of one through-lane in each direction on Via Marina and a southbound turn lane from Via Marina onto Marquesas Way, Tahiti Way, Bora Bora Way and NW Passage shall remain open at all times, throughout duration of the project.

24. All vehicular driveway entrances and exits on Marquesas Way and Via Marina shall remain unobstructed at all times throughout the duration of the project.

25. The permittee shall comply with Marina del Rey Local Coastal Program tree management polices 23 and 34 for all tree pruning or removals.

26. The permittee shall comply with all conditions set forth in the attached County Public Works Department letter dated December 17, 2014.

27. The permittee shall comply with all conditions set forth in the attached County Fire Department letter dated June 25, 2014, which states that the permittee shall notify the County of Los Angeles Fire Department, Station 110, at least 3 days in advance of any street closures or water service interruption due to the proposed improvements within the Marina del Rey area.

28. Prior to issuance of any construction or other permits by the County, the permittee shall submit to the County an acoustical analysis for construction work performed outside of the times stated in condition 29a (below), to the satisfaction of the Department of Public Health. The acoustical analysis should take into account but not be limited to the average ambient noise levels during night time (5:00 p.m. – 8:00 a.m.) and compare with projected construction noise to include maximum noise levels as well as average or Leq construction noise levels during this period. Additionally, the analysis shall include noise specification for all activities (including loading and unloading) and shall include protocols for noise control in the event emergency work needs to be performed.

29. The following conditions shall apply to project construction activities:

    a. All construction activity including but not limited to the prepping or warming up of heavy equipment, shall take place only between the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. No construction shall occur on Sundays and legal holidays, except as provided in this Condition No. 29.

    b. Requests for any deviation from the construction hours specified in subsection (a) of this Condition No. 29 will be considered by the County Departments of Public Health and Beaches and Harbors and Public Works on case-by-case basis. Requests must include the type of activity to be conducted and equipment to be used, the reason for extended hours, duration of activity and the applicable mitigation measures submitted in the acoustical analysis described in Condition No. 28. Requests should

be submitted at least 15 calendar days prior to the desired start date of the deviation, to the County Departments of Public Health and Beaches and Harbors and Public Works. The permittee shall not proceed with the deviation unless and until all three County departments have granted approval to proceed. The County reserves the right to deny any request to perform construction activities outside the designated construction hours.

c. Mobile and stationary equipment must be acoustically isolated through the use of mufflers, equipment enclosures, equipment placement, isolation platforms and sound barriers around work areas in order to reduce construction noise emissions. Permittee shall implement all noise mitigation measures listed in the MMRP (attached).

d. The permittee shall comply with the noise thresholds set forth in Title 12, Section 12.08.440 of the Los Angeles County Code.

e. As stated in Mitigation Measure NOI-11 of the VDFM EIR (SCH No. 2003031001), the on-site construction supervisor shall have the responsibility and authority to receive and resolve any noise complaints. In addition to what is stated in the Mitigation measure NOI-11, a phone number shall be provided for residents to call with any concerns and the construction supervisor will be required to maintain a call log, so that the County can track resolution and nature of any noise complaints. This call log containing the name and address (if available) of the complainant, including time and reason for call shall be provided to the County upon request and routinely on a bi-weekly basis. Further, residents shall be informed of the on-site construction supervisor contact information by posting of the phone number on the construction site and in the leasing offices of the residential developments along Via Marina.

30. In the event a deviation from the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday is granted, the following measures would apply, in addition to any other conditions set forth by the County Departments of Public Health and Beaches and Harbors and Public Works:

a. No truck traffic is authorized outside of the hours of 8:00 a.m. to 5:00 p.m. and the contractor would be required to manage any removed soil onsite overnight as needed.

b. Nighttime lighting is to be shielded from the sky and directed away from resident windows.

c. All noise-producing construction equipment shall be equipped with shrouds and noise control features. Soundwall barriers shall be erected and of sufficient height, length, and configuration so as to provide substantial noise reduction for any equipment operating above ground. Only essential equipment, including but not limited to a crane, slurry machine, and generator

would be operated above ground during nighttime horizontal drilling operations.

31. Once construction has commenced, the permittee shall conduct a quarterly meeting with Los Angeles County Department of Public Works and other County agencies as needed to discuss the implementation of the Traffic Control Plan and determine if changes should be made.

Attachments:
Public Works Department Letter dated December 17, 2014
Fire Department letter dated June 25, 2014
City Mitigation Monitoring and Reporting Program (pages 1- 24)
City Mitigation Monitoring and Reporting Program Addendum (pages 1-7)
County Mitigation Monitoring and Reporting (pages 1-14)

SD:ADG
2/12/2015

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2014-01462-(4) / PERMIT NO. CDP201400003/ ENV NO. 201400114

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
1.1	Aesthetics	Mature street trees along Via Marina shall be protected in place.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
1.2	Aesthetics	Public access along Via Marina, Marquesas Way, Via Dolce, Aubrey E. Austin Park and the North Jetty Promenade shall be maintained.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
1.3		The city shall consider screening from public view existing features that are incongruous with the character of their surroundings (such as the Venice Pumping Plant).	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
1.4		The city shall consider creating public access to currently unavailable scenic vistas (new beach access routes, paths, bikeways, public parking).	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
2.1	Agriculture / Forest					
3.1	Air Quality	To minimize NOx emissions, strategize and plan ahead to minimize the transporting of construction equipment and excessive material to and from work area.	Incorporate in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.2		To minimize NOx emissions, optimize construction crew size and select equipment to reduce any unnecessary emissions.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.3		To minimize NOx emissions, adjust the electronic timing on the construction equipment when feasible.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District

3.4		To minimize NOx emissions, use newer construction equipment such as equipment meeting Tier 2 emission standards when feasible.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.5		To minimize NOx emissions, minimize idling emissions from construction equipment and haul trucks by turning them off when not in use or during potential long delays (i.e., over 5 minutes).	Incorporate in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.6		To minimize NOx emissions, optimize the muck removal schedule to reduce emissions from haul trucks.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.7		To minimize NOx emissions, use alternative fuel such as biodiesel, liquid natural gas, and propane when feasible.	Incorporate in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.8		To minimize fugitive dust emissions, disturbed land and open storage piles that will be left inactive for several days, shall be stabilized by one, or a combination, of the following methods: (a) applying a chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of 6 months, (b) covering, or (c) watering three times per day.	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.9		Soil exposed by construction activities shall be revegetated or otherwise covered so as to prevent the generation of wind-borne dust as soon as possible.	Incorporate in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.10.		To minimize fugitive dust emissions, all active unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction. The construction area shall be sufficiently dampened to control dust caused by construction and hauling and at all times provide reasonable control of dust by wind.	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
3.11		To minimize fugitive dust emissions, during periods of high winds (i.e., greater than 15 mph) either (a) cease all clearing, earth moving and excavation activities or (b) apply water to soil not more than 15 minutes prior to moving the soil.	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District

3.12		To minimize fugitive dust emissions, all truck loads of imported or exported soil or debris shall be either (a) securely covered or (b) comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads and be sufficiently watered to prevent excessive amount of dust.	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning South Coast Air Quality Management District
4.1	Biological Resources	To protect foraging of the least tern when tunneling activities are to occur during the least tern nesting season (April 1 through August 31), a water quality specialist or biological monitor shall conduct surveys at tunneling locations a minimum of once daily to ensure that tunneling does not increase water turbidity. If any turbidity from the tunneling activities is discovered in least tern foraging areas, the tunneling activities shall cease until corrective measures are taken to prevent tunneling activities from causing increased turbidity.	Retain a biologcal monitor, if applciable.	Prior to issuance of any applicable permit.	LA City	Department of Regional Planning Department of Beaches and Harbors
4.2		Environmentally sensitive habitat areas shall be protected, and where feasible, enhanced. If any environmentally sensitive habitat area is disturbed, the area shall be restored to its previous condition in accordance with the applicable Land Use Plan and Local Coastal Program.	Biological monitoring of designated areas, if applicable.	Prior to issuance of any applicable permit.	LA City	Department of Regional Planning Department of Beaches and Harbors
4.3		Marine resources shall be maintained, enhanced, and where feasible, restored. If any marine resources are disturbed, the resources shall be restored to its previous condition in accordance with the applicable Land Use Plan and Local Coastal Program.	Biological monitoring of designated areas, if applicable.	Prior to issuance of any applicable permit.	LA City	Department of Regional Planning Department of Beaches and Harbors
5.1	Cultural Resources	To avoid impacts to areas where cultural resources are known to exist, an archaeologist qualified to recognize and assess both prehistoric and historical resources shall monitor all excavation.	Retain archaeologist, if applicable.	Prior to issuance of any applicable permit.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.2		To avoid impacts to areas where cultural resources are known to exist, when avoidance cannot be achieved, alternate measures such as surface collection and/or subsurface data recovery of significant sites must be implemented.	Archaeologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.3		In the event of the discovery and subsequent recovery of fossil remains, the engineer shall halt construction temporarily while remains are analyzed prior to resuming construction.	Archaeologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Archaeologist	Department of Regional Planning

5.4		An archaeologist qualified to recognize and assess both prehistoric and historical resources shall monitor all excavation in the vicinity of the CA-LAN-66 site located in Vista Del Mar.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.5		If new discovery is encountered Develop a contingency plan for addressing unanticipated new discoveries of cultural resources in the project area, evaluate and report any findings.	Include written verification in contract with archaeologist, if applicable.	Prior to issuance of any applicable permit.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.6		If significant cultural resources are found during construction, those significant cultural resources found shall be recovered from the project site, curated by an archaeologist recommended by the city and offered to an area museum whose collection is available for the viewing by the public.	Archaeologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Archaeologist	Department of Regional Planning
5.7		Prior to construction, the services of a qualified vertebrate paleontologist approved by the City of Los Angeles and Los Angeles County Museum of Natural History will be retained to implement the mitigation program during earth-moving activities at the project site.	Retain paleontologist and prepare site-specific mitigation plan, if applicable.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning
5.8		The paleontologist will develop a formal agreement with a recognized museum repository, such as the LACMVP or LACMIP, regarding the final disposition and permanent storage and maintenance of any fossil remains and the archiving of associated specimen data and corresponding geologic and geographic site data that might be recovered as a result of the mitigation program, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage.	Include written verification in contract with paleontologist, if applicable.	Prior to issuance of any applicable permit.	LA City/Contractor / Paleontologist / Selected Museum	Department of Regional Planning

5.9		The paleontologist or monitor will coordinate with the appropriate construction contractor personnel to provide information regarding lead agency requirements for the protection of paleontologic resources. Contractor personnel also will be briefed on procedures to be followed in the event that a fossil site or remains are encountered by earth-moving activities, particularly when the monitor is not on site. The briefing will be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel will be provided to the appropriate contractor personnel.	Paleontologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Paleontologist	Department of Regional Planning
5.10.		Earth-moving activities will be monitored by the monitor only in those areas of the project site where these activities will disturb previously undisturbed strata. Monitoring will be conducted on a full-time basis in areas underlain by the Palos Verdes Sand and, once the activities have reached a depth 5 feet below grade, on a full-time basis in areas underlain by the coastal deposits and on a half-time basis in areas underlain by the dune sand. If fossil remains are encountered by these activities, monitoring will be increased to full time, if appropriate, at least in the vicinity of the fossil site where the area is underlain by the fossil-bearing rock unit. If no fossil remains are found once 50 percent of earth-moving activities have been completed in an area underlain by a particular rock unit, with City of Los Angeles approval, monitoring can be reduced or suspended in that area.	Paleontologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Paleontologist	Department of Regional Planning
5.11		All fossil specimens recovered from the project site as a result of the mitigation program, including those recovered as the result of processing fossiliferous rock samples, will be treated (prepared, identified, curated, catalogued) in accordance with designated museum repository requirements. Small rock samples from the Palos Verdes Sand, dune sand, and coastal deposits will be submitted to commercial laboratories for microfossil, pollen, or radiometric (carbon-14) dating analysis.	Include written verification in contract with paleontologist, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Paleontologist	Department of Regional Planning

5.12		The discovery of paleontologic resources may be present in specific project areas where grading and other excavation activities are to occur Monitoring will consist of visually inspecting debris piles and freshly exposed strata for larger fossil remains, and periodically dry test screening sediment, rock, and debris for smaller fossil remains. As soon as practicable, the monitor will recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock sample that can be recovered easily. If recovery of a large or unusually productive fossil occurrence is warranted, earth-moving activities will be diverted temporarily around the fossil site and a recovery crew will be mobilized as necessary to remove the occurrence as quickly as possible. If not on site when a fossil occurrence is uncovered by these activities, the activities will be diverted temporarily around the fossil site and the monitor called to the site to evaluate and, if warranted, recover the occurrence. If the fossil site is determined too unproductive or the fossil remains not worthy of recovery, no further action will be taken to preserve the fossil site or remains, and earth-moving activities will be allowed to commence.	Paleontologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	LA City/Contractor / Paleontologist	Department of Regional Planning
6.1	Energy				LA City	
7.1	Geology / Soils	Liquefaction and differential seismic settlement may occur on the project. Design and construction of the proposed project will include appropriate measures.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
7.2		Subsidence may occur to the project area. Design and construction of the proposed project will include appropriate measures, such as a watertight excavation support system to minimize groundwater pumping or construction the pipeline in a "wet" excavation.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City

7.3		Methane gas may be detected along the project alignments. Design and construction of the proposed project will include active or passive mitigation systems for methane gas hazards, if necessary	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
8.1	Greenhouse Gas Emissions					
9.1	Hazards / Hazardous Materials	Abandoned wells and other subsurface structures may be encountered during construction. Any wells that must be re- abandoned, will be re-abandoned in accordance with applicable regulations.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
9.2		Employees may be exposed to hazardous materials during construction. Exposure of construction workers to contaminated materials can be minimized by implementing the measures required by federal, state, and local laws and regulations. As such, potential impacts associated with the excavation of contaminated materials would be less than significant.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
9.3		Hazardous materials may be temporarily stored and used on the project site and waste generated during the construction and operation of the project. All hazardous materials shall be handled and disposed in accordance with applicable regulations.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City

9.4		The soils may contain methane or other gases from previous oil well field development. Safety equipment, material, and assistance shall be provided to City personnel to properly inspect all phases of the work, including final inspection. Such equipment, material and assistance shall include, but not be limited to testing for the presence of explosive or toxic gases and oxygen deficiency in confined spaces, blowers, ventilators, first aid supplies and equipment, ladders, scaffolds, shoring, and personnel for standby assistance as required. Personal safety devices such as harnesses, lanyards, and self-contained breathing apparatus will be provided. When the Work requires specialized safety equipment, new sets of such equipment, training, and maintenance of such equipment shall be provided.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
10.1	Hydrology / Water Quality	Runoff may occur from the project site during construction activities. Even if not otherwise required, a stormwater pollution prevention plan (SWPPP) shall be submitted for review and approval because of the highly sensitive habitat areas within the project. The SWPPP shall recommend interim and permanent improvements to existing drainage features to prevent uncontrolled runoff during construction and to accommodate any temporary increase in runoff associated with construction activities. Copies of said NPDES permit(s) and related SWPPP shall be available for inspection at the City and at the construction site prior to land disturbing activity.	Submit SWPPP.	Prior to issuance of any applicable permits	LA City	Department of Public Works
10.2		To ensure public safety where methane may be present along the project alignments, the City of Los Angeles Building Code requires that methane mitigation be implemented when construction occurs at these sites to ensure public safety. These measures include the installation of membrane barriers and vent piping as well as trench dams and electrical seal-offs for each of these properties.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City

10.3		Dewatering discharge is expected to occur during the initial phase of pit construction, hydraulic isolation of the pits can be accomplished by the contractor by various methods of his choice, including interlocking sheet pile walls, soil cement walls constructed with Deep Mixing Methods, or slurry diaphragm walls. Water removed from the pits will be discharged to the storm drain system after proper treatment in accordance with local regulations. Solid particles will be removed by using sedimentation tanks and filtration. If petroleum contamination is encountered, free product, if any, will be skimmed off the surface and oil/water separators will be used to remove the remaining contamination. Granular activated carbon could be used to remove any dissolved organic or other contaminants. Alternatively, discharged water will be shipped to authorized vendors for treatment and disposal.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
11.1	Land Use / Planning					
12.1	Mineral Resources					
13.1	Noise	Construction activities shall be limited to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday, and shall avoid Sundays and national holidays to the greatest extent feasible. Construction activities beyond the afore-stated limits shall only occur if allowed by the regulating agency (e.g., the Los Angeles Police Commission in the City of Los Angeles) and required to avoid greater environmental risk.	In the County unicorporated area construction activity shall be restricted between the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. No construction shall occur on Sundays and legal holidays. All work, including but not limited to the prepping or warming up of heavy equipment, shall fall within the prescribed time period.	Duration of project	LA City/Contractor	Department of Regioanl Planning Department of Public Works Department of Public Health Department of Beaches and Harbors
13.2		Heavy trucks associated with project construction shall be limited to major arterial streets, and away from residential roadways, to the extent practicable.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	

13.3		All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors), shall be equipped with shrouds and noise control features that are readily available for such type of equipment.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.4		All mobile or fixed noise-producing equipment used on the project, and that is regulated for noise output by a local, state, or federal agency, shall comply with such regulation while in the course of project activity.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.5		Temporary soundwall barriers shall be erected for launch and receiving pits. Such soundwall barriers shall be of a sufficient height, length and configuration so as to provide substantial noise reduction and effectively block the line-of-sight between nearby noise-sensitive receivers and the work zone	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.6		Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment where feasible.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.7		Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise- sensitive receptors.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.8		Construction site and haul-road speed limits shall be established and enforced during the construction period.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.9		The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.10.		No project-related public address or music system shall be audible at any adjacent receptor.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health

13.11		The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.	A phone number shall be provided to residents to call with any concerns and the Contractor will be required to maintain a call log so that the City can track resolution of any noise complaints. Further, residents shall be informed of on-site construction supervisor contact information by posting of the phone number on the construction site and in the leasing offices of the residential developments along Via Marina.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.12		The contractor shall develop and implement a project noise control plan, which shall have been approved by the city.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
13.13		"Press-in" or drilling pile drives shall be utilized rather than impact or vibratory pile-drivers, if feasible.	Include in Construction Management Plan.	Prior to issuance of any applicable permit.	LA City/Contractor	Department of Regional Planning Department of Pubilc Health
14.1	Population / Housing				LA City	
15.1	Public Services				LA City	
16.1	Recreation	In order to minimize competition between construction-related equipment and activities and Dockweiler State Beach users for parking space at Vista Del Mar and the resulting temporary impacts to recreation, special parking arrangements will be made for construction workers.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City	LA City
16.2		In order to minimize recreational access and use issues during the course of construction, additional consultation and coordination with key stakeholders, local residents, members of the general public and City/County planners will occur to balance the needs of the recreational users and construction related activities.	Submit a Traffic Control Plan	Prior to issuance of any permit.	LA City/Contractor	Department of Beaches and Harbors Department of Regional Planning Department of Public Works

16.3		The City will coordinate with the sponsors of local and major regional, national and international beach events to schedule the events and/or construction activities to minimize conflicts.	Submit a Traffic Control Plan	Prior to issuance of any permit.	LA City/Contractor	Department of Beaches and Harbors Department of Regional Planning Department of Public Works
16.4		The City will coordinate all construction scheduling and activities with the Los Angeles County Department of Public Works for the purpose of eliminating or reducing construction-related impacts.	Submit project schedule of activities within County jurisdiction.	Prior to issuance of any permit.	LA City	Department of Public Works
17.1	Transportation / Traffic	To coordinate with the city to ensure adequate traffic signals and controls are in place prior to and during times of construction, a construction traffic management plan shall be prepared for each construction site and submitted to the City for review and approval prior to the start of any construction work.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.2		To adequately control traffic to ensure compliance with all local and state safety standards and specifications, a site-specific construction worksite traffic control plan shall be prepared for each construction site and submitted to the City for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures would not be allowed, local traffic detours, protective devices and traffic controls (such as barricades, cones, flagmen, lights, warning beacons, temporary traffic signals, warning signs), access to abutting properties, and provisions to maintain emergency access through construction work areas. Coordinate with emergency service providers (police, fire, ambulance and paramedic services) to provide advance notice of any lane closures, construction hours and changes to local access and to identify alternative routes where appropriate.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works

17.3		To reduce traffic congestion, fully utilize available street space to minimize lane reductions on affected streets, including elimination of onstreet parking where necessary. Implement left-turn restrictions as appropriate on re-striped street segments to facilitate the movement of through traffic. Only eliminate travel lanes when absolutely necessary.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.4		To protect pedestrian and recreational traffic, provide signage indicating alternative pedestrian and bicycle access routes where existing facilities would be affected.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.5		To ensure ingress/egress to all properties adjacent to the project and surrounding areas, provide advance notice to any affected residents, businesses and property owners in the vicinity of each construction site and, where existing property access will be reduced, identify alternative means of access.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.6		To avoid impacts to public transportation, coordinate with pubic transit providers (MTA, LADOT Commuter Express, Culver City Bus) to provide advance notice of any lane closures, construction hours and, where necessary, to identify sites for temporary bus stops within a reasonable walking distance of any displaced bus stops.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City/Contractor	LA City
17.7		To ensure adequate traffic signals and controls are in place prior to and during times of construction, a construction traffic management plan shall be prepared for each construction site and submitted to the City (for sites within the City) and County (for sites not within the City) for review and approval prior to the start of any construction work.	Submit traffic control plan for work within County jurisdiction.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works

17.8		To adequately control traffic to ensure compliance with all local and state safety standards and specifications, a site-specific construction worksite traffic control plan shall be prepared for each construction site and submitted to LADOT (for sites within the City) and County (for sites not within the City) for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures would not be allowed, local traffic detours, protective devices and traffic controls (such as barricades, cones, flagmen, lights, warning beacons, temporary traffic signals, warning signs), access to abutting properties, and provisions to maintain emergency access through construction work areas.	Prepare construction traffic management plan with required plan provisions as set forth in mitigation measure.	Prior to issuance of any permit.	LA City/Contractor	Department of Public Works
17.9		Coordinate with emergency service providers (police, fire, ambulance and paramedic services) to provide advance notice of any lane closures, construction hours and changes to local access and to identify alternative routes where appropriate.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City/Contractor	LA City
17.10.		If found to be necessary, a temporary shuttle bus could be provided to transit patrons to maintain service in the area south of Washington Boulevard. Under Alternatives 2A, 2B, 2A (FC) and 3A (FC), school bus service to the charter school on Pacific Avenue south of Washington Boulevard could be retained by routing buses from westbound Washington Boulevard to southbound Strongs Drive to westbound Driftwood Street to northbound Pacific Avenue to reach the existing student loading zone.	No additional action required by County.	Monitoring to occur in accordance with City MMRP and County reporting requirements as specified in No. Mitigation 19.	LA City/Contractor	LA City
18.1	Utilities / Services					
19	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly, and as frequently as required by the Department of Regional Planning until all measures are completed.	Applicant and subsequent owner(s)	Department of Regional Planning

APPENDIX E

Appendix E
City of Los Angeles
Coastal Development Permit
Findings and Conditions of Approval

March 2015

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COASTAL DEVELOPMENT PERMIT APPLICATION NO. 10-04
FINAL STAFF REPORT

(Under authority of the California Coastal Act, *California Public Resources Code* §30600(b), and Chapter 1, Article 2, §12.20.2 of the *Los Angeles City Municipal Code*)

I. PROJECT DESCRIPTION

Project Title: Venice Dual Force Main

Applicant: City of Los Angeles, Department of Public Works, Bureau of Engineering (BOE)

Project Location:
Council District: 11
Communities: Venice and Westchester - Playa del Rey
District: West Los Angeles

A. Project Description:

The proposed project is the construction and operation of a new 54-inch diameter force main sewer extending approximately two miles in length from the existing Venice Pumping Plant (at 140 Hurricane Street in the community of Venice) to a junction structure with an existing sewer in the community of Playa Del Rey on Vista Del Mar near Waterview Street (see Figure 1 and Figure 2). Wastewater that is conveyed by the Venice Pumping Plant originates from coastal areas to the north and east, including the Marina Del Rey community within the County of Los Angeles. From the Venice Pumping Plant, the force main sewer would proceed east under the Grand Canal along Marquesas Way, then southeasterly on Via Marina to a portion of LA County Parking Lot 13, and then under the Marina Del Rey and Ballona Creek channels to a point on the south side of Ballona Creek at Pacific Avenue. From there, the sewer would continue south along Pacific Avenue and Vista Del Mar to connect to a junction structure at the North Outfall Sewer (NOS) in Vista Del Mar near Waterview Street. This junction structure can route flow to the NOS or to the Coastal Interceptor Sewer (CIS). The new 54-inch line would be constructed mostly (along 90% of its length) using the micro-tunneling (boring) method with the cut-and-cover construction method used along approximately 900 feet of Vista Del Mar from the vicinity of Surf Street southeast to the junction structure at the NOS. The new force main sewer would be used in tandem with the existing 50-year old force main sewer that is located under Dockweiler State Beach.

The potential impacts resulting from the proposed project are construction related; no aspect of routine operations would result in physical impacts to the environment. Therefore, the critical aspects of the proposed project address the spatial extent of construction, the equipment and activity associated with it, and the duration of the activities from the start of construction until project completion. During the construction phase, temporary impacts will occur within the immediate and surrounding vicinity of the project alignment.

The two construction methods are: (1) Micro-tunneling (or "boring"), and (2) Cut-and-cover, which are described below:

Small-Diameter Micro-Tunneling (Boring)
Boring is a trenchless construction method which utilizes hydraulic jacks to push pipes through the ground behind a remotely operated tunnel boring machine (TBM). Unlike conventional trenching techniques that require excavation for the entire length of pipeline, excavation for tunneling is limited to the endpoints of each reach at designated launching (jacking) and receiving pits. The launching pit contains the hydraulic jacks used to push the pipes, and the receiving pit is used to recover the TBM at the end of each drive or reach.

The tunnel face is coated with a thick liquid ("slurry"), which is a mixture of the excavated soil ("muck") and bentonite (a natural clay mineral). Keeping the slurry pressurized in a closed chamber behind the cutter-head of the TBM prevents groundwater and excess soil material from entering the TBM. This process also minimizes tunneling-induced ground settlements and associated damage to existing utilities and buildings along the tunnel alignment. A mixture of the excavated muck and slurry is pumped from the TBM to a slurry-processing plant on the surface, where soil particles are extracted from the slurry with vibrating screens and cyclones (air separators). The extracted soil is hauled away for disposal off-site, and the cleaned slurry is pumped (recycled) back to the TBM. The slurry-processing plant, remote control cabin for operating the TBM, as well as cranes and other construction equipment, are located near the jacking pit within a secured construction zone.

The equipment setup is site specific, depending on available space. The jacking pipe, which is made of reinforced concrete or steel, serves as a temporary tunnel liner. Upon completion of the tunnel reach, the carrier pipe will be inserted and the annular space between it and the jacking pipe will be filled with grout.

Each construction site will be enclosed with concrete k-rail and occupied with construction equipment or personnel continuously from the time the pit is excavated to the time that the pit is completed. Traffic lanes will not be re-opened during periods when construction shaft sites may be inactive but construction in the area has not been completed. However, construction shall be phased so that traffic controls are not required along the entire alignment at the same time. Jacking sites would be at least 30 feet wide (to accommodate a pit with a minimum pit length dimension of 20 feet and room for equipment movement) and an area of 10,000–12,000 square feet. Receiving sites would be at least 25 feet wide (to accommodate a pit with a minimum pit dimension of 15 feet and room for equipment movement) and an area of 5,000 square feet. See Figure 2 for the location of shaft sites and portions of the project that will be constructed using micro-tunneling.

Cut-and-Cover Construction
Cut-and-cover construction is a very common method of linear pipeline construction and replacement. The contractor would not start work in all areas on a cut-and-cover site at the same time, but rather would proceed with finishing and restoring relatively short segments- within the area. Underground utilities that conflict with the construction would be temporarily relocated or supported as necessary. It is assumed that the 54-inch pipe would be placed on a 1-foot gravel bed on top of a 1-foot concrete mud slab placed at the bottom of an approximately 8-foot wide and 15-foot deep trench. A shoring-installation crew would get a head-start driving sheet piles approximately 200 to 300 feet in front of the pipeline crew. The latter would excavate approximately 80 feet of trench every day and pour the concrete mud slab. The next day, 80 feet of pipe would then be installed and backfilled. This approach would yield an effective production rate of about 40 feet of completed pipe installation per day (i.e., 200 feet per week). Subsequent to pipe installation, a third crew would extract shoring, restore curbs and utilities, and repave about 600 feet of roadway every 3 weeks. With this approach, major construction activities could be limited to within relatively short segments of about 1,000 feet at any given time. This scenario is only proposed for an approximately 900-foot area on Vista Del Mar from around Surf Street southeast to the junction structure of the NOS (see Figure 2 for the portion of the project that will be constructed using cut-and-cover).

Extent of Project Construction
Construction of the project would occur in and along various streets and parking lots in the project area. Eleven micro-tunneling pits would be placed along the alignment, including Hurricane Street, Marquesas Way, Via Marina, Pacific Avenue, Culver Boulevard, and Vista Del Mar. Cut-and-cover construction would occur along Vista Del Mar. In addition, staging areas would be placed in public parking lots operated by the County of Los Angeles: County Lot 13 and the 62nd Street Lot.

Temporary Impacts to Public Access
Due to in-street construction activities, temporary impacts to public access within the immediate and surrounding vicinity of the project alignment will occur during the construction phase. Traffic circulation will be constrained but maintained during construction activities.

On-street parking is allowed on Hurricane Street and most of Pacific Avenue in Playa del Rey. Utilization of these spaces is high. The number of affected parking spaces includes approximately eight parking spaces on Hurricane Street east of Canal Court (immediately adjacent to the Venice Pumping Plant), which could be impacted for up to two years. As many as 18 spaces on Pacific Avenue could be impacted during construction in that area, which could also take twelve months.

Although there is a high demand for on-street parking in the project area, alternative parking and transit are available nearby.

Role of County of LA

The new sewer line would cross City and County boundaries. A portion of the project falls within the jurisdiction of the County of Los Angeles to issue a local coastal development permit, specifically a portion of Marquesas Way and Via Marina, south to County Lot 13 in Marina del Rey. A link to this CDP can be found in the *Related Regulatory Actions* section. As the sewer project is a Department of Public Works project, conditions of approval that apply to areas within the County jurisdiction are also included in this local City of Los Angeles coastal development permit.

B. Project Purpose:
The Venice Pumping Plant's existing 48-inch-diameter force main sewer, built in 1958, is a force main (pressurized pipeline) that conveys the plant's wastewater flows to the Hyperion Treatment Plant. The existing force main sewer can handle only about 60 percent of the flows that could otherwise be pumped through the Venice Pumping Plant when all five of its pumps are running at full capacity (such as during peak wet weather flows). When flows into the pumping plant exceed flows out of the plant, wastewater would likely overflow directly into the Grand Canal and Ballona Lagoon, which are both designated as Environmentally Sensitive Habitat Areas (ESHA). During heavy storms, such as those that occurred during the winters of 1994-95 and 2004-05, the excess wastewater at the plant came within minutes of overflowing into these sensitive bodies of water.

The focus of the project is to construct a second force main sewer to be used in tandem with the existing force main sewer for the purpose of fulfilling the three key objectives described below:

Sewage Conveyance Capacity
The Venice Pumping Plant is the largest pumping plant in the City of Los Angeles. It collects sewage from the coastal areas of the City and some communities within Los Angeles County and transports it to the Hyperion Treatment Plant in Playa Del Rey through an existing 48-inch pipeline. Over the years, the existing pipeline that conveys sewage to the treatment plant has gradually approached maximum capacity, placing substantial strain on the system and forcing the water level in the wet-well of the pumping plant basement to rise. This is especially pronounced during wet weather. During past wet weather events, the City of Los Angeles found that existing force main sewer could only handle approximately 60 percent of the flows that would otherwise run through the Venice Pumping Plant. In an effort to prevent a potential overflow of sewage during peak wet weather flows, the City has proposed to install an additional 54-inch pipeline to convey the flows from the pumping plant.

Pipeline Redundancy
In addition to the need to provide pipeline capacity to manage peak flows, the new 54-inch force main would be used to provide redundancy and reliability to the sewage conveyance system.

Ability to Perform Maintenance
The installation of the proposed 54-inch force main will allow repair and maintenance of the existing pipeline to occur, which is currently not possible while it is in operation.

C. Project Cost:

The project cost is estimated to be approximately $55 million.

D. Related Regulatory Actions:

The City of Los Angeles certified the Venice Dual Force Main Project EIR and adopted the Mitigation Monitoring Plan on January 12, 2010. A copy of these documents may be found here: http://eng.lacity.org/techdocs/emg/venice_pumping_plant.htm

The City of Los Angeles approved Local Coastal Development Permit 10-12 for the Venice Pumping Plant Discharge Manifold Replacement Project, which is currently under construction. Pursuant to Section 30624.7 of the Coastal Act, the Coastal Commission issued a waiver related to the project in March 2011.

The Los Angeles County Regional Planning Commission approved Local Coastal Development Permit No. 201400003 on February 25, 2015 for the Venice Dual Force Main Project. Portions of the project, specifically Marquesas Way and Via Marina and County Lot 13 north of the Marina del Rey Channel, are in the unincorporated County territory Marina del Rey. The California Coastal Commission has received the notice of local action on March 16, 2015, and the action will become final on March 30, 2015 if no appeal is filed. A copy of the approval package and related documents from Los Angeles County can be found here: http://planning.lacounty.gov/case/view/r2014-01462/ .

In addition, it is anticipated that a coastal development permit will need to be obtained from the state coastal commission for the project areas that cross under water bodies, including the Grand Canal, Marina del Rey Channel, and Ballona Creek Channel.

II. REGULATORY BASIS FOR REVIEW

A. Local (City of Los Angeles) Coastal Development Permits

PRC § 3600(b) allows local governments to assume authority to issue coastal development permits within its jurisdiction before certification of its local coastal program, and the project is within the City Engineer's jurisdiction (LAMC § 12.20.2 et seq.). The application filed with the City Engineer was deemed adequate.

Section 30601(1) of the Coastal Act requires any development receiving a local coastal development permit to also obtain a second (or dual jurisdiction) coastal development permit from the Coastal Commission for any proposed "developments between the sea and first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance." Portions of this project are within this area requiring the issuance of dual permits from both the City of Los Angeles and the Coastal Commission. In addition, portions of the project are located within the County of Los Angeles and require a Coastal Development Permit from the County.

The City of Los Angeles implements the provisions of the Coastal Act under Section 30600(b) of that act and LAMC, Chapter 1, Article 2, § 12.20.2 *et.seq.*

The LAMC, Chapter 1, Article 2, § 12.20.2B, specifies in relevant part:

> ***"Coastal Zone"*** *means that land and water area within the City of Los Angeles as specified on maps prepared by the California Coastal Commission, copies of which are on file with the Department of City Planning and the Office*

of City Engineer. Such "coastal zone" extends seaward to the City's outer limit of jurisdiction, and generally extends inland 1000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone extends inland 1000 yards.

***"Development"** means, on land, ... the placement or erection of any solid material or structure;... change in the density or intensity of use of land ...change in intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility....*

***"Local Coastal Program" (LCP)** means the City's land use plans and other applicable general plan elements, zoning ordinances, zoning district maps, and proposed implementing actions, which when taken together, meet the requirements of, and implement the provisions and policies of, the California Coastal Act of 1976.*

***"Public Project"** means, any development initiated by the Department of Public Works or any of its bureaus, any development initiated by any other department or agency of the City of Los Angeles...which is required to obtain a local government permit.*

***"Sea"** means the Pacific Ocean and all harbors, bays, channels, canals, estuaries, salt marshes, sloughs and other areas subject to tidal action through any connection with the Pacific Ocean, excluding nonestuarine rivers, streams, tributaries, creeks, and flood control and drainage channels.*

The LAMC, Chapter 1, Article 2, § 12.20.2C, specifies in relevant part:

Where the particular coastal project requires a coastal development permit from the Commission in addition to the one obtained from the City, no development may be commenced until both permits have been obtained, and both have become final.

As discussed, this project crosses multiple jurisdictions and portions of the project are within the area requiring the issuance of permits from both the City of Los Angeles and the Coastal Commission, as well as a separate permit from the County of Los Angeles.

The project is within the coastal zone and constitutes a development within the meaning of the Coastal Act; therefore, the project must be authorized by coastal development permit(s) processed pursuant to the requirements of the LAMC and the California Coastal Act of 1976.

B. Coastal Guidelines

In accordance with the provisions of Section 30620 of the Public Resources Code; and, in order to sustain the findings contained in Section 12.20.2-G(c) of the Municipal Code which requires a review and consideration of "...Interpretative Guidelines for Coastal Planning and Permits...", the State Coastal Commission has issued Interpretative Guidelines for the South Coast Region of Los Angeles including certain subareas of the City of Los Angeles. These subareas are defined as Pacific Palisades, Venice, Playa Del Rey, San Pedro and Wilmington. However, following prevailing case law (e.g., Pacific Legal Foundation v. Coastal Commission (1982) 33 Cal.3d 158), the City Engineer's determination is based on the cited provisions of the California Coastal Act and other legally established laws and regulations.

C. Issues of Legal Adequacy of the Application

None.

III. STAFF FINDINGS

Six findings are required in order for a Coastal Development Permit to be issued. The six findings are:

(1) That the development is in conformity with Chapter 3 of the California Coastal Act of 1976 (commencing with Section 30200 of the California Public Resources Code).

(2) That the permitted development will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program that is in conformity with Chapter 3 of the California Coastal Act of 1976.

(3) That the Interpretative Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed, and considered in the light of the individual project in making its determination.

(4) That the decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code.

(5) If the development is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, that the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.

(6) Any other finding or findings as may be required for the development by the California Environmental Quality Act.

Staff finds as follows:

1. The project, as conditioned, is in conformity with Chapter 3 of the California Coastal Act of 1976 (commencing with Section 30200 of the California Public Resources Code).

Chapter 3 of the California Coastal Act of 1976 provides:

a) MARINE ENVIRONMENT (Article 4, of Chapter 3 of Public Resources Code, Sections 30230 through 30237)

Sections 30230 through 30236 of the Public Resources Code address the maintenance, enhancement, and where feasible, restoration of marine resources within the coastal zone (30230), maintenance of biological productivity and quality of coastal waters (30231), protection from spillage of hazardous substances (30232), allowable diking, filling, dredging of open coastal water, as well expansion of expansion related to boating facilities (30233), protection of facilities for commercial fishing and recreational boating industries (30234), protection of fishing activities (30234.5), the permitting of marine structures to serve coastal-dependent uses or to protect existing structures or public beaches (30235), and allowable channelization or alterations to rivers and streams (30236).

The project would improve the ability of the City to safely convey wastewater generated in the coastal area (within the service area of the Venice Pumping Plant). The project would result in improved environmental protection by minimizing the potential for untreated wastewater to enter the Grand Canal and Ballona Lagoon (both an ESHA) during peak wet weather conditions.

No work would occur in the Grand Canal or Ballona Lagoon. To protect water quality, mitigation measures during construction activities related to management of stormwater runoff and dewatering discharge shall be employed. Mitigation measures to protect foraging of the least tern by monitoring turbidity during tunneling activities have also been adopted through the EIR and mitigation monitoring program. The proposed project will not adversely affect water quality or marine resources. Regarding construction noise impacts on coastal birds, it is expected that the mitigation measures applied to reduce noise impacts to sensitive receptors (residents), such as noise shields and mufflers on construction equipment, will also benefit the local bird populations. Therefore, the project as conditioned is consistent with the marine environment policies of the Coastal Act.

b) LAND RESOURCES (Article 5 of Chapter 3 of Public Resources Code, Sections 30240 through 30244)

Sections 30240 and 30244 state:

Section 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of

habitat values, and only uses dependent on those resources shall be allowed within those areas.
(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30244.

Where development would adversely impact archeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

As discussed, no work would occur within the Grand Canal or Ballona Lagoon, both considered an ESHA. See Finding 1 (a) above for further discussion related to protection of water quality and habitat.

Regarding archeological and paleontological resources, adopted mitigation measures and the conditions of approval CR-3A – CR-6, along with PAL-1A – PAL-6A address how cultural or paleontological resources shall be collected, identified, evaluated, and treated if deemed significant.

c) DEVELOPMENT (Article 6 of Chapter 3 of Public Resources Code, Sections 30250 through 30255)

Coastal Act Sections 30251, 30252, 30253 and 30254 state:

Section 30251. 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 protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

No above-ground facilities are part of the project, so there are no impacts to aesthetics as part of project operations. However, during construction five mature trees at LA County Lot 13 on Via Marina must be removed in order to construct pit 5. When construction activities are completed, the three Italian Stone Pine trees and two Paper Bark trees shall be replaced with 48-inch boxed specimens of the same species.

Section 30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The project has no effect on public access except during construction activities. During construction, public access would be maintained but temporarily constrained, especially on roadways along the project alignment. Pedestrian, bicycle, and transit access shall be maintained during construction and signage shall be used when alternate routes are required. For further discussion regarding traffic and parking impacts during construction activities, please refer to Finding 5 sections (a) public access and (b) recreation.

Section 30253. 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 not 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 land forms along the bluffs and cliffs.
(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.
(4) Minimize energy consumption and vehicle miles traveled.
(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

The project would not affect flood or fire risks (30253(1) (2)), would not conflict with any requirements of the State Air Resources Control Board or South Coast Air Quality District (30253(3)), would not affect energy consumption and vehicle miles traveled (30253(4)), and would not permanent'y affect the local community (30253(5)).

Regarding geological concerns during construction, the project involves tunneling through the abandoned Playa del Rey Oil Field. Geotechnical investigations were conducted in 2008 and 2014 to evaluate the potential for encountering any abandoned oil and gas wells along the project alignment. Based on information from these studies and consultation with the California Division of Oil, Gas and Natural Resources, City staff adjusted the project alignment to avoid known and potential wells during construction. A sealed construction method shall also be used during microtunneling to prevent the release of any gases that may be naturally occurring or related to prior oil field operations.

d) INDUSTRIAL DEVELOPMENT (Article 7 of Chapter 3 of Public Resources Code, Sections 30260 through 30265.5)

The proposed project does not involve the development or expansion of industrial developments as addressed in Article 7, and as such, Sections 30260 through 30265.5 are not applicable to the proposed project.

2. The project, as conditioned, will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program that is in conformity with Chapter 3 of the California Coastal Act of 1976.

Much of the project site is located outside the geographic boundaries of a Local Coastal Program Land Use Plan of the City of Los Angeles, but a small portion is located in the Venice Local Coastal Program Land Use Plan, which is an amendment to the Venice Community Plan. Another applicable Community Plan is the Westchester – Playa Del Rey Community Plan. These plans contain land use policies and programs for development within the planning areas. In addition, the northern portion of the project is located in the County of Los Angeles Marina Local Coastal Program.

The two City of Los Angeles Community Plans primarily provide land use policies and objectives related to residential, commercial, and industrial developments. However, the plans also identify policies related to coastal resources and public improvements. The most relevant coastal resources goal of the Westchester – Playa Del Rey Community Plan in relation to the project is Goal 18:

> ***Goal 18.*** *Protect Westchester-Playa Del Rey's unique coastal qualities by maintaining the coastal zone in an environmentally sensitive manner and preserving the scenic views of the area, while ensuring access and public use of coastal resources.*

The project would install a new sewer in the coastal zone to safely convey wastewater generated in the service area for subsequent treatment. The project would minimize the potential for future spills of untreated wastewater during peak wet weather conditions, and would provide redundancy and reliability for the sewer system. Based on this, the project would help maintain the coastal environment in the project area. The project is therefore not in conflict with these policies.

Several policies in the Venice LCP Land Use Plan and Community Plan are relevant to the project.

Policy V.A.3 (Venice LCP Land Use Plan) *Infrastructure. New sewer, storm drain, and water lines shall be installed using the least environmentally disturbing method feasible.*

Public Works 1. (Community Plan) *Public works improvements in the study area shall be designed to protect sensitive habitat resources, accommodate new development permitted in the area and provide for future public access needs.*

Policy 18-1.2 (Community Plan) *The protection of estuaries and wetlands and the restoration and protection of the Venice Canals.*

The project includes the installation of a new force main sewer in the Coastal Zone that would be largely constructed through micro-tunneling, which is considered one of the least disruptive construction methods (as opposed to open trenching).

The project would provide additional wet weather conveyance capacity downstream of the Venice Pumping Plant in order to reduce the potential for untreated wastewater spills to the Grand Canal and Ballona Lagoon (during peak wet weather conditions). The Grand Canal and Ballona Lagoon are considered sensitive habitat areas.

Based on the discussions above, the project as conditioned would be constructed in an environmentally sensitive manner, designed to protect sensitive habitats, and would not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program that is in conformity with Chapter 3 of the California Coastal Act and amendments.

3. The Interpretative Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 (as amended December 16, 1981) and any subsequent amendments thereto have been reviewed, analyzed, and considered in the light of the individual project in making the City Engineer's determination.

As noted in the preceding Sections, the California Coastal Commission's interpretive guidelines (State and Regional) for the Venice area have been reviewed and considered in preparation of these findings and recommendations. However, following prevailing case law (e.g., Pacific Legal Foundation v. Coastal Commission (1982) 33 Cal.3d 158), the City Engineer's determination is based on the cited provisions of the California Coastal Act and other legally established laws and regulations.

Interpretive Guidelines

The Statewide Interpretive Guidelines were adopted by the California Coastal Commission pursuant to Public Resources Code Section 30620 (b) and are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied in the coastal zone prior to certification of local coastal programs. The guidelines should assist in applying various Coastal Act policies to permit decisions; they in no case supersede the provisions of the Coastal Act nor enlarge or diminish the powers or authority of the Commissions or other public agencies.

The Statewide Interpretive Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated December 16, 1981 have been reviewed, analyzed, and considered in light of the individual project in making the City Engineer's determination.

The project does not involve development of bluffs or cliffs or public trust lands, including tidelands and submerged lands. It does not include housing, including condominium or stock cooperative conversions, or other new development. The project consists of installing a new underground sewer in the project area. Because the sewer would be underground, it would not result in access restrictions or blockages of views of the coast or shoreline.

In addition, the project would not affect the concentration of development in the project area, as development would be subject to local land use policies and deliberative processes.

Therefore, the project is consistent with the policies of the Coastal Act as set forth in the Statewide Interpretive Guidelines.

In addition, the Los Angeles County Interpretive Guidelines were adopted by the California Coastal Commission to supplement the Statewide Guidelines. As with the statewide guidelines, the Regional Interpretive Guidelines are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied in the coastal zone prior to certification of local coastal programs. The guidelines should assist in applying various Coastal Act policies to permit decisions; they in no case supersede the provisions of the Coastal Act nor enlarge or diminish the powers or authority of the Commissions or other public agencies.

The Regional Interpretive Guidelines for the South Coast Region, Los Angeles County adopted October 14, 1980 were reviewed, analyzed, and considered in light of the individual project in making the City Engineer's determination. The Guidelines primarily provide development guidelines for residential and commercial land uses or structures within specific geographic areas, namely Malibu, Pacific Palisades, Santa Monica, Venice, and Marina Del Rey. The project would be located in portions of Venice and Marina Del Rey.

The project is not inconsistent with the policies of the Coastal Act as set forth in the Regional Interpretive Guidelines.

4. The decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code.

The decision of the permit granting authority, as evidenced in the staff report of this project, has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code.

5. Portions of the project alignment would include the nearest public roadway to a shoreline but would not result in physical development that could impede access to the coast. The development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.

a) PUBLIC ACCESS (Article 2, of Chapter 3 of the Public Resources Code, Sections 30210 - 30214).

Section 30210 of the Public Resources Code states:

In carrying out the requirement of Section 4 of Article X of the California State Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Operation of the completed project would not interfere with any existing coastal access roadways, bikeways, pedestrian paths or walkways. The project would involve the installation of a below-ground public utility and is not expected to interfere with any pedestrian access to the coast in the vicinity.

Construction activities will have a temporary effect on coastal access. Portions of the southern project area encompass the first public road next to the sea (Pacific Avenue between 66th Avenue and Culver Boulevard and Vista Del Mar between Surf Street and Waterview Street); however, the construction would not require complete closure of streets (a detour onto Speedway is available at Pacific Avenue and 66th Avenue) and would not be a physical barrier to coastal access.

The northern portion of the project (north of the Marina Del Rey Channel) would be constructed within Hurricane Street, Marquesas Way, and Via Marina. These streets are removed from the beach, and the construction pits would not impede beach access. Access for residents and visitors on Via Marina would be reduced, as the siting of construction shafts 6, 7, 8 and 9 require the reduction of four lanes down to two lanes, with access maintained in one lane in each direction. Access to all mole roads that intersect Via Marina shall be maintained, including Marquesas Way (and Dell Avenue Alley), Tahiti Way, Bora Bora Way, Northwest Passage, and Captain's Row. Driveway access to residents and businesses shall be maintained at all times.

No on-street parking is allowed along Via Marina between Marquesas Way and the Channel, or on Vista Del Mar between Surf Street and Water View Street. On-street parking is allowed on Hurricane Street, Marquesas Way and most of Pacific Avenue in Playa del Rey, as well as the west side of Vista Del Mar between Waterview Street and Napoleon Street. Utilization of these spaces is high. The actual number of spaces that would be unavailable during construction is uncertain, pending final design and approval of work areas and construction traffic management plans, but the number of affected parking spaces in any one area is expected to be low – varying from about eight on Hurricane Street and on Marquesas Way to as many as 18 parking spaces on Pacific Avenue.

In most cases the affected parking would be unavailable for twelve months or more. A loss of approximately eight parking spaces on Hurricane Street east of Canal Court (immediately adjacent to the Venice Pumping Plant) could occur for up to two years.

Although there is a high demand for on-street parking in the project area, the impact of on-street construction activities for the proposed project would not be significant considering the limited number of spaces affected, the duration would be short-term, and alternative parking and transit are available nearby. The temporary loss of on-street parking is not expected to substantively affect coastal access in the project area. Following construction, no roadway or on-street parking limitations would occur.

Construction of the project would temporarily affect off-street parking at County Lot No. 13 (north of the Marina Del Rey Channel) and the two parking lots on 62nd Street and Pacific Avenue (south of Ballona Creek, boarding the Pacific Avenue bridge). Project construction at Lot 13 would temporarily reduce the number of parking spaces to 73 from the current 136 (temporary loss of 63 spaces). Project construction at the 62nd Street Parking Lots would temporarily remove a total of approximately 65 spaces. The temporary loss of 63 spaces at Lot 13 and 65 spaces at the 62nd Street Parking Lots would temporarily increase competition for parking in the project area, but would still allow for public access to coastal resources in the project area due to either remaining off-street parking and/or on-street parking opportunities. For example, the existing parking lot at Pacific and 65th Avenue, which has approximately 50 spaces, would still be available for beach visitors. In addition, the parking strip along Pacific Avenue, Culver, and Vista Del Mar is still available to residents and beach visitors, which has approximately 75 spaces or more. Transit connections in the area will also still be maintained. Once completed, the project would not affect any off-street parking spaces.

At the south side of Ballona Creek near the 62nd Street parking lot, Construction Pit 4 would be placed in the vicinity of the existing pedestrian bridge. Barriers would separate the pit from the surrounding area, and the bridge and bikeway would remain open for pedestrian and recreational use.

In addition, due to the location of Construction Pit 3, a portion of Pacific Avenue between 66th Avenue and 65th Avenue would be temporarily closed during construction, but a detour onto Speedway would be provided to maintain vehicular access in each direction.

Section 30211 of the Public Resources Code states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

As discussed above, the project would require construction in the coastal zone, which would temporarily restrict traffic circulation and some on and off-street parking in the area. Although parking opportunities would be temporarily reduced, remaining off-street and on-street parking and transit connections would still provide parking opportunities to park in close proximity to coastal resources, and the public's right to access the sea would not be interfered with.

The relevant portions of Section 30212 of the Public Resources Code states:

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal

resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Although the project would construct a new sewer line in limited portions of roadways nearest the shoreline, the sewer would be underground and once constructed would not restrict access to the beach or coastal resources.

Although during construction there would be temporary impacts to traffic circulation and parking, access to residences and coastal resources would remain. No aspect of the projects operation would result in physical or long-term impacts to the environment. Therefore the project is consistent with the public access policies of the Coastal Act.

b) RECREATION (Article 3, of Chapter 3 of Public Resources Code, Sections 30220 through 30224)

Sections 30220 through 30224 of the Public Resources Code address the protection of recreational uses of coastal areas suited for water-oriented recreation (30220), ocean front land (30221, 30222.5), land suitable for visitor-serving commercial recreational facilities (30222), upland areas necessary to support coastal recreational uses (30223) or recreational boating (30224).

Upon construction, the project would not interfere with or impair any oceanfront or other land suitable for water-oriented recreational activities. The project would improve the ability of the City to safely convey wastewater generated in the coastal area (within the service area of the Venice Pumping Plant). The project would result in improved public health and safety, as well as environmental protection, and would contribute to the public enjoyment of coastal resources.

During construction, while vehicular access on Via Marina will be reduced from four lanes to two lanes, access to nearby marinas on connecting mole roads shall be maintained. Traffic management plans for the area accommodate vehicles with trailers pursuing recreational boating opportunities In addition, traffic controls are sized to maintain access for fuel delivery trucks to the fuel dock on Bora Bora Way which services area boaters. Pedestrian and bicycle access will be maintained within the project area.

6. Any other finding or findings as may be required for the development by the California Environmental Quality Act (CEQA).

The potential environmental effects of the Venice Dual Force Main Project were considered pursuant to the California Environmental Quality Act (CEQA) in the Venice Dual Force Main Environmental Impact Report (EIR) that was certified by Los Angeles City Council on January 12, 2010. Mitigation measures, described in the adopted mitigation monitoring program, have been incorporated into the proposed project.

IV. PUBLIC COMMENT

A public hearing regarding CDP application 10-04 was held on January 21, 2015 at the Westchester Senior Citizens Center located at 8740 Lincoln Boulevard. Over 45 people attended, 19 people provided oral comments and 20 comment letters were received. Issues raised include concerns regarding the chosen project alignment and the following issues related to the construction phase: emergency vehicle access, traffic impacts to residents, boaters, visitors, and businesses, noise impacts, pedestrian and bicycle access, construction hours, tree removals, impacts to street tree roots, geological issues; and coordination of the construction schedule with other projects and events in the area.

These issues are adequately addressed through adopted CEQA mitigation measures, the following recommended permit conditions as part of CDP 10-04, adopted County of LA CDP 201400003 permit conditions, and existing technical studies. Information regarding County of LA CDP 201400003 permit conditions can be found here:

http://planning.lacounty.gov/case/view/r2014-01462.

Regarding traffic impacts during construction, construction traffic mitigation plans and work site traffic control plans have been prepared and shared with the public and relevant agencies for review and input. Due to public and agency comments received, these plans have recently been revised to highlight access areas for emergency vehicles and to maintain southbound left-turn pocket lanes on Via Marina during construction. Permit conditions TRA-9, TRA-10, and TRA-11 include measures to address traffic concerns during construction and complement the adopted Mitigation Monitoring Plan.

Regarding noise and vibration impacts during construction, CEQA mitigation measures NOI-1 through NOI-12 address these impacts. In addition, permit conditions NOI-1A, NOI-1B, and NOI-1C provide complimentary and additional measures.

Prior to the public hearing, community briefings and open houses were held the evenings of October 22, 2014 at Burton Chase Park in Marina del Rey, November 19, 2014 at the Westchester Senior Citizens Center, and January 8, 2014 at the Venice Library. These meetings, along with the public hearing on January 21, 2015, were noticed in the local paper *The Argonaut*. Direct mail notices were also sent to a mailing list of over 5,000 stakeholders; and stakeholder presentations were made at the Venice, Westchester-Playa del Rey, and Del Rey, Neighborhood Councils, along with the Small Craft Harbor Commission, Design Control Board of the Small Craft Harbor Commission, Marina Lessees Association, and others.

On February 3, 2015, a request regarding consideration of extended construction work hours was made to the board members of the Westchester-Playa del Rey Neighborhood Council (WPDR NC). The WPDR NC voted 13 to 1 to allow construction to occur 7:00 am – 7:00 pm Monday - Friday and 8:00 am to 6:00 pm on Saturdays –since this would shorten the duration of construction activities. The following permit conditions related to noise, traffic, work hours, and aesthetics reflect the input of project stakeholders.

V. STANDARD CONDITIONS OF APPROVAL

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the City Engineer's Office.

2. Expiration. If development has not commenced, the permit will expire two years from the permit date as reported from the Coastal Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the City Engineer.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the City Engineer an affidavit accepting all terms and conditions of the permit.

5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the City Engineer and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

6. Other approvals. Additional coastal development permits for other portions of the project are needed from Los Angeles County and the State Coastal Commission. The project must also demonstrate compliance with the California Environmental Quality Act through implementation of the approved Mitigation Monitoring Programs from the City of Los Angeles and County of Los Angeles.

VI. STAFF RECOMMENDATIONS

Based on the preceding analysis and the comments received, we recommend that the City Engineer adopt the staff findings as stated above and issue a Local Coastal Development Permit for this project with the following conditions of approval. The conditions correspond with mitigation measures included in the Final EIR for the project. Conditions are intended to augment approved mitigation measures and are in some cases more restrictive to further protect public access during construction activities and natural and cultural resources:

NOI-1A: Construction activities shall be limited to the hours between 8:00 a.m. to 5:00 p.m. Monday through Saturday, excluding Sundays and national holidays. For construction activities on the project alignment South of the Marina del Rey and Ballona Creek Channels, work hours may be extended to 7:00 am to 7:00 pm, Monday through Friday and 8:00 am to 6:00 pm on Saturdays to help reduce the duration of construction activities along Pacific Avenue and Vista del Mar. Construction activities beyond these working hour limits within the City of Los Angeles shall only occur if allowed by the regulating agency (e.g. the Los Angeles Police Commission in the City of Los Angeles) and are required to avoid greater environmental risk. All work, including but not limited to the prepping or warming up of heavy equipment, shall fall within the prescribed time period.

NOI-1B: The contractor shall implement all noise mitigation measures listed in the Mitigation Monitoring Program and comply with the following noise thresholds set forth in Title 12 Section 12.08.440 of the Los Angeles County Code: 80 dBA for multifamily residential and 75 dBA for single family residential during normal permitted working hours.

NOI-1C: As stated in NOI-11, the onsite construction supervisor shall have the ability to receive and resolve noise complaints. In addition, a phone number shall be provided for residents to call with any concerns and the construction supervisor shall be required to maintain a call log so that the City can track the nature and resolution of any noise complaints. The call log shall contain the name and address (if available) of the complainant, contact info, time and reason for the call, and status of response. The log shall be provided to the City and County of LA upon request and on a bi-weekly basis during construction. Residents shall also be informed of the on-site construction supervisor's contact information by posting of the phone number on the construction site in a location visible from the public right-of-way and in the leasing offices of residential developments along the project alignment, including Via Marina and Pacific Avenue.

TRA-9: During construction, a minimum of one through lane in each direction shall be maintained on Via Marina; In addition, a southbound turn lane on Via Marina on Marquesas Way, Tahiti Way, Bora Bora Way, and Northwest Passage shall be provided at all times.

TRA-10: All driveway entrances and exits on Marquesas Way, Via Marina, and Pacific Avenue shall remain unobstructed at all times throughout the duration of the project. Access to Dell Alley shall also be maintained.

TRA-11: Once construction has commenced, the contractor shall conduct quarterly meetings with the City, County of Los Angeles Public Works, and other County agencies as needed to review the effectiveness of traffic control plans and determine if changes are needed.

AES-1A: Mature street trees along Via Marina shall be protected in place. Prior to construction activities, the contractor shall consult with a registered consulting

arborist with American Society of Consulting Arborists to ensure protection and preservation of street trees along Via Marina during construction, including trees located in the Silver Strand Triangle near construction Pit 9.

AES-1B: Contractor shall replace the five trees in County Lot 13 near Pit 5 (three Italian Stone Pine and two Paper Bark trees) with 48-inch box specimens of the same species within 60 days upon completion of construction activities in County Lot 13.

AES-6: If nighttime lighting is needed during construction, lights shall be shielded from the sky and directed away from resident windows.

CR-3A: If previously unknown cultural resources are encountered during site clearance and preparation, or during project construction, and they cannot be avoided, then contingency measures must be in place to react promptly to protect the resources and reduce impacts to less than significant.

CR-4A: Monitor all construction in the vicinity of the CA-LAN-66 site located in Vista Del Mar by an Archaeologist qualified to recognize and assess both prehistoric and historical resources.

CR-5A: A contingency plan shall be developed by the City before project construction activities; the plan shall address unanticipated new discoveries of cultural resources in the project area, evaluate and report any findings.

CR-6: If significant cultural resources are found during Project construction activities, they shall be recovered from the Project site, curated by an archaeologist recommended by the City and offered to an area museum whose collection is available for reviewing by the public.

PAL-1A: Prior to construction, the services of a qualified vertebrate paleontologist approved by the City of Los Angeles and the Los Angeles County Museum of Vertebrate Paleontology will be retained to monitor earth-moving activities that affect the Palos Verdes Sands.

PAL-2A: The paleontologist will develop a formal agreement with a recognized museum repository, regarding the final disposition and permanent storage and maintenance of any fossil remains and the archiving of associated specimen data and corresponding geologic and geographic site data that might be recovered, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would be required.

PAL-3A: The qualified monitor will provide information to the contractor regarding lead agency requirements for the protection of paleontological resources. Contractor personnel also will be briefed on procedures to be followed in the event that a fossil site or remains are encountered by earth-moving activities, particularly when the monitor is not on site. The briefing will be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel will be provided to the appropriate contractor personnel.

PAL-4A: Earth-moving activities will be monitored by the qualified monitor as specified in the Final EIR. Recovery of vertebrate fossil specimens would occur as specified in the Final EIR. The location and proper geologic context of any fossil occurrence will be documented, as appropriate. Any recovered rock sample will be processed as specified in the Final EIR.

PAL-5A: All fossil specimens recovered from the Project site will be treated (prepared, identified, curated, and

catalogued) in accordance with designated museum repository requirements, as specified in the Final EIR.

PAL-6A: A final technical report of results and findings will be prepared by the paleontologist in accordance with City of Los Angeles requirements.

Staff recommends that the City Engineer approve a Local Coastal Development Permit for this project with the above conditions.

DOCUMENT APRROVED BY:

Maria E. Martin 3/25/15

Maria E. Martin Date
Manager
Environmental Management Group

DOCUMENT PREPARED BY:

3/25/2015

Dr. Jan Green Rebstock Date
Environmental Supervisor II
Environmental Management Group

VII. REFERENCES

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