File No. 08-0504

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

Your PUBLIC WORKS COMMITTEE

reports as follows:

FINAL ENVIRONMENTAL IMPACT REPORT AND PUBLIC WORKS COMMITTEE REPORT relative to the Venice Pumping Plant Dual Force Main Project.

Recommendations for Council action:

1. CERTIFY that the FEIR (State Clearing House No. 2003031001), as attached to the Council file, for the Venice Pumping Plant Dual Force Main Project prepared by the City of Los Angeles/Bureau of Engineering's Environmental Management Group complies with the California Environmental Quality Act of 1970 (CEQA), pursuant to the City of Los Angeles Environmental Guidelines and that the City Council has reviewed the information contained therein and considered it along with other factors related to this project; and further CERTIFY that the determination reflects the City Council's independent judgment and analysis; and that this determination reflects the record of proceedings in this matter are located in Council file No. 08-0504 in the custody of the City Clerk (BPW 005-08) and in the files of the Bureau of Engineering (BOE).

2. ADOPT the FINDINGS of the Board of Public Works dated February 25, 2008 and amended by the May 8, 2008 Bureau of Engineering (BOE) report, as attached to the Council file, as the Findings of the Council.

3. ADOPT the December 2007 Mitigation Monitoring Program as detailed in the FEIR (State Clearing House No. 2003031001) and amended in the May 8, 2008 BOE report, as attached to the Council file.

4. ADOPT the Findings and Statement of Overriding Considerations as detailed in the FEIR (State Clearing House No. 2003031001) and amended in the May 8, 2008 BOE report, as attached to the Council file.

5. APPROVE the Venice Pumping Plant Dual Force Main Project as detailed in the FEIR (State Clearing House No. 2003031001) and amended in the May 8, 2008 BOE report, as attached to the Council file.

Fiscal Impact Statement: The City Engineer reports that the Venice Pumping Plant Dual Force Main Sewer Project has an approved budget of approximately $65,315,000. Funding is available from the Sewer Capital Fund.

SUMMARY

On June 4, 2008, the Public Works Committee considered a February 25, 2008 Board of Public Works (Board) reports and May 8, 2008 BOE reports and FEIR relative to the Venice Pumping Plant Dual Force Main Project. According to the Board, it is proposing to construct and operate a new force main sewer, 54 inches in diameter and extending about two miles from the existing

Venice Pumping Plant (VPP) at 140 Hurricane Street in Venice, to a junction structure on the Coastal Interceptor Sewer in 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.

The VPP is the largest wastewater pumping plant in the City of Los Angeles and it collects sewage from the coastal areas of the City and pumps it to the Hyperion Treatment Plant in Playa Del Rey. The VPP's existing 48-inch diameter force main sewer, built in 1958, can handle only about 60% of the flows that could otherwise run through the VPP when all five of its pumps are running at full capacity. When flows into the VPP exceed flows out of the plant, wastewater will overflow directly into Ballona Lagoon. 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 Ballona Lagoon. Additional conveyance capacity from VPP is needed to manage peak flows.

The Board when on to state that pipeline redundancy is also a major consideration. Specifically, the existing pipeline is a critical link in the City's wastewater conveyance system. A second, tandem line is needed to provide additional protection against the risk of system failure. Additionally, maintenance is also an issue in that the existing 48-inch pipeline was built in 1958 and has been in continuous operation since then. The existing pipeline is the only feasible way to convey sewage flows from the VPP to the Hyperion Treatment Plant and therefore must be operated continuously. A second, tandem line is needed to allow the existing line to be bypassed, allowing repair and
maintenance of the existing pipeline, which is currently not possible.

The Board then provided an overview of the Project. Specifically, the Board is proposing to construct and operate the Venice Dual Force Main along the Via Marina/Pacific Avenue alignment described in the FEIR, as attached to the Council file, and hereinafter referred to as the "preferred alternative." 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 to 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:

a. VPP (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.

b. An insertion shaft in the intersection of Marquesas Way and Via Marina.

c. A receiving shaft in the south-bound side of Via Marina about 500 feet south of Marquesas Way.

d. An insertion shaft in the south-bound side of Via Marina north of Bora Bora Way.

e. 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).

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

g. 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 East 62nd Avenue.

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

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

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

k. A receiving shaft in Vista Del Mar at Sunridge Street

l. 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 "Los Angeles Airport (LAX) Dunes" property (such as the area recently used for the North Outfall Sewer rehabilitation project).

Field offices for construction management and staging of equipment and materials may also occur at nearby city properties such as 311 Thatcher Avenue ("Thatcher Yard") and 3507 Via Dulce in addition to the foregoing areas. This alternative route has an estimated construction cost of $48 million. The cost estimates herein are order-of-magnitude estimates intended to provide a measure of comparative feasibility. A more precise cost estimate can't be made until a project is selected and designed.

The Board then stated that in accordance with the requirements of CEQA, the EIR evaluated a range of project alternatives. In all, the Bureau of Engineering evaluated three alternative alignments, three alternative construction methods and the "no project" alternative. Detailed descriptions of the alternatives are contained in the EIR and are attached to the Council file. The Board's reasons for not selecting the alternatives to the Preferred Alternative are described below:

a. No Project Alternative: Under this alternative, no new sewer force main would be constructed and the existing sewer system would continue to operate in its current configuration. The No Project alternative could result in potentially significant adverse effects to the environment due to the lack of conveyance capacity of the existing 48-inch sewer force main downstream of the VPP and the current inability to perform regularly scheduled maintenance on this pipeline. If inflows to the VPP exceed the capacity of the force main leaving the plant, an overflow of untreated wastewater into the Ballona Lagoon and other areas in the vicinity of the VPP Force Main corridor could result, causing significant harm to the environment.

b. Cut and Cover Along Preferred Alignment: Although construction via cut and cover is normally the fastest way to construct a pipeline, this alternative is not recommended because shallow groundwater in the area would necessitate extensive dewatering. The selected construction method, boring, greatly reduces the need for dewatering and therefore avoids the risks associated with dewatering (such as subsidence or altering the extent of any groundwater contamination). Additionally, this alternative would have greater impacts to air quality, noise and vibration impacts to adjacent residents when compared with the selected project.

After further consideration and having provided an opportunity for public comment, the Committee moved to continue this matter.

Subsequently, on November 19, 2008 the Committee reconsidered this matter. After consideration and having provided an opportunity for public comment, the Committee moved to continue the matter pending further community outreach efforts by the BOE in regard to the impacts of the proposed Venice Pumping Plant Dual Force Main Project.

Finally, on December 3, 2008 the Committee once again reconsidered this matter. After hearing testimony from the public in regard to the various proposed routes for the proposed main force sewer pipeline and further testimony from the BOE, the Committee moved to recommend approval of the recommendations as detailed above in Recommendation Nos. 1-5. This matter is now submitted to Council for its consideration.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

MEMBER	VOTE
ROSENDAHL:	YES
ALARCÓN:	YES
SMITH:	YES

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- Not Official Until Council Acts -