

MINUTE ITEM

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was submitted for publication
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INFORMATIONAL
MINUTE ITEM

2/28/80
Thompson

40. EMERGENCY SITUATION AT MOUTH OF LOS ANGELES RIVER, CITY
OF LONG BEACH.

A discussion was held between the Commission and Einar Petersen, Deputy City Attorney, City of Long Beach, concerning an emergency situation at the mouth of the Los Angeles River which empties next to the Downtown Shoreline Marina currently proposed for development by the City of Long Beach. Mr. Petersen explained that during the past, the Corps of Engineers have dredged this area in Queensway Bay. They have removed substantial amounts of material that were deposited when shoaling occurred. As a result of the recent severe storms, there has been a repetition of this shoaling effect. Instead of the water being 20 feet deep, it is only 6 feet deep. The Catalina Long Beach Passenger Cruise Service has therefore had to terminate its operation since their ships now cannot enter the Basin where they have terminal facilities. The bridge which spans the Los Angeles Channel at that area was designed for a water depth of 20 feet.

As a result of the shoaling, the design integrity of the bridge is in jeopardy and the City is concerned that the additional pressures cannot be withstood. Therefore, the Long Beach City Counsel adopted an emergency resolution authorizing the City Manager to enter into a contract, without competitive bidding, to hire a dredging contractor to remove the material. The contractor has been contacted and discussions are taking place. It is proposed they will remove 300,000 cubic yards of fill material. Because this was designated as the borrow site for the 1600-slip marina, the City is asking the contractor to deposit the material in the area of the mole. This whole operation will accomplish three things:

1. Remove stress on the bridge
2. Enable the Catalina Long Beach Passenger Service to resume its operations
3. Provide fill material for the proposed marina

Mr. Petersen explained the construction work for the marina would normally fall under Chapter 138 provisions. He further explained that the entire cost of the marina itself, including some engineering and consulting expenses, will all be paid from the sale of marina revenue bonds scheduled to be sold on March 25. No expenses would come out of the Tideland Oil Revenue Fund. However, because of the time constraints and the emergency nature of the problem, there would not be time to fill the appropriate Chapter 138 notice requirements and await the Commission's action.

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Since most of the debris washed down the Los Angeles River Channel, Commission-Alternate David Ackerman questioned what responsibility does the Flood Control District have for its removal prior to the flooding. Mr. Petersen stated (as discussed above), that the Corps of Engineers had removed the material and they are responsible for maintenance dredging, but they usually do not respond in a timely manner and the work must be completed now. The City has applied to LAFCO and the Corps for some of the reimbursement costs, but no response has been received to date.

This matter was presented to the Commission for informational purposes only, no action was required.