

CALENDAR ITEM
C48

MINUTE ITEM
This Calendar Item No. C48
was approved as Minute Item
No. 48 by the State Lands
Commission by a vote of 2
to 0 at its 7/11/97
meeting.

A 41
S 23

07/11/97
W 24888
J. Smith
PRC 7970

GENERAL LEASE - PUBLIC AGENCY USE

LESSEE:

City of Los Angeles
Bureau of Engineering
650 S. Spring Street, 9th Floor
Los Angeles, California 90014

AREA, LAND TYPE, AND LOCATION:

.11 acres, more or less, of filled sovereign lands at Will Rogers State Beach,
near Pacific Palisades, Los Angeles County.

AUTHORIZED USE:

Construction and maintenance of a 20" diameter force sewer pipeline and a 12"
diameter gravity line to transport wastewater as part of an 11,000-foot long
sewer force main extending from Sunset Boulevard to Potrero Canyon.

LEASE TERM:

Ten years, beginning October 1, 1997.

CONSIDERATION:

The public health and safety; with the State reserving the right at any time to set
a monetary rent if the Commission finds such action to be in the State's best
interest.

OTHER PERTINENT INFORMATION:

1. Applicant has a right to use the uplands adjoining the lease premises.
2. The City of Los Angeles is proposing to construct an 11,000-foot long
force main between Sunset Boulevard and Potrero Canyon as part of the
Sunset Pumping Plant and Force Main Project. A portion of the sewer
pipeline will be located under the Will Rogers State Beach parking lot
within Commission jurisdiction. Will Rogers State Beach consists of filled
tide and submerged lands which were transferred to State Parks pursuant
to jurisdictional transfers JTO 5 and 12, in 1951 and 1964 respectively.

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The proposed lease area is waterward of both JTO 12 and the ordinary high water mark established by the California State Lands Commission (CSLC) as depicted on Map CB 1265 dated July 1945.

3. An EIR was prepared and certified for this project by the city of Los Angeles. CSLC staff has reviewed such document and Mitigation Monitoring Program (Exhibit E) adopted by the lead agency.
4. Findings made in conformance with the State CEQA Guidelines (Title 14, California Code of Regulations, section 15091) are contained in Exhibit D, attached hereto.
5. A Statement of Overriding Considerations made in conformance with the State CEQA Guidelines (Title 14, California Code of Regulations, section 15093) is also contained in Exhibit D, attached hereto.
6. This activity involves lands identified as possessing significant environmental values pursuant to Public Resources Code sections 6370 et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

APPROVALS OBTAINED:

County of Los Angeles, Department of Beaches and Harbors; California Coastal Commission; Regional Water Quality Control Board; California Department of Transportation.

EXHIBITS:

- A. Location and Site Map.
- B. Land Description.
- C. Notice of Determination.
- D. Findings and Statement of Overriding Considerations.
- E. Mitigation Monitoring Plan.

PERMIT STREAMLINING ACT DEADLINE:

November 17, 1997.

RECOMMENDED ACTION:

IT IS RECOMMENDED THAT THE COMMISSION:

CALENDAR ITEM NO. C48 (CONT'D)

CEQA FINDING:

FIND THAT AN EIR WAS PREPARED AND CERTIFIED FOR THIS PROJECT BY THE CITY OF LOS ANGELES AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

ADOPT THE FINDINGS MADE IN CONFORMANCE WITH THE STATE CEQA GUIDELINES, SECTION 15096(h), AS CONTAINED IN EXHIBIT D, ATTACHED HERETO.

ADOPT THE STATEMENT OF OVERRIDING CONSIDERATIONS MADE IN CONFORMANCE WITH THE STATE CEQA GUIDELINES, SECTION 15093, AS CONTAINED IN EXHIBIT D, ATTACHED HERETO.

SIGNIFICANT LANDS INVENTORY FINDING:

FIND THAT THIS ACTIVITY IS CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED BY THE COMMISSION FOR THE LAND PURSUANT TO PUBLIC RESOURCES CODE SECTIONS 6370, ET SEQ.

AUTHORIZATION:

AUTHORIZE ISSUANCE TO THE CITY OF LOS ANGELES, BUREAU OF ENGINEERING, OF A GENERAL LEASE - PUBLIC AGENCY USE, BEGINNING OCTOBER 1, 1997, FOR A TERM OF TEN YEARS, FOR CONSTRUCTION AND MAINTENANCE OF A 20" DIAMETER PIPELINE AND A 12" DIAMETER GRAVITY LINE AS PART OF THE SUNSET PUMPING PLANT AND FORCE MAIN PROJECT ON THE LAND DESCRIBED ON EXHIBIT B ATTACHED AND BY THIS REFERENCE MADE A PART HEREOF; THE PUBLIC HEALTH AND SAFETY, WITH THE STATE RESERVING THE RIGHT AT ANY TIME TO SET A MONETARY RENT IF THE CSLC FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST.

C/L OF SUNSET FORCE MAIN

S 63°57'22" E
201.50'

N 58°27'28" W

N 60°14'57" W
171.21'

64+38.89

N 13°04'49" W
45.21'

63+61.58

LEASE AREA W 24888
0.11 ACRES MORE OR LESS

N 57°23'11" W
211.46'

POB JTO # 12

61+47.98

60+75

S 31°30'08" W
310.2'

WESTERLY BOUNDARY JTO # 12

S 59°51'36" E
442.31'

OHWM PER SLC MAP
CB 1265 / 1268
JULY 1945

SANTA MONICA BAY

WILL ROGERS BEACH STATE PARK

BEARINGS AND DISTANCES SHOWN ARE
BASED ON THE CALIFORNIA COORDINATE
SYSTEM, ZONE 7 (NAD 27).

SCALE: 1" = 200'

EXHIBIT A
W24888

CITY OF LOS ANGELES
SUNSET FORCE MAIN
PACIFIC COAST HIGHWAY
STA 61+67.73 TO STA 64+06.77

SITE

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EXHIBIT B

A parcel of tide and submerged land situated in the City of Los Angeles, State of California and being a strip of land 20.00 feet in width, the center line described as follows:

BEGINNING at a point that bears northwesterly line of that certain parcel of tide and submerged land transferred to the State Department of Parks and Recreation, Division of Beaches and Parks by instrument recorded August 28, 1964 in Book D2608, Page 938 in Official Records of Los Angeles County, California, said point bears S. 31°30'09"W., 30.69 feet along the northwesterly line from the northerly terminous thereof, said point also having California Zone 7 (NAD27) coordinates of N= 4,125,947.471 and E= 4,124,630.876; thence N. 57°42'18"W., 193.83 feet; thence N. 13°04'49"W., 45.21 feet to a point on the ordinary high water mark of Santa Monica Bay, as said Ordinary High Water Mark is shown on Sheet 1 of 4 of "MAP OF THE ARTIFICIALLY CREATED BEACH, VICINITY OF WILL ROGERS BEACH STATE PARK", dated March 1963 and on file with California State Lands Commission, Map CB 1265.

The side lines of said strip of land shall be prolonged or shortened so as to terminate on said northwesterly line and said ordinary high water mark.

END OF DESCRIPTION

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EXHIBIT "C"

CALIFORNIA ENVIRONMENTAL QUALITY ACT

ORIGINAL REC'D

NOTICE OF DETERMINATION

92-1459
11/18/92
11/18/92

DEC 21 1992

COUNTY CLERK
(Article VI, Section 11 City CEQA Guidelines)

Public Resources Code Section 21152(A) requires local agencies to submit this information to the County Clerk. The filing of this notice starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21152. Failure to file the notice results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS (Bldg, Street, City State) Bureau of Engineering 200 N. Spring St. Room 807 Los Angeles CA 90012	COUNCIL DISTRICT 11
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PROJECT TITLE (Including its common name, if any) Sunset Pumping Plant and Force Main in Pacific Coast Highway W.O. EXX31458	CASE NO. C.F. 92-2169 W.O. EXX31458
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PROJECT DESCRIPTION AND LOCATION Construction of a new 4.5 mdg sewage pumping plant, 560,000 gallon underground emergency storage facility, a force main (16-24 diameter, 11,000 feet long), and gravity laterals. Rehabilitation of North Palms and Temescal Pumping Plants. Decommissioning of South Pulga Pumping Plant. Located in and adjacent to portions of Pacific Coast Highway, Will Rogers S Beach, Bay Club Drive, Las Pulgas Canyon and Temescal Canyon, Pacific Palisades.

CONTACT PERSON Jim Doty	STATE CLEARINGHOUSE NUMBER 91051026	TELEPHONE NUMBER (213) 485-6556
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This is to advise that on 12-18-92 the City Council of the City of Los Angeles approved the above described project and has made the following determinations:

- | | |
|-----------------------------|---|
| SIGNIFICANT EFFECT | <input checked="" type="checkbox"/> Project will have a significant effect on the environment.
<input type="checkbox"/> Project will not have a significant effect on the environment. |
| MITIGATION MEASURES | <input checked="" type="checkbox"/> Mitigation measures were made a condition of project approval.
<input type="checkbox"/> Mitigation measures were not made a condition of project approval. |
| OVERRIDING CONSIDERATION | <input checked="" type="checkbox"/> Statement of Overriding Considerations was adopted.
<input type="checkbox"/> Statement of Overriding Considerations was not adopted.
<input type="checkbox"/> Statement of Overriding Considerations was not required. |
| ENVIRONMENTAL IMPACT REPORT | <input checked="" type="checkbox"/> An Environmental impact Report was prepared for project and may be examined at the Office of the City Clerk.
<input type="checkbox"/> An Environmental impact Report was not prepared for the project. |
| NEGATIVE DECLARATION | <input type="checkbox"/> A Negative Declaration or Conditional Negative Declaration was prepared for project and may be examined at the Office of the City Engineer.
<input type="checkbox"/> A Negative Declaration or Conditional Negative Declaration was not prepared for the project. |

SIGNATURE James E. Doty <i>James E Doty</i>	TITLE Environ. Super. II	DATE OF PREPARATION 12-18-92
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DISTRIBUTION: Part 1 - County Clerk Part 2 - City Clerk Part 3 - Agency Part 4 - Resp. State Agency

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EXHIBIT D

CITY OF LOS ANGELES SUNSET PUMPING PLANT AND FORCE MAIN IN PACIFIC COAST HIGHWAY (W.O. EXX31458)

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS (Pursuant to Section 15093 of the State CEQA Guidelines)

A. FINDINGS

1. The City of Los Angeles currently operates over 6,500 miles of sanitary sewers, numerous pumping plants, and four sewage treatment plants. Among these facilities is the Coastal Interceptor Sewer (CIS).
2. A portion of the Coastal Interceptor Sewer has been subject to damage from landslides, resulting in additional maintenance hardship and occasional sewage spills affecting the coast and the Santa Monica Bay. The affected portion, which is located along Pacific Coast Highway, extends from the vicinity of Sunset Boulevard to Potrero Canyon in the Pacific Palisades area of the City of Los Angeles.
3. As a result of legal action occurring in 1987 (People of the State of California vs. City of Los Angeles, Los Angeles Superior Court No. C665238), the City of Los Angeles and the State Water Quality Control Board, Los Angeles Region entered into a Settlement Agreement, the purpose of which was to plan, design, construct and maintain a number of identified projects. Included among those projects was the reconstruction of the affected portion of the Coastal Interceptor Sewer.
4. The Settlement Agreement states that the damage to the existing CIS includes pipe shearing, separation and alignment distortion, and it further specifies that the affected facility should be relocated, that it should be designed to minimize risk of ruptures and breaks caused by earth movement, and also that new pumping plants at Sunset and Temescal Canyon should be constructed with the capacity to store three hours of flow in the event of power outage.
5. The Bureau of Engineering has undertaken an examination of a range of alternatives, involving 12 different conveyance options, 11 different options regarding pumping plants, and 17 different emergency storage options. The objectives against which the alternatives were examined included: (a) minimizing disturbance to the environment, (b) promoting safety and maintaining traffic along Pacific Coast Highway, (c) minimizing disruption to state beach property, (d) promoting seismic durability and ability to function in the event of earth movement, (e) reducing the potential for spills, (f) providing capacity in accordance with community plans, and (g) reducing right-of-way requirements as much as possible.

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**Sunset Pumping Plant and Force Main in Pacific Coast Highway
Findings and Statement of Overriding Considerations**

6. The examination of alternatives led to a project definition that addresses six components: (1) a conveyance (force main) system within which several alignment alternatives were considered, (2) construction of a new facility to replace the existing Sunset pumping plant, (3) construction of an underground emergency storage facility in the vicinity of Sunset Boulevard and Pacific Coast Highway, (4) construction of gravity sewer laterals in Bay Club Drive, Pulga Canyon, and Temescal Canyon Road, (5) rehabilitation of the existing North Pulga and Temescal Canyon pumping plants, and (6) decommissioning the existing South Pulga pumping plant.

Conveyance system alternatives that were rejected in favor of the proposed project were as follows:

- o Alternative 1A (No Build) was rejected because it does not meet the terms of the Settlement Agreement, because it would not provide emergency storage, and because the deep sewer across landslide areas has failed and would be subject to continuing failure.
- o Alternative 1B (Rehabilitate Existing Gravity System) was rejected because flow capacity provided would be of marginal utility, and further because the deep gravity sewer across landslide areas has failed and would be subject to continuing failure.
- o Alternative 1C (Common Force Main with Pumping from Sunset to Potrero) was rejected because it would require upgrading all four pumping plants and it would have higher operating and maintenance costs.
- o Alternative 1D (Gravity Sewer from Sunset to Potrero Canyon with Pumping Plant near Potrero Canyon) was rejected for the same reasons as Alternative 1B.
- o Alternative 1E (Offshore Gravity Main from Sunset to Potrero with Pumping Plant) was rejected because of difficult underwater construction and maintenance techniques that would be required. This alternative would be difficult to monitor for leaks and would be difficult to repair. Also, in the event of a spill, there would be no time to respond and the spill could not be contained.
- o Alternative 1F (Force Main from Sunset to Potrero with a Gravity Main from South Pulga to Temescal) was rejected because of difficulty of construction and because the emergency storage facility would need to be located in the beach parking lot.
- o Alternative 1G (Force Main from Sunset to Potrero with a Gravity Main from North Pulga to Temescal) was rejected because it would require a large emergency storage structure at the Temescal Pumping Plant beneath beach properties.

Sunset Pumping Plant and Force Main in Pacific Coast Highway
Findings and Statement of Overriding Considerations

- o Alternative 1H (Force Main from Sunset to South Pulga with a Gravity Main from South Pulga to Temescal) was rejected because sewage would be required to be pumped twice and because it would require a large emergency storage structure at the Temescal Pumping Plant beneath beach property.
- o Alternative 1I (Force Main from Sunset to North Pulga with a Gravity Main from North Pulga to Temescal) was rejected for the same reasons as Alternative 1H.
- o Alternative 1J (Upstream Interceptors) was rejected because flow would have to be pumped at least twice, extensive right-of-way would be required, the energy requirements to operate the project would be high, and sewage would be discharged to city streets and the storm drain system in the event of a failure, which would endanger public health and safety.
- o Alternative 1K (Gravity Sewer from Sunset to Temescal) was rejected because the gravity sewer would be deep and difficult to repair, a large emergency storage structure at the Temescal Pumping Plant beneath beach property would be required and also because slide movement would necessitate costly periodic reconstruction of the deep sewer.

Pumping plant alternatives that were rejected in favor of the proposed project were as follows:

Sunset Pumping Plant

- o Alternative 2A (No Build) was rejected because it would not meet the terms of the Settlement Agreement.
- o Alternative 2C (South Pacific Coast Highway Site) was rejected because it would require the taking of ten parking spaces from the beach parking lot, and it would cause potentially substantial adverse effects during the construction process.
- o Alternative 2D (Sunset Boulevard Site) was rejected because of numerous utility, sewer, storm drain and traffic conflicts.

North Pulga Pumping Plant

- o The No Build alternative was rejected because it would not operate satisfactorily in the context of the preferred project. Some minor flows would still need to be handled at this plant, and therefore rehabilitation was recommended.

Sunset Pumping Plant and Force Main in Pacific Coast Highway
Findings and Statement of Overriding Considerations

South Pulga Pumping Plant

- o The preferred project alternative could be operated without this plant. As a result, all alternatives for improvement of the plant were rejected in favor of decommissioning this facility.

Temescal Pumping Plant

- o The No Build alternative was rejected for the same reasons as the North Pulga plant. Relocation of this plant was not required for the preferred project, and therefore other alternatives were rejected for that reason.

Emergency storage alternatives that were rejected in favor of the proposed project were as follows:

Sunset Emergency Storage

- o Alternative 6A (No Project) was rejected it would provide no emergency storage.
- o Alternative 6B (Shallow North Pacific Coast Highway [PCH] Site) was rejected because it was judged to have a more substantial adverse effect on local businesses than would the preferred project.
- o Alternative 6C (Deep North PCH Site) was rejected because it would have the same effects as the previous alternative.
- o Alternative 6E (Deep South PCH Site) was rejected because it would be partially constructed in bedrock and whenever it would be used it would need to be pumped out at higher cost.
- o Alternative 6F (North and South PCH Site) was rejected because it would extend adverse construction effects to both sides of the highway.
- o Alternative 6G (South PCH Site in Beach Parking Lot) was rejected in response to requests from the Los Angeles County Department of Beaches and Harbors and the State Department of Parks and Recreation.
- o Alternative 6H (South PCH Site in Gladstone's Parking Lot) was rejected in response to requests from the restaurant owner, the Los Angeles County Department of Beaches and Harbors and the State Department of Parks and Recreation.

Sunset Pumping Plant and Force Main in Pacific Coast Highway
Findings and Statement of Overriding Considerations

- o Alternative 6I (Oversized Gravity Pipeline from Sunset to Temescal) was rejected because the required large, deep pipeline would traverse slide areas, be difficult to repair and maintain and be subject to downstream pumping and odor problems.

Temescal Canyon Emergency Storage

- o All alternatives using this location were rejected because they offered less favorable site conditions and associated construction effects than the proposed location at Sunset/PCH.
7. Two alignment alternatives were evaluated in the Draft Environmental Impact Report for the force main. A preferred alignment was selected based on its ability to meet project objectives, overall impact considerations and geologic considerations in particular. That preferred alignment would place a portion of the force main in the parking lot area of Will Rogers State Beach.
8. The preferred conveyance (force main) alignment was the subject of controversy insofar as the County of Los Angeles Department of Beaches and Harbors (B&H) was concerned. The Department was concerned that its facilities located on Will Rogers State Beach would be subject to adverse access and financial effects. B&H also expressed the opinion that in its view it was not in the public interest to take recreational resource land for municipal sewage conveyance purposes. In contrast, the alternate alignment located entirely within Pacific Coast Highway would result in substantial adverse traffic impacts. The conveyance system to be installed would be located below grade in the Will Rogers Beach parking lot and therefore would not constitute a long term taking of recreational resource land. The study concluded that the concerns of the Department could be alleviated with proper planning and therefore the preferred alignment is recommended for implementation.
9. Pursuant to and in accordance with Section 21081 of the Public Resources Code, the EIR identifies potential adverse impacts from construction of the proposed project, including: soils and geology, plants and animals, air quality, water quality, coastal issues, noise, land use and recreation, transportation, aesthetics, and cultural resources. These impacts would be confined to the construction period, with the operational phase of the project resulting in beneficial effects. The impacts which were found in the above categories are discussed below:
- a. Soils and Geology. The project is in a seismically active zone, and seismic activity on faults in the area could produce potential damage to the proposed project. This effect would be mitigated to a level of insignificance through utilization of proper design and construction techniques.

Sunset Pumping Plant and Force Main in Pacific Coast Highway
Findings and Statement of Overriding Considerations

A risk exists for rock and/or soil debris to slide into the project area from the slopes above Pacific Coast Highway, potentially damaging the project. This effect would be mitigated to a level of insignificance by detailed geological inspections during the construction process and implementation of appropriate engineering responses to conditions found.

The fill in lower Pulga Canyon has not been properly compacted and it contains debris of various types, resulting in potentially inadequate structural support for the pipe. This effect would be mitigated to a level of insignificance by placing the pipe at a shallow depth and possibly excavating and recompacting areas where needed.

Soil erosion may result from construction activities. This is a less than significant impact.

Hydrogen sulfide gas has been found in concentrations in the vicinity of Pacific Coast Highway and Temescal Canyon Road, and there is the potential for such gas to accumulate within structures. This is a less than significant impact and detection devices would be used.

Construction of the Sunset Pumping Plant would extend below the permanent groundwater level and also construction could interfere with surface drainage. These effects are less than significant. Appropriate construction techniques are available to accommodate any problems encountered.

The potential for landslides will continue to exist in the project area, and therefore the proposed project could be subject to damage. This potentially significant effect can be substantially overcome through incorporating appropriate engineering responses, including using more durable ductile iron pipe, and by using pipe sections that are joined to maintain as much flexibility as possible. Although it is not possible to state that the effect would be completely eliminated, it is felt that it can be reduced to a level of insignificance.

- b. Plants and Animals. Construction could disturb the riparian and sage scrub habitat along a corridor in Pulga Canyon. Mitigation would be determined by the California Department of Fish and Game as part of the Streambed Alteration Agreement process, if the affected area cannot be avoided. Avoidance would be the first objective. This effect can be mitigated to a level of insignificance.
- c. Air Quality. Emissions would be generated during the construction process, as a result of construction equipment and worker vehicles, and fugitive dust would be generated from earth movement and excavation. These effects, because they are temporary and because they are of small magnitude, are not considered significant. Appropriate mitigation measures include dust control techniques

Sunset Pumping Plant and Force Main in Pacific Coast Highway
Findings and Statement of Overriding Considerations

embodied in SCAQMD Rule 403, use of low-emitting equipment, use of electrically powered equipment if practicable, traffic management planning, and other measures. With the proposed mitigation measures, the effects would be reduced to even a lesser level of insignificance.

Because the proposed project would require opening an existing sewer, there is a possibility that noxious odors could be released. It is also possible that odors could infrequently be released when the new facility is in operation. With regard to the construction process, the opened sewer will be closed as rapidly as possible. With regard to the finished project, all locations subject to odor leakage would be sealed. These effects are not significant, and with mitigation they would be less so.

- d. Water Quality. Construction of the force main and laterals would require crossing storm drains. Construction activities would temporarily disrupt overland drainage in Pulga Canyon and construction-related constituents would be added to surface runoff. Also, the groundwater table would be intersected in some areas during construction. These effects are all regarded as not significant. Various techniques would be employed to reduce adverse surface runoff and efforts would be made to reduce interference with surface drainage patterns. Also, dewatering would be conducted in areas where the water table would be reached. With mitigation, the effects would be reduced to a lesser level of insignificance.
- e. Coastal Issues. Construction of the proposed project would temporarily inhibit access to the beaches and parking areas of Will Rogers State Beach, which is currently being administered by the Los Angeles County Department of Beaches and Harbors. Parking spaces would be rendered not available for periods of time when pipe installation is occurring. Driveway access to the beach could be impaired for certain periods of time. These effects are not considered significant. Moreover, once the project is in operation, the beach and coastal area would enjoy a substantial beneficial effect, namely a reduced incidence of spills. In order to mitigate the construction effects, construction activities affecting the beach would be scheduled for the off season, and construction activities would be planned to produce as little encroachment and as little disruption as possible. The resultant effects would be less than significant.
- f. Noise. Construction activities would result in substantial numbers of residential units experiencing significantly increased noise during the time construction activities are taking place. Since portions of the construction process would be required to occur at night, these effects would take place during the quietest times of the day. In order to reduce these effects, all reasonable efforts would be made to use quiet equipment (substantially muffled), to schedule activities to reduce noise, and to provide barriers where practicable. Daytime construction will be used to the greatest extent possible. However, despite the mitigation measures,

Sunset Pumping Plant and Force Main in Pacific Coast Highway
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substantial adverse effects of a temporary nature would still occur. In addition, a variance from the existing City of Los Angeles Noise Ordinance would be required to permit construction activities to take place as needed.

- g. Land Use and Recreation. During construction parking spaces along the southbound shoulder of Pacific Coast Highway and along a portion of Temescal Canyon Road would be temporarily displaced. Access points to beach and surfing areas may be temporarily reduced. These effects are not considered significant and they would be partially mitigated by scheduling construction activities during the off season and by removing construction materials and debris at the end of each day.
- h. Transportation. Construction activities would produce lane closures and traffic delays along Pacific Coast Highway and to a lesser extent Temescal Canyon Road. The effects would be more severe if construction were to be conducted primarily during daytime hours. The effects are regarded as significant. Mitigation efforts would include careful planning of the construction process to reduce effects as much as possible, conducting construction at night where possible, preparing a traffic management plan (including detours, if necessary), and confining construction activities to the off season as much as possible. With these mitigations, the effects are considered reduced to below a level of significance.

There would also be a temporary loss of parking that would otherwise be used for coastal recreational purposes. This is considered not significant and would be adequately mitigated by conducting construction during the off season as much as possible.

- i. Aesthetics. Construction activities would be unsightly in appearance in localized areas. There is a potential for light and glare associated with construction activities to stray into residential areas. These effects are considered less than significant, and they would be mitigated by locating equipment and materials out of view where possible, by using temporary fencing around construction stockpile areas, by directing lighting so as to not stray into residential areas, and by using shielding if this is not possible.

Two above ground vents would be needed at the Sunset Pumping Plant. These vents would be either 12 or 18 inches in diameter and would extend above ground between 4 and 10 feet. Electrical equipment to be housed in a formerly proposed above ground electrical building would be located below grade.

- j. Cultural Resources. The potential exists for encountering archaeological resources during project excavation, particularly in the vicinity of Sunset Boulevard and Pacific Coast Highway. The likelihood of discovering resources cannot be

Sunset Pumping Plant and Force Main in Pacific Coast Highway
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estimated with certainty, and it is possible that resources of significant quality and/or quantity could be encountered. For these reasons, the effects are considered potentially significant. Mitigation would consist of monitoring construction activities for the presence of artifacts, and if they are found, construction would be halted to determine the most appropriate course of action. Taking into account the proposed mitigation, the effects are regarded as being reduced to below a level of significance.

10. Net unmitigated short-term adverse impacts would occur in the following areas: soils and geology, plants and animals, air quality, water quality, coastal issues, noise, land use and recreation, transportation, aesthetics, and cultural resources. With the exception of noise, transportation and cultural resources, these effects would be minor in nature and short-term in duration.

With regard to noise, the effects would be significant but temporary in duration. It is possible that a substantial number of residences in the project area would experience increased construction noise of significant proportions, and it is likely that this cannot be mitigated completely. The perception of this effect would be amplified by the fact that a substantial amount of construction activity would be conducted at night.

With regard to transportation, the effects could be significant, and they would be temporary in duration. If construction activity is conducted during the day in Pacific Coast Highway, these effects would be significant and they could not be fully mitigated. However, if construction activities affecting Pacific Coast Highway can be confined to nighttime hours (as would occur under the preferred alignment), these effects would be reduced substantially. There would remain, however, some increases in traffic delays that cannot be avoided.

With regard to cultural resources, the effects would be potentially significant. It is also possible that the effects may not be significant. A proper evaluation cannot be made until construction begins, and adequate safeguards will be in place to protect resources that may be encountered.

11. The potential exists for future landslide activity that could result in harm to the completed project. However, this potential has been incorporated into appropriate elements of the project design in the form of pipe sections that can withstand movement and by providing emergency storage in the event that a failure would occur. It is the judgement of project engineers that this potential adverse effect has been reduced to a level of insignificance. However, the potential does exist. In all other respects, the project has been found to produce beneficial effects in the long-term.

Sunset Pumping Plant and Force Main in Pacific Coast Highway
Findings and Statement of Overriding Considerations

B. STATEMENT OF OVERRIDING CONSIDERATIONS

The net unmitigated adverse impacts identified above are considered acceptable for the following reasons:

1. Any feasible alternative project would cause unmitigated adverse impacts equal to or greater than those identified above.
2. While the adverse effects in some instances could be substantial (in particular with regard to noise and transportation), these effects would also be temporary, lasting from a few days to several months, depending upon location. Once the project is completed, these effects would no longer occur.
3. The project would result in benefits in the long-term that outweigh the adverse effects to be experienced during the construction period. Among the benefits to be expected are: improved reliability of the sewer conveyance system resulting in a greatly reduced likelihood of sewage spills, and a greatly reduced likelihood that contamination of the Santa Monica Bay and associated beaches would occur in the future.
4. The selected project satisfies the objectives established at the outset as well as or better than any other alternative that was considered.

MITIGATION MONITORING PLAN

**Sunset Pumping Plant and Force Main in
Pacific Coast Highway**

October 1992

Description of Adverse Impacts	Mitigation Measures and Conditions of Approval	Monitoring Action	Party Responsible for Implementation of Mitigation	a. Enforcement Agency b. Monitoring Agency c. Monitoring Phase
GEOLOGY, SOILS, SEISMIC CONDITIONS				
1. The project is in a seismically active zone. The Santa Monica/Malibu Coast Fault system is in proximity to the project area, and strong ground motion is likely in the future, should an earthquake occur.	1. Utilize proper design and construction techniques to maximize safety, including structural design measures as detailed in the Uniform Building Code and local building codes, to minimize potential effects.	1. Plan check, field inspection of construction to ensure conformity to plans.	1. Project engineer, Construction contractor	1. a. City of Los Angeles' b. City of Los Angeles c. Design/Construction
2. The risk exists for rock and/or soil debris to slide onto the highway, increasing the load on the pipe and for construction to affect slope stability.	2.1 The project geologist should inspect exposed bedrock as excavation proceeds. 2.2 Excavations and jacking pits should be shored to maintain stability during construction. 2.3 Locate the project as far seaward as possible.	2.1 Field inspection, periodic reporting form 2.2 Construction contract will specify site requirements, field inspection will confirm adherence to defined measures. 2.3 Plan check.	2.1 Construction contractor, geologist 2.2 Construction contractor, project engineer 2.3 Project Engineer	2. a. City of Los Angeles b. City of Los Angeles, geologist c. Design/Construction
3. The fill in Lower Pulga Canyon contains various types of debris and may not provide adequate structural support.	3.1 Where possible, place the pipe 5 to 8 feet deep on the east side of the access road. 3.2 Minimize construction on slopes and in the canyon bottom. 3.3 If necessary, the existing fill may be excavated and recompactd or stabilized with geotechnical fabric, gravel bedding or other means.	3. Plan check, field inspection of excavations by geologist to document fill type.	3. Project engineer, geologist	3. a. City of Los Angeles b. City of Los Angeles, geologist c. Design/Construction

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4. Borings indicate localized concentrations of hydrogen sulfide gas. Following construction there may be the potential for this gas to accumulate within structures.	4. A procedure for detecting and venting hydrogen sulfide gases must be in place during construction (fans), and a permanent method for venting the gas after construction must be provided.	4. Plan check, field inspection to determine safety, installation of permanent gas detection monitor.	4. Project engineer, Construction contractor, Operations manager	4. a. City of Los Angeles b. City of Los Angeles c. Design/Construction/ Operation
5. Construction could interfere with surface drainage.	5. Temporary berms or catch basins during heavy wet weather periods may be necessary.	5. Construction contract will specify site drainage requirements. Field inspections will ensure proper site drainage.	5. Construction contractor, project engineer	5. a. City of Los Angeles b. City of Los Angeles c. Construction
6. Potential for landslide damage to the proposed project, including displacement of the pipe and possible rupture, especially of vulnerable pipeline sections within the Edgewater Towers and Bay Club slide areas.	6.1 Incorporated measures to minimize the potential for landslide damage into the project design, including provisions for maintaining the pipe as flexible as possible. Use restrained joint pipe and telescoping sleeves. 6.2 Located pipe outside of known slide areas wherever possible and as far seaward as possible.	6. Plan check.	6. Project engineer	6. a. City of Los Angeles b. City of Los Angeles, geologist c. Design/Construction
7. Potential for damage to the sewer from wave erosion, especially at the Edgewater Towers landslide.	7.1 Use restrained joint pipe and telescoping sleeves. 7.2 Use shore protection if required.	7. Plan check	7. Project engineer	7. a. City of Los Angeles b. City of Los Angeles c. Design

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AIR QUALITY				
<p>1. Emissions would be generated from diesel or gasoline powered equipment during construction activities.</p>	<p>1.1 Use of low emission construction equipment (dozers, tractors, scrapers)</p> <p>1.2 Use existing power sources or clean fuel generators rather than temporary power generators</p> <p>1.3 Use equipment that is in good working order.</p> <p>1.4 A traffic management plan will be developed</p> <p>1.5 A flag person used to guide and facilitate traffic flow.</p> <p>1.6 Construction would be discontinued during a second stage smog alert.</p> <p>1.7 Construction would occur during the off season and at off peak periods.</p> <p>1.8 Equipment would be turned off when not in use</p> <p>1.9 Idling of trucks while queuing would be minimized.</p>	<p>1. Construction contract will specify equipment requirements. Field inspection will confirm adequate traffic flow and defined equipment usage.</p>	<p>1. Construction contractor, project engineer</p>	<p>1. a. City of Los Angeles, SCAQMD b. City of Los Angeles, SCAQMD c. Construction</p>
<p>2. Mobile pollutants would be generated from vehicles used for the transport of workers.</p>	<p>2. Promote worker ridesharing and use transit incentives if possible.</p>	<p>2. Periodic report</p>	<p>2. Construction contractor</p>	<p>2. a. City of Los Angeles b. City of Los Angeles c. Construction</p>

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<p>3. Fugitive dust would be generated by construction activities such as trenching and earth movement, excavation and equipment movement.</p>	<p>Adherence to SCAQMD Rule 403 including</p> <p>3.1 Spray, use soil binders, or cover storage piles.</p> <p>3.2 Cover trucks</p> <p>3.3 Sweep construction area daily</p> <p>3.4 Use local disposal site if possible.</p>	<p>3. Construction contract will specify site maintenance and equipment requirements. Field inspections will confirm adequate dust control measures.</p>	<p>3. Construction contractor, project engineer</p>	<p>3. a. City of Los Angeles b. City of Los Angeles c. Construction</p>
<p>4. Possibility that odors would be released during construction or in the unlikely event, during operation, or a leak.</p>	<p>4.1 Design of the proposed project, which would seal the force main, access structures and the emergency storage facility. Vents may be equipped with filters to reduce possible odors.</p> <p>4.2 Training of workers in rapid closure plan.</p> <p>4.3 Contractor shall take all measures to contain and control sewage spills and odors during construction.</p>	<p>4.1 Plan check, periodic inspection and maintenance</p> <p>4.2 Prepare a training manual and make periodic checks of attendance records.</p> <p>4.3 Daily inspections by contractor. Periodic inspections by project engineer. Incident reports prepared by contractor.</p>	<p>4. Project engineer, Operations manager, construction contractor</p>	<p>4. a. City of Los Angeles b. City of Los Angeles c. Design/Construction/Operation</p>

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WATER QUALITY/RUNOFF				
1. Construction of the force main and laterals would require crossing storm drains. Temporary disruption of the overland drainage in Pulga Canyon and along Temescal Canyon Road would occur along with possible erosion and siltation in the Pulga Canyon creek.	1.1 Sweep construction areas daily to control sedimentation. 1.2 Spray or cover storage piles to avoid dust production. 1.3 Use standard control techniques such as hay bales in steeper areas to minimize the amount of sediment reaching the drainage course. 1.4 Locate storage piles out of floodplain.	1.1 Construction contract will specify site maintenance requirements and site will be field inspected to ensure compliance.	1. Construction contractor, project engineer	1. a. City of Los Angeles b. City of Los Angeles c. Construction
2. Construction would intersect the groundwater table in some areas.	2. Obtain and adhere to a dewatering permit if required, including testing and treating groundwater from dewatered sites before discharge.	2. Field inspection and periodic reporting to document compliance.	2. Construction contractor, project engineer	2. a. City of Los Angeles b. City of Los Angeles c. Construction
COASTAL ISSUES				
1. Construction of the project would affect access to the coastal strip temporarily.	1. Construction would be restricted to the off-peak season and its effects would be temporary.	1. Construction contract will specify construction time frame.	1. Construction contractor	1. a. City of Los Angeles b. City of Los Angeles c. Construction
2. Local beach activity would be disrupted during pipe installation.	2. Construction would be restricted to the off-peak season and its effects would be temporary.	2. Construction contract will specify construction time frame.	2. Construction contractor	2. a. City of Los Angeles b. City of Los Angeles c. Construction

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NOISE				
<p>1. Construction activities would result in substantial numbers of residential units experiencing significant adverse effects, particularly, those affected by nighttime construction and by activities at the laydown area and the Sunset Pumping Plant.</p>	<p>1.1 Construction would be temporary, on the order of 2 to 4 weeks at most locations.</p> <p>1.2 Daytime construction would be used where practicable along PCH at the pumping plant, and for the conveyance system in the parking lots.</p> <p>1.3 Use of backup alarms would be minimized, especially at the laydown area and pumping plant.</p> <p>1.4 Barriers of at least 3/4 inch plywood would be placed around stationary noise generating equipment at the pumping plant site.</p> <p>1.5 Noise levels would be spot checked.</p> <p>1.6 Use of electric and hydraulic equipment will be encouraged rather than diesel or pneumatic. Equipment would have mufflers.</p> <p>1.7 Community liaison efforts would be continued.</p>	<p>1.1 Construction contract will specify construction time frame.</p> <p>1.2 Construction contract will specify hours of construction at different locations.</p> <p>1.3 Final construction details will be defined on plans. Field inspection will confirm traffic patterns.</p> <p>1.4 Field inspection</p> <p>1.5 Construction contract will specify working hours. Field inspection will measure and report on noise on a periodic basis.</p> <p>1.6 Construction contract will specify equipment requirements.</p> <p>1.7 Newsletters will be published and include a schedule of upcoming construction activities.</p>	<p>1.1 Construction contractor</p> <p>1.2 Construction contractor</p> <p>1.3 Project engineer, Construction contractor</p> <p>1.4 Construction contractor</p> <p>1.5 Project engineer</p> <p>1.6 Construction contractor</p> <p>1.7 Project engineer</p>	<p>1. a. City of Los Angeles b. City of Los Angeles c. Construction</p>

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RISK OF UPSET				
1. Potential for spills during construction.	1.1 Emergency plan in place prior to construction. 1.2 Monitoring of construction 1.3 Construction of the emergency storage basin early in the construction sequence.	1. Construction contract will include the construction sequence, requirements for monitoring, and emergency response responsibilities.	1. Project engineer, construction contractor	1. a. City of Los Angeles b. City of Los Angeles c. Construction
LAND USE, FACILITIES AND RECREATION				
1. During construction parking spaces along the southbound shoulder of PCH would be temporarily displaced by construction material and equipment.	1.1 Off-peak construction, limit the area affected at one time. 1.2 Daily off-site hauling of removed materials 1.3 Daily removal of equipment to the laydown area.	1. Construction contract will specify construction time frame and site maintenance. Field inspections will confirm compliance.	1. Construction contractor	1. a. City of Los Angeles b. City of Los Angeles c. Construction
2. Access points to beach and surfing areas may be temporarily reduced or blocked.	2. Off peak construction.	2. Construction contract will specify construction time frame.	2. Construction contractor	2. a. City of Los Angeles b. City of Los Angeles c. Construction
3. Disturbance during construction, easements required.	3. Compensate owners for easements.	3. Plan check	3. Project engineer	3. a. City of Los Angeles b. City of Los Angeles c. Design
4. Temporary loss of parking on Temescal Canyon Road.	4. Limit the amount of open trench to be allowed. Provide advance notice for parking restrictions.	4. Construction contract will specify appropriate provisions.	4. Construction contractor	4. a. City of Los Angeles b. City of Los Angeles c. Construction
5. Potential effects on the County Beaches and Harbors use of their maintenance facility.	5. Develop construction guidelines in consultation with Beaches and Harbors.	5. Construction contract will include specifications regarding access to this facility.	5. Construction contractor	5. a. City of Los Angeles b. City of Los Angeles c. Construction

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TRANSPORTATION, PARKING AND ACCESS				
1. Construction activities produce lane closures and traffic delays.	1.1 Require nighttime construction or daytime detours in Pacific Coast Highway. Restore travel lanes daily. 1.2 Implement Caltrans and locally approved traffic measures. Maintain access at all times. 1.3 Coordinate with other projects. 1.4 Adjust signal timing.	1. Prepare and adhere to a traffic management plan. Periodic inspections will confirm adequate traffic flow.	1. Project engineer, construction contractor	1. a. City of Los Angeles, Caltrans, LADOT b. City of Los Angeles, Caltrans, LADOT c. Construction
2. Temporary loss of coastal parking.	2. Constrain construction to off-peak beach season.	2. Construction contract will specify construction time frame.	2. Construction contractor	2. a. City of Los Angeles b. City of Los Angeles c. Construction
AESTHETICS AND VISUAL				
1. Construction activities produce unsightly appearance in localized areas.	1.1 Construction is temporary, only 2 to 4 weeks in most locations. Construct during the off season. 1.2 Maintain orderly construction sites. 1.3 Clean and restore sites once construction is completed.	1. Construction contract will specify construction time frame, site maintenance, and site restoration.	1. Construction contractor	1. a. City of Los Angeles b. City of Los Angeles c. Construction
2. Potential light and glare effects on adjacent residential areas.	2. Provide shielding if requested and feasible.	2. Construction contract will specify contractor action.	2. Construction contractor	2. a. City of Los Angeles b. City of Los Angeles c. Construction

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3. Vents for the pumping plant would be above grade, located between the sidewalk and curb.	3. Aboveground structures were minimized in design. Vents would be painted per community standards.	3. Final design drawing specifications.	3. Project engineer	3. a. City of Los Angeles b. City of Los Angeles c. Design
4. Possible effect to surfing area if shore protection is installed.	4. Studies are ongoing to determine the necessity of shore protection.	4. Final design detail to be reviewed with coastal agencies.	4. Project engineer	4. a. City of Los Angeles b. City of Los Angeles c. Design
CULTURAL RESOURCES				
1. Potential disruption of archaeological resources.	1.1 A SOPA certified archaeologist will monitor construction for the presence of archaeological artifacts. 1.2 Cease construction if artifacts are found and institute appropriate recovery procedures.	1. Construction contract will specify requirements for archaeological recovery.	1. Construction contractor	1. a. City of Los Angeles b. City of Los Angeles, archaeologist c. Construction
PLANTS AND ANIMALS				
1. Construction may disturb the 0.04 ac. of riparian habitat along a corridor in Pulga Canyon.	1. Minimize encroachment in final design. Remaining mitigation, if necessary, would be determined by the CDFG as part of the Streambed Alteration Agreement process undertaken by the City.	1. Plan check, permit negotiations, field inspection to ensure compliance with permit.	1. Project engineer	1. a. City of Los Angeles, CDFG b. City of Los Angeles, CDFG c. Design/Construction

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