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JAMES A. GIBSON
EXECUTIVE OFFICER

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February 25, 2008

#1 CE

City Council
Room No. 395
City Hall

Subject: VENICE DUAL FORCE MAIN SEWER - CERTIFICATION OF ENVIRONMENTAL
IMPACT REPORT AND PROJECT APPROVAL BY THE CITY COUNCIL

As recommended in the accompanying report of the City Engineer, which this Board has adopted, the Board of Public Works recommends that your Honorable Body:

- a. Certify that the final EIR has been completed in compliance with CEQA; that the City Council reviewed and considered the information contained in the final EIR prior to approving the project; the final EIR reflects the City Council's independent judgment and analysis; and that the documents constituting the record of proceedings in this matter are in the custody of the City Clerk, and in the files of the Department of Public Works Bureau of Engineering.
- b. Adopt the Mitigation Monitoring Program.
- c. Adopt the Findings and Statement of Overriding Considerations.
- d. Approve the Project as described in the EIR.

FISCAL IMPACT

The project has an approved budget of approximately \$65,315,000. Funding is available from the Sewer Capital Fund.

Respectfully submitted,

James A. Gibson, Executive Officer
Board of Public Works

JAG:mp

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PUBLIC WORKS

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

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Transmittal No. 11

CD 11

Department of Public Works

Bureau of Engineering
Report No. 1

February 25, 2008
CD No. 11

VENICE DUAL FORCE MAIN SEWER - CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT AND PROJECT APPROVAL BY THE CITY COUNCIL

RECOMMENDATIONS

1. Review and consider the Environmental Impact Report (EIR), which finds that the Project will have significant environmental impacts.
2. Certify that the EIR was completed in compliance with the California Environmental Quality Act (CEQA) and expresses the City's independent judgment and analysis.
3. Adopt this report and forward it to the City Council with the recommendation that Council:
 - a. Certify that the final EIR has been completed in compliance with CEQA; that the City Council reviewed and considered the information contained in the final EIR prior to approving the project; the final EIR reflects the City Council's independent judgment and analysis; and that the documents constituting the record of proceedings in this matter are in the custody of the City Clerk, and in the files of the Department of Public Works Bureau of Engineering.
 - b. Adopt the Mitigation Monitoring Program.
 - c. Adopt the Findings and Statement of Overriding Considerations.
 - d. Approve the Project as described in the EIR.

FISCAL IMPACT STATEMENT

The project has an approved budget of approximately \$65,315,000. Funding is available from the Sewer Capital Fund.

TRANSMITTALS

1. Draft Environmental Impact Report (FEIR Volume I and Appendices).
2. Final Environmental Impact Report (FEIR Volume II).

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3. Mitigation Monitoring Program.
4. Findings and Statement of Overriding Considerations.

DISCUSSION

Background

The City of Los Angeles 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 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.

Sewage Conveyance Capacity

The VPP is the largest wastewater pumping plant in the City of Los Angeles. 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 percent 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.

Pipeline Redundancy

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.

Maintenance

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.

Project Description

The City proposes to construct and operate the Venice Dual Force Main along the Via Marina/Pacific Avenue alignment described in the EIR 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

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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:

- 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.
- 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 East 62nd Avenue.
- An insertion shaft in Pacific Avenue at 66th Avenue.
- A receiving shaft in Pacific 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 “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.

Project Alternatives

In accordance with the requirements of CEQA, the EIR evaluated a range of project alternatives. In all, the City evaluated three alternative alignments, three alternative construction methods and the “no project” alternative. Detailed descriptions of the alternatives are contained in the EIR. The City’s reasons for not selecting the alternatives to the Preferred Alternative are described below. The cost estimates herein are the order-of-magnitude estimates used in the EIR to provide one measure of comparative feasibility.

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.

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). In addition, this alternative would have greater impacts to air quality, noise and vibration impacts to adjacent residents when compared with the selected project

Pacific Avenue Alignment

This alignment is about 10,100 feet long. From the pumping plant on Hurricane Street, the alignment would proceed westerly in Hurricane Street to Pacific Avenue, then turn

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southeast and cross under the Marina Del Rey and Ballona Creek channels, and continue south along Pacific Avenue and Vista Del Mar to the junction structure in Vista Del Mar near Waterview Street. Three alternative methods of constructing the force main sewer along Pacific Avenue were evaluated: cut and cover, boring, and mining.

Construction via cut and cover would take about 7 months and cost about \$37 million. While this alternative would be the quickest and least expensive to construct, it is not recommended because, compared with the selected project, it would have greater impacts to air quality, parking, circulation, risks arising from dewatering, greater risk due to proximity of gas wells and contaminated sites and potential noise and vibration impacts to adjacent residents.

Construction via boring would take about 15 months and cost about \$47 million. This alternative is not recommended because, compared with the selected project, it would have greater impacts to parking, circulation, greater risk due to proximity of gas wells and contaminated sites.

Construction via mining would take about 28 months and cost about \$68 million. Although this alternative is the environmentally superior alternative, it is not recommended because of its significantly greater cost (\$68 million) and construction time (28 months).

Dockweiler Beach Alignment

This alignment is about 10,300 feet long. From the pumping plant on Hurricane Street, the alignment would proceed westerly to the existing 20-foot wide sewer easement in Venice Municipal Beach and Dockweiler State Beach, then turn southeast and cross under the Marina Del Rey and Ballona Creek channels, and continue south along the Dockweiler Beachfront to a point west of the junction structure in Vista Del Mar near Waterview Street. From this point, the line runs easterly to the junction structure under Vista Del Mar near Waterview Street. If the mined large-diameter tunnel construction method is used, the construction shaft and staging area could be on the LAX property slightly further to the southeast. Two alternative methods of constructing the force main sewer along the beach were evaluated: boring and mining.

Construction via boring would take about 15 months and cost about \$54 million. This alternative was not selected because, compared with the selected project, this alternative is more expensive, risks impacts to the rare and endangered California Least Tern and would have greater risk due to proximity of gas wells and contaminated sites.

Construction via mining would take about 27-28 months and cost about \$65-68 million (depending on the construction method used for the connections at the north and south

ends). This alternative was not selected because of its significantly greater cost and construction time.

Environmentally Superior Alternative

The environmentally superior alternative is to mine a large-diameter tunnel along the Pacific Avenue alignment from the LAX Dunes to VPP (identified as mined tunnel alternative 4 in the DEIR). This alternative would impose the least number of impacts to environmental resources, and would significantly reduce construction related impacts such as traffic and parking congestion, noise and vibration. This alternative was not selected because of its significantly greater cost (\$68 million) and construction time (28 months).

Other Alternatives

Combined alignments, such as an alignment along Dockweiler Beach north of the channel and along Pacific Avenue south of the channel, were also considered, but were not analyzed in detail, because they were not environmentally superior when considered in the whole and did not have any other significant benefit, such as substantially lower cost.

The environmental impacts of two combinations of construction method and alignment were not analyzed in detail. Mining a large-diameter tunnel along the eastern alignment was not considered, because it would be longer than the other alignments (and therefore require more time and money to construct) while not offering any advantages over the other alignments. Cut and cover along the beach was not considered because the method would result in a relatively shallow sewer, which could be vulnerable to damage from future coastal erosion processes.

Public Participation

A project hotline was established to take calls from stakeholders regarding the project. The hotline number was publicized on all project-related documents that were distributed to the community. Project information is on the Bureau of Engineering's website (<http://eng.lacity.org/projects/vpp>). The Notice of Preparation (NOP) was mailed to stakeholders and over 3,500 community members. The notice identified where the document could be viewed, as well as providing a brief overview of project components. The notice also served as an invitation to the scoping meeting and described its purpose in relation to the environmental review process. The notice was mailed via the US Postal Service to elected officials, government agencies, residents, businesses and community-based organizations on Monday, May 9, 2005. A scoping meeting was held on May 24, 2005 from 6:00 p.m. to 8:00 p.m. in the community room at the Westchester Municipal Building located at 7166 West. Manchester Avenue, Westchester, CA 90045.

Draft EIR Review and Comments

The Draft EIR was circulated for public review from January 31, 2006 to March 17, 2006 (Transmittal No. 1). The Notice of Availability was sent to all known responsible and trustee agencies, numerous City of Los Angeles departments that could have interest or

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discretionary approval regarding the Project, and individuals and organizations known to have interest in the Project, or type of project. Copies of the Draft EIR were sent to responsible and trustee agencies and to key community stakeholders. A newspaper notice was published on February 9, 2006, in the *Los Angeles Times* – a newspaper of citywide circulation. In addition, the Notice of Availability and Draft EIR were sent to the State of California Governor's Office of Planning and Research, State Clearinghouse, for further responsible and trustee agency distribution. As with the Notice of Preparation/Initial Study, the Draft EIR was also available at several local public facilities (i.e., Bureau of Engineering office, two libraries and the offices of Council District No. 11), as well as available on the Bureau of Engineering website. A total of eleven comment letters were received during the Draft EIR public review period. Ten speakers provided verbal comments, at the public hearing on February 23, 2006, which were recorded by a court reporter for inclusion in the Final EIR.

A Final EIR volume was prepared following the close of the public review period (Transmittal No. 2), which together with the Draft EIR and Appendices constitute the complete Final EIR. The Final EIR Volume contains an executive summary, comments received and responses to comments, and minor clarifications and modifications to the Draft EIR for administrative purposes. No clarifications or modifications have been made to the Draft EIR that would add a new significant unmitigated impact or a substantial increase in the severity of an impact already analyzed.

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)). A Mitigation Monitoring Program containing the elements required by CEQA for the VPP Dual Force Main Sewer Project is transmitted herewith for adoption by the City Council (Transmittal No. 3).

Because the EIR finds that the Project would result in significant and unavoidable air quality, cultural resources, noise and aesthetic impacts during construction, the project can not move forward unless the City Council adopts certain findings including a statement of considerations that override the unavoidable significant environmental impacts of the project. Proposed Findings and Statement of Overriding Considerations are transmitted herewith (Transmittal No. 4).

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(AJK WAL WHH RTH DJW)

Report reviewed by:

BOE (WCED)

Report prepared by:

Environmental Management Group

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Respectfully submitted,



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City Engineer