Regional Planning Commission Transmittal Checklist

Hearing Date
February 25, 2015
Agenda Item No.
7

Project Number: PROJECT NO. R2014-01462-(4)
Case(s): COASTAL DEVELOPMENT PERMIT NO. 201400003
Planner: Anita D. Gutierrez

- ☒ Project Summary
- ☒ Property Location Map
- ☒ Staff Analysis
- ☐ Draft Findings (will be included in supplemental package)
- ☒ Draft Conditions
- ☒ Burden of Proof Statement(s)
- ☒ Environmental Documentation (previously certified EIR provided on CD)
  - Includes DEIR, FEIR, Findings and Statement of Overriding Considerations, MMRP and appendices
- ☒ Correspondence
- ☒ Land Use/Zoning Map
- ☐ Tentative Tract / Parcel Map
- ☒ Site Plan / Floor Plans / Elevations
- ☒ Exhibit A: map of sewer route within County unincorporated territory
- ☒ Exhibit B: Map of entire sewer route
- ☒ Exhibit C: Typical micro-tunneling set-up
- ☒ Exhibit D: County MMRP
- ☒ Exhibit E: Design Control Board minutes
- ☒ Exhibit F: Trees to be removed
- ☒ Exhibit G: Draft Traffic Control Plan

Reviewed By: _____

Department *of* Regional Planning
320 West Temple Street
Los Angeles, California 90012

PROJECT NUMBER
R2014-01462-(4)

HEARING DATE
February 25, 2015

REQUESTED ENTITLEMENTS
Coastal Development Permit No. 201400003

PROJECT SUMMARY

APPLICANT
City of Los Angeles

MAP/EXHIBIT DATE
June 2014

PROJECT OVERVIEW

The applicant is proposing to construct a new 54-inch diameter force main sewer line pursuant to County Code Section 22.46.1110. The route for this sewer line includes portions of Marquesas Way and Via Marina and County Parking Lot 13 north of the Marina del Rey Channel in the unincorporated area of Marina del Rey (0.75 miles in unincorporated area). The length of the entire sewer line is approximately two miles stretching from the Venice Pumping Plant to south of the Marina del Rey Channel entrance and Ballona Creek. This CDP only considers the portion of the sewer line within County jurisdiction, which is from Marquesas to the southern end of Via Marina.

LOCATION
Road right-of-way, Marquesas Way/Via Marina

ACCESS
Via Marina and Marquesas Way

ASSESSORS PARCEL NUMBER(S)

SITE AREA
0.75 within County area (Two miles total)

GENERAL PLAN / LOCAL PLAN
Marina del Rey Local Coastal Program

ZONED DISTRICT
Playa Del Rey

LAND USE DESIGNATION
Road right-of-way and Public Parking (Lot 13)

ZONE
Marina del Rey Specific Plan

PROPOSED UNITS	MAX DENSITY/UNITS	COMMUNITY STANDARDS DISTRICT
N/A	N/A	N/A

ENVIRONMENTAL DETERMINATION (CEQA)

The City of Los Angeles certified an Environmental Impact Report (EIR) on January 12, 2010. The City of Los Angeles is the "lead agency" and Los Angeles County is a "responsible agency" for this project pursuant to CEQA. The County Regional Planning Commission will consider the environmental effects of the project as shown in the EIR certified by the City of Los Angeles prior to reaching a decision on the project.

KEY ISSUES

- Consistency with the Marina del Rey Local Coastal Program Plan
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
  - 22.56.2320 (Coastal Development Permit Burden of Proof Requirements)

CASE PLANNER:	PHONE NUMBER:	E-MAIL ADDRESS:
Anita Gutierrez	(213) 974 - 4813	agutierrez@planning.lacounty.gov

Location Map

ENTITLEMENTS REQUESTED

Coastal Development Permit (CDP) for the construction of a new 54-inch diameter force main sewer line pursuant to County Code Section 22.46.1110. The route for this sewer line includes portions of Marquesas Way and Via Marina and County Parking Lot 13 north of the Marina del Rey Channel in the unincorporated County territory of Marina del Rey (0.75 miles in unincorporated area), see **Exhibit A** for map of sewer line within unincorporated territory. The length of the entire sewer line is approximately two miles stretching from the Venice Pumping Plant to south of the Marina del Rey Channel entrance and Ballona Creek. The CDP request to authorize construction of that portion of the sewer line within unincorporated County territory only, as depicted in the map attached as Exhibit A.

PROJECT DESCRIPTION

The entire sewer line consists of the construction and operation of a new force main sewer line, 54-inches in diameter, extending approximately two miles from the existing Venice Pumping Plant (VPP), ("Project"). The route begins at the existing VPP at 140 Hurricane Street in the City of Los Angeles ("City") then continues through the County unincorporated area in the public right-of-way along Marquesas Way, then southeasterly on Via Marina and in portions of County Parking Lot 13 then continues under the Marina del Rey and Ballona Creek channel entrance to a point on the south side of Ballona Creek, back into City of Los Angeles south along Pacific Avenue and Vista Del Mar where it connects to a junction structure on the Coastal Interceptor Sewer on Vista Del Mar near Waterview Street. The sewer line crosses City and County boundaries with approximately 0.75 miles of the project falling within County unincorporated area (beginning at Marquesas Way, then south along Via Marina down to the Main Channel). See attached **Exhibit Map B,** showing the entire length of the sewer line. The new force main sewer line would ultimately be used in tandem with the existing 48-inch force main sewer line that runs along the beach (parallel to Pacific Avenue) to provide sewage conveyance capacity, pipeline redundancy and maintenance. The project will require three separate coastal development permits from 1) the City of Los Angeles 2) County of Los Angeles 3) and California Coastal Commission.

SITE PLAN/CONSTRUCTION DETAILS

In unincorporated County territory, the new force main would be constructed using micro-tunneling (boring) method with tunneling ranging from approximately 50 to 70 feet below the ground surface. See **Exhibit C**, for a typical micro-tunneling set-up. Boring is 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.

The site plan for the Project depicts five jacking sites (areas of construction) at least 30 feet wide, which includes five pits (also referred to as pits), each pit is sixteen to twenty

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 in the unincorporated County territory. A total of five (5) pits (also referred to as shafts) would be located in the unincorporated County territory. See Table 1 for construction pit sites within the County area.

Table 1: Construction Pit Sites in the County of Los Angeles

Construction Element	Depth	Location	Construction Stage
Pit No. 5	~70 feet deep	County Parking Lot 13 near Via Marina	Stage 3
Pit No. 6	~50 feet deep	Via Marina near Via Dolce	Stage 3
Pit No. 7	~50 feet deep	Via Marina just north of Bora Bora Way	Stage 3
Pit No. 8	~50 feet deep	Via Marina near Tahiti Way	Stage 2
Pit No. 9	~50 feet deep	Marquesas Way@ Via Marina	Stage 2

EXISTING ZONING

The site is located within the Playa del Rey Zoned District and is zoned Specific Plan within the Marina del Rey Local Coastal Program, certified in 2012 ("LCP"). The LCP is comprised of two components, the Marina del Rey Land Use Plan ("LUP") and the Local Implementation Plan ("LIP") referred to as the Specific Plan.

Surrounding properties are zoned as follows:
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

EXISTING LAND USES

The subject property is developed with a four lane roadway with center median divider that functions as the primary access to the Western portion of Marina del Rey.

Surrounding properties are developed as follows:

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

PREVIOUS CASES/ZONING HISTORY

- City of Los Angeles CDP Application No. 10-04:
  The City of Los Angeles held a public hearing on January 21, 2015 on the pending CDP application for the landside portions of the project within the City of Los Angeles jurisdiction. The permit is pending approval by the City Engineer. The Los Angeles City council certified the Environmental Impact Report (EIR) on January 12, 2010.

- California Coastal Commission CDP:
  The City of Los Angeles will be required to obtain a CDP for the under the water component of the project. An application has not yet been filed.

PROJECT BACKGROUND

The existing 48-inch diameter Venice Pumping Plant (VPP) force main sewer line was built in 1958 and is a pressurized pipeline that conveys wastewater to the Hyperion Treatment Plant located in the City of Los Angeles. The City of Los Angeles first identified the need for additional sewer capacity during the heavy storms of 1995 when sewage and infiltrated stormwater in the sewage system exceeded the capacity of the existing 48-inch line, creating a potentially serious human and environmental health risk. Although the pumping plant had all five pumps running during peak rainfall, the existing downstream sewer force main that runs along the beach could only handle approximately 60 percent of the flows that would otherwise run through the pumps - serving as a bottleneck in the system. The amount of sewage and infiltrated stormwater in the sewage system exceeded its capacity, forcing the water level in the wet-well of the VPP to rise. In an effort to prevent potential sewage spillage as a result of an overload situation, the City proposes to install an additional 54-inch pipeline to convey the wastewater to the treatment plant. The new force main sewer is to be used in tandem with the existing force main sewer for the purpose of fulfilling the three key objectives: 1) provide pipeline capacity, 2) pipeline redundancy and 3) ability to perform maintenance. The Dual Force Main Sewer Project began in 2005 with the preparation of the initial environmental document and public scoping meetings. A Draft Environmental Impact Report (DEIR) was prepared which identified three potential routes for the sewer alignment: 1) Marquesas Way and Via Marina (through unincorporated County jurisdiction) 2) Pacific Avenue (entirely in City jurisdiction) and 3) Dockweiler Beach to Pacific Avenue (City and State jurisdiction). Ultimately, in 2010 with the City's certification of the FEIR the Marquesas Way/ Via Marina alignment was selected by the City of Angeles. See Table 2, below for a timeline of the environmental process.

Table 2: LA City Environmental Timeline

Event	Date
Notice of Preparation/Initial Study Comment Period	May 2, 2005 – June 10, 2005
Scoping Meeting 1	May 24, 2005
Scoping Meeting 2	May 31, 2005
DEIR Comment Period	February 1, 2006 – March 17, 2006
Mitigation Monitoring and Reporting Program	December 2007
LA City Council Public Works Committee	June 4, 2008
LA City Council Public Works Committee	November 19, 2008
LA City Council Public Works Committee	December 3, 2008
Mitigation Monitoring and Reporting Program Addendum	September 2009
2nd Addendum to Findings and Statement of Overriding Considerations	November 2009
FEIR Certified	January 12, 2010

SUMMARY OF PREVIOUS LITIGATION CONCERNING THE PROJECT

On January 12, 2010, over the County's objection, the Los Angeles City Council voted to approve the Project, utilizing the Marquesas Way and Via Marina alignment. The City rejected the alternative route along Pacific Avenue that would stay entirely within the City.

Because of the disruption the construction of the Project will have on traffic and circulation in the Marina, the County filed a petition for writ of mandate on February 16, 2010, alleging that the City did not have the legal right to construct a sewer within a County street without the County's permission when another equally feasible alternative that is entirely within City boundaries is available, and that the City's approval of the project violated CEQA. The trial court agreed that the City had not justified locating the project through County unincorporated territory, and enjoined the City from using County streets for the Project.

The City appealed, and on March 25, 2013, the Court of Appeal reversed the trial court's ruling and remanded the case to the trial court for further proceedings. On remand, the trial court denied the County's writ petition on December 16, 2013, and entered judgment on February 5, 2014. The County did not appeal, and the decision became final on April 7, 2014, meaning the City has the right to use the Marquesas Way/Via Marina alignment for the project, subject to obtaining applicable construction and coastal development permits from the County.

ENVIRONMENTAL DETERMINATION

The City certified an EIR on January 12, 2010. The City is the "lead agency" and Los Angeles County is a "responsible agency" for this project pursuant to CEQA. The Regional Planning Commission will consider the environmental effects of the project as analyzed in the EIR certified by the City prior to reaching a decision on the project.

The City of Los Angeles ("City") Department of Public Works, Bureau of Engineering has determined by way of an Initial Study and identified in the Notice of Preparation sent to agencies, that an Environmental Impact Report (EIR) was necessary for the Project. The areas of potential significant environmental impact addressed in the Draft EIR (DEIR) include the following:

- Visual and aesthetic resources
- Air Quality
- Biological Resources
- Cultural/Paleontological Resources
- Geology, Soils, and Seismicity
- Hazardous Waste and Materials
- Hydrology, Water Quality/Storm Water Runoff
- Circulation, Traffic and Transportation
- Land Use Plans
- Noise and Vibration
- Public Facilities and Services

The following areas required no further environmental review as described in the Initial Study:

- Agriculture Resources
- Mineral Resources
- Population and Housing

As identified in the FEIR, after implementation of the required mitigation measures, the Project would result in no significant and unavoidable impacts to the environment with the exception of:

- Project-related and cumulative air quality impacts related to NOx emissions during construction
- Project-related and cumulative impacts to archaeological or paleontological resources encountered during tunneling under the channels
- Project-related noise impacts during construction
- Project-related impacts to visual and aesthetic resources from tree removals and construction activities

Air Quality

Once completed, operation of the proposed force main sewer line is expected to have a negligible net effect on air quality because there would be a small increase in the use of existing operating equipment, such as pumps, and in maintenance activity. Long term emissions associated with the project are not expected to exceed significance thresholds. However, nitrogen oxides (NOx) in exhaust emissions generated by construction equipment are expected to exceed South Coast Air Quality Management District (SCAQMD) thresholds and will result in a significant and unavoidable impact. Significant cumulative impacts related to construction-related air emissions were also

found. Some of the mitigation measures included in the DEIR to mitigate impacts to air quality are as follows: Applicant shall strategize and plan ahead to minimize the transporting of construction equipment and excessive material to and from the work area; Optimize construction crew size and select equipment to reduce any unnecessary emissions; adjust the electronic timing on construction equipment when feasible; use newer construction equipment meeting Tier 2 emission standards when feasible (or the applicable regulatory standard at the time of construction); Minimize idling emissions from construction equipment and haul trucks by turning them off when not in use or during potential long delays (e.g. over 5 minutes); Optimize the muck removal schedule to reduce emissions from haul trucks; use alternative fuel such as biodiesel, liquid natural gas, and propane when feasible; To minimize particulate matter (PM10) emissions, applicant shall ensure water-wetting methods and soil-binders are used on exposed soil stockpiles, unpaved demolition and construction areas; During periods of high winds (greater than 15 mph), all clearing, earthmoving, and excavation activities shall cease or water will be applied to soil not more than 15 minutes prior to moving the soil; and all truckloads of imported or exported soil or debris shall be either securely covered or comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads to be sufficiently watered to prevent an excessive amount of dust.

Archaeological and Paleontological Resources

Tunneling activities during construction, especially under water bodies, could damage or destroy archaeological or paleontological resources. While coastal deposits have yielded fossil remains at numerous previously recorded fossil sites near the Project site, these are likely considered of low significance because the coastal deposits at and near the surface are probably too young. In Playa del Rey, fossilized shells of marine mollusks were encountered below the water table at depths of 2 to 31 feet below grade in 28 borings made immediately east of the Project alignment in Playa Vista, and fossilized wood was encountered in one of the borings at a depth of nearly 70 feet below grade. Direct impacts would result mostly from earth-moving activities in previously undisturbed strata. The possible loss of some fossil remains during construction, including unrecorded fossil sites, associated specimen data, and corresponding geologic and geographic site data is a significant long-term adverse environmental impact. Cumulative impacts to paleontological resources were also found to be significant. The EIR contains twelve mitigation measures to reduce impacts to cultural and paleontological resources, including requiring the use of a qualified paleontology monitor and an archeological monitor during earth-moving activities, requiring that a contingency plan be developed to address how unanticipated new discoveries of cultural resources shall be handled, evaluated, and recorded, and requiring that a formal agreement with a recognized museum be developed regarding the archiving, treatment, and final disposition of any fossil collection that might be discovered.

Aesthetics

Significant unavoidable impacts to aesthetics and visual resources will occur during the construction phase. While tree removals were broadly discussed in the EIR, the project design has been refined and specifically five trees (three Italian stone pine and two

paper bark) within County Lot 13 have been identified for removal due to the location of construction pit site no. 5. These trees shall be replaced with 48-inch box specimens of the same species once construction is completed. As stated in the EIR, construction sites and activities would contrast significantly with the valued aesthetic image of the area, causing substantial adverse effects on scenic vistas by partially obstructing recognized views currently available from public areas, such as Via Marina, Marquesas Way, Via Dolce, Aubrey E. Austin Park and the North Jetty Promenade. This aesthetic impact will be short-term but significant. Construction activities on Via Marina, which is designated as a scenic drive and scenic highway under the LA County Local Coastal Program and LA County General Plan, could result in visual impacts inconsistent with these applicable plans and policies. The following mitigation measures are expected to substantially lessen the significant environmental impacts on visual and aesthetic resources: mature street trees along Via Marina shall be protected in place; Public access along Via Marina, Marquesas Way, Via Dolce, Aubrey E. Austin Park and North Jetty Promenade shall be maintained; The City shall consider landscaping public areas within affected neighborhoods where open space is currently degraded and unsightly; 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); and The City shall consider creating public access to currently unavailable scenic vistas (new beach access routes, paths, bikeways, public parking).

Noise

No significant noise or vibration is anticipated from Project operations, as no additional powered, noise-producing machinery, such as pumps, compressors, motors, etc. will be permanently installed as part of the proposed Project. However, noise and vibration from construction activities will have short-term but significant impacts to sensitive land uses such as residences along the project alignment. Mitigation measures that will substantially lessen the significant environmental effect of construction-related noise and vibration include: Heavy trucks associated with project construction shall be limited to major arterial streets, and away from residential roadways, to the extent practicable; 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; 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; Temporary soundwall barriers shall be erected for launch and receiving pits. Such sound wall 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; Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment where feasible; Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors; Construction site and haul-road speed limits shall be established and enforced during the construction period; The use of noise-producing signals, including horns, whistles,

alarms, and bells shall be for safety warning purposes only; No project-related public address or music system shall be audible at any adjacent receptor; 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 County 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. The contractor shall develop and implement a project noise control plan, which shall have been approved by the City; and "Press-in" or drilling pile drives shall be utilized rather than impact or vibratory pile-drivers, if feasible.

Regarding working hours, a noise mitigation measure restricts construction working hours to not longer than between 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. to 6:00 p.m. on Saturdays; Sundays and except national holidays (consistent with the City of L.A. Noise Ordinance). Under the City of L.A. Coastal Development Permit (CDP) process, which is still pending, it has been proposed to revise these hours to 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays. As described in this staff report and recommended in the draft conditions of approval, the County is further restricting the construction working hours to 8:00 a.m. to 5:00 p.m., Monday through Saturday. No construction shall occur on Sundays and legal holidays.

The City has expressed the interest in retaining the option for working hours beyond 8:00 a.m. to 5:00 p.m., Monday through Saturday, specifically the City wants to leave open the possibility of 24-hour, non-stop tunneling activities under the Marina Del Rey and Ballona Creek Channels. The EIR and Statement of Overriding Considerations discussed noise impacts related to the potential need for 24-hour, non-stop tunneling activities under the Marina Del Rey and Ballona Creek Channels to avoid greater environmental risk, if allowed by the regulating agency. The EIR states that under some construction scenarios this would occur to avoid the risk of the drilled material settling in the bore or the carrier pipe becoming stuck. Currently the construction contractor has not been selected for the Project and therefore the City is uncertain if the 24-hour, non-stop tunneling would be needed. Staff has discussed this issue with the Departments of Public Works, Beaches and Harbors, and Public Health, and language has been included in the draft conditions of approval to allow for extended hours on a case-by-case basis. Requests would have to 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 an acoustical analysis. Requests would be 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 City could 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.

Other Areas of Impact

The following areas of impact have been mitigated to less than significant with Project mitigation measures: Biological Resources, Geology, Soils, and Seismicity, Hazardous

Wastes and Materials, Hydrology, Water Quality and Storm Water Runoff, Circulation, Transportation and Traffic, and Public Facilities and Services. Examples of some of the mitigation measures in these sections include, but are not limited to: 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.

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; 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; To protect pedestrian and recreational traffic, provide signage indicating alternative pedestrian and bicycle access routes where existing facilities would be affected; 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; 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; To avoid impacts to public transportation, coordinate with public 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.

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; 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.

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 constructing the pipeline in a "wet" excavation; 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 methane gas is detected; 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; 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.

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 by Los Angeles County Department of Public Works 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.

Under CEQA a responsible agency may adopt separate or different monitoring or reporting programs so that the responsible agency has the discretion to chose its won approach to monitoring or reporting. The County in this case is a responsible agency and a separate County MMRP has been prepared to specify monitoring and reporting to County agencies. See attached **Exhibit D** for County MMRP

Statement of Overriding Considerations

The EIR found that the Project would result in the following significant and unavoidable significant adverse impacts after mitigation:

1. Oxides of nitrogen (NOx) produced during construction would exceed the standards established by the SCAQMD for significance.
2. Tunneling, need to construct the sewer under water bodies, could damage or destroy archaeological pr paleontological resources.

3. Construction activities could cause noise impacts to sensitive receptors, such as residents in the vicinity of construction sites.

4. Construction activities will have a short-term but significant adverse effect on visual and aesthetic resources.

The City found that the proposed Project has specific benefits that outweigh the proposed Project's unavoidable adverse environmental effects. The Project benefits identified are:

1. The proposed Project will provide additional conveyance capacity from VPP, needed to manage peak flows. The potential adverse public health and environmental consequences of overflows clearly outweigh the adverse impacts associated with construction and operation of the Project.

2. The proposed Project will provide additional protection against the risk of system failure in a critical link to the City's wastewater conveyance system. The potential adverse consequences on potential public health and environmental consequences of overflows clearly outweigh the adverse impacts associated with construction and operation of the Project.

3. The proposed Project will allow the existing force main sewer to be bypassed for inspection, maintenance and repair.

4. The proposed Project will maintain the City's compliance with National Pollution Discharge Elimination System which requires that the City maintain its current sanitary sewer systems in order to prevent accidental discharges. Without the proposed Project, the existing sanitary sewer system cannot be adequately maintained without disrupting service.

STAFF EVALUATION

General Plan/Community Plan Consistency

The project site is located within the public right-of-way and the public parking land use category of the Marina del Rey Land Use Plan (LUP). The proposed sewer main line is a infrastructure project intended to provide conveyance capacity, pipeline redundancy and maintenance opportunities to ensure wastewater is adequately treated. The added sewer main would assist in providing a well maintained, functioning sewer system that provides for sewer capacity for existing and anticipated development in Marina del Rey and is therefore consistent with the underlying land use designations.

The following policies of the LUP are applicable to the proposed project:

C. PUBLIC WORKS (Applicable LCP Policies & Actions)

- *(Policy 3) Permission to build new and/or intensified development in the LCP Area shall be contingent upon the ability to provide proof of availability of adequate water and sewer facilities.*

The existing sanitary sewer system in Marina del Rey discharges to the City of Angeles sewer system through meeting stations at Washington Boulevard near Palawan Way and at 30th Street near Pacific Avenue (Venice Pumping Plant). The Venice Pumping

Plant is the largest pumping plant in the City and collects sewage from the coastal areas of the City as well as unincorporated Marian del Rey. The existing force main sewer line can handle only 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. Over the years, the existing 48-inch pipeline that conveys sewage to the treatment plant has gradually approached capacity, placing substantial strain on the system and forcing the water level in the wet-well of the pumping plant basement to rise, which is particularly pronounced during wet weather events. The new 54-inch pipeline is meant to prevent potential overflow of sewage during peak wet weather flows. 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.

- *(Policy 5) Installation of new sewer and water lines shall be accomplished via the least environmentally damaging method.*

The portion of the new force main in County jurisdiction would use micro-tunneling (methods (which are superior to open cut methods). Micro-tunneling is a trenchless construction method, which uses hydraulic jacks located in surface pits to drive pipes through the ground behind a remotely operated tunnel boring machine. This method was determined to be the least impactful method.

E. LAND USE PLAN FOR MARINA DEL REY NEW DEVELOPMENT POLICY (Applicable LCP Policies & Actions)

- ***(Policy 4) Design Control Board.*** *The Design Control Board, appointed by the Board of Supervisors, shall review all new development proposals, including renovations, for consistency with the Manual for Specifications and Minimum Standards of Architectural Treatment and Construction, the Statement of Aims and Policies and the Revised Permanent Sign Controls and Regulations.*

  The Design Control Board shall conduct a conceptual review of the architectural design (i.e. building and façade design) and site planning during the Coastal Development Permit process. Any Design Control Board recommendations to the Regional Planning Commission or Hearing Officer shall be submitted in a timely fashion. Following the Regional Planning Commission's or Hearing Officer's action on Coastal Development Permits, the Design Control Board will have final review of architectural design (i.e. building and façade design, materials, colors), landscaping and signs based on the site plan approved by the Regional Planning Commission or Hearing Officer.

- The Design Control Board (DCB) reviewed the proposed project on Wednesday, September 17, 2014. The DCB review focused primarily on the tree and landscaping pallete for five (5) impacted trees in County Parking Lot 13. The DCB recommended boxing and replanting the removed trees in place to minimize impacts. The DCB also encouraged the City to conduct public outreach and suggested having public meetings and to make sure to reach out to all the impacted

residents. See attached **Exhibit E** for DCB recommendation and minutes of meeting and **Exhibit F** for pictures of trees to be removed.

Subsequently, the Acting Street Tree Superintendent for the City Urban Forestry Division was consulted and stated that the recommended boxing and replanting the removed trees in place was not feasible for the following reasons:

1. Due to their size, the trees would not likely survive removal, boxing, and re-planting. In the event the trees survived, they were not likely to retain their structural integrity and could fall due to severely impacted root systems.

2. Pine trees in general are not good candidates for transplanting. Major risks are creating an entry for pathogens or infestation by insects. If the trees do survive the transplanting process, they typically don't heal well.

3. Replacing the removed trees with large boxed size (36"-48") specimens will far outweigh the cost and risks associated with attempting to perform relocation.

Zoning Ordinance and Development Standards Compliance

The project is located with the public right-of-way and a portion of a County parking lot, the intended use for rights-of way are public infrastructure and no there are no applicable development standards.

Burden of Proof

The applicant is required to substantiate all facts identified by Section(s) 22.56.2320 of the County Code. The Burden of Proof with applicant's responses is attached. Staff is of the opinion that the applicant has met the burden of proof.

Neighborhood Impact/Land Use Compatibility

The force main sewer is an important infrastructure improvement, needed to convey sewage out of Marina del Rey and surrounding coastal communities to treatment facilities and maintain an adequate sewer system. Construction within unincorporated County territory will take approximately 20 months and will cause lane closures along Via Marina and Marquesas Way, which will impact residents along the construction route. Mitigation measures have been incorporated into the Project to reduce traffic impacts to a less than significant level under CEQA. A traffic control plan will be required to be submitted to the County for review and approval to identify circulation routes, lane closures and traffic flows. All driveways are to remain open for ingress and egress throughout the construction process. Additionally the circulation routes have been designed to accommodate trucks towing boats and fuel trucks.

Of particular concern is the impact to traffic during special events and holidays in Marina del Rey. Therefore, in addition to the traffic control that is to be implemented during typical operating days/times, the traffic control plan shall include specific traffic controls, in the vicinity of the construction areas of Pits 9 and 10 (key intersections), to be

implemented during the Memorial Day, Fourth of July, and the annual Christmas Boat Parade special events. See **Exhibit G,** draft traffic control plan.

The neighborhood impact from noise and vibration related to construction activities will have short-term but significant impacts to sensitive land uses such as residences along the project alignment. Mitigation measures have been incorporated into the Project, however noise impacts remain significant and unavoidable. In order to minimize impacts to residents along Marquesas Way and Via Marina, the construction activity will be restricted to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday as opposed to the 7:00 a.m. to 9:00 p.m. construction hours proposed by the City. Additionally, a portion of County Parking Lot 13 would be utilized for construction staging and contractor parking. Of the 136 public parking spaces, 63 parking spaces would be used for the project, leaving 73 public parking spaces available for public use. This public parking lot is not heavily utilized and therefore would not create an adverse impact to the neighborhood or visitors coming to the Marina as there is sufficient public parking located throughout the Marina del Rey.

There will be impacts to some trees as part of the project, specifically five trees (three Italian stone pine and two paper bark) within County Lot 13 will be removed due to the location of construction pit site no. 5. These trees are not known to be nesting trees and will be required to be replaced with 48-inch box specimens of the same species once construction is completed. Additionally, the City will be required to adhere to the Marina del Rey tree management policies no. 23 and 34 and a certified biologist will be required to oversee the tree removal. The neighborhood impact for the loss of trees will be short term and limited to the five trees identified in the project. By replacing the trees with a large (48-inch box) specimen visual and aesthetic impact will be minimized.

The Project will be in conformity with the LCP as it supports the Policies and Actions set forth in the LUP. The new force main will supplement existing efforts to safely convey wastewater generated in portions of the County of Los Angeles and City of Los Angeles. The new force main will ensure continued availability of a functional sewer system with adequate conveyance capacity that will help avoid impacts to biological and water resources during peak weather events.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

Public Works - The Los Angeles County Department of Public Works had comments regarding road conditions/construction, grading, drainage and traffic, . The Department cleared the project for hearing with conditions of approval. Letter dated December 17, 2014 attached.

Fire Department – The Los Angele County Fire Department provided comments requiring the City or contractor to 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. Letter dated June 25, 2014

Public Health – The Los Angeles County Department of Public Health provided input on noise and vibration impacts and their comments have been incorporated into the recommended draft conditions of approval.

LEGAL NOTIFICATION AND PUBLIC OUTREACH
Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting and DRP website posting. Approximately 4,500 notices were sent out

PUBLIC COMMENTS
Staff has received five emails opposing the Project and requesting an alternate alignment. (Comments attached)

FEES/DEPOSITS
If approved, fees identified in the attached project conditions will apply unless modified by the Regional Planning Commission.

STAFF RECOMMENDATION
The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

Staff recommends **APPROVAL** of Project Number R2014-01462-(4), Coastal Development Permit Number 201400003, subject to the attached conditions.

SUGGESTED APPROVAL MOTION:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING, AND, ACTING ON BEHALF OF THE COUNTY AS RESPONSIBLE AGENCY PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, 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 OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROJECT.

I MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE COASTAL DEVELOPMENT PERMIT NUMBER 201400003 SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS.

Prepared by Anita D. Gutierrez, AICP Principal Planner, Special Projects Section
Reviewed by Samuel Dea, Supervising Regional Planner, Projects Section

Attachments:
Draft Conditions of Approval, Applicant's Burden of Proof statement, Correspondence

Environmental Document (provided on CD)
Site Photographs, Photo Simulations, Aerial Image, Site Plan, Land Use Map

SD:AG
1/22/15

DRAFT 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 shall remain open on Via Marina at all times, throughout the 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.

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

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

GAIL FARBER, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE LD-4

December 17, 2014

TO: Samuel Dea
Special Projects
Department of Regional Planning

Attention Anita Gutierrez

FROM: Art Vander Vis
Land Development Division
Department of Public Works

COASTAL DEVELOPMENT PERMIT (CDP) NO. 201400003
PROJECT NO. R2014-01462
VENICE DUAL FORCE SEWER MAINLINE
ASSESSOR'S MAP BOOK 4224, PAGE 1, PARCEL NO. 901
UNINCORPORATED COUNTY AREA OF MARINA DEL REY

We reviewed the CDP package for the City of Los Angeles' proposed dual force sewer mainline, which is partially located within the unincorporated County area of Marina del Rey. The project proposes the construction and operation of a new 54-inch-diameter force sewer mainline that extends approximately 2 miles in length. Approximately 0.75 miles of the proposed sewerline is located within the unincorporated County of Los Angeles. The proposed 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 No. 13. The line continues under the Marina del Rey Entrance Channel and Ballona Creek to Vista del Mar. From there it follows the same alignment as Vista del Mar until it reaches a junction structure at Vista del Mar and Waterview Street. The new force sewer mainline would be constructed using micro-tunneling methods, utilizing pits or shafts for the installation of the sewerline. The depth of the pipe will range from 50-70 feet below the surface. A certified Environmental Impact Report was adopted for the project in 2007 by the City, and an addendum to the Mitigation Monitoring Program was subsequently adopted in 2009.

☒ Public Works recommends approval of this CDP.

☐ Public Works does **NOT** recommend approval of this CDP.

Upon approval of the CDP, we recommend the following conditions. Comply with these conditions or as otherwise modified by Public Works:

Obtain all applicable permits, including road, flood, and grading/drainage, for all construction activities within or affecting County roadways, Los Angeles County Flood Control District (LACFCD) rights of way, and County-owned properties prior to starting such activities. These construction activities include, but are not limited to, the construction work associated with the micro-tunneling, pit construction, and vertical drilling. The project design and notes shown on the plans submitted during the CDP entitlement stage should not be considered as having been approved by the County or the LACFCD. The project design and notes will be reviewed and approved (as appropriate) during the permitting review process. The applicant shall submit the improvement plans and reports listed below prior to the issuance of any permits from Public Works.

Road Permit:

Prior to issuance of the road encroachment permit, the items specified below shall be submitted to Public Works' Land Development Division, Permit Section, for review and approval. All applicable permit and review fees shall be paid upon request.

a. Submit final (approved) sewer construction plans with construction notes and specifications for the construction of the sewer main in the Marina del Rey area.

b. Submit street improvement plans for any work within the road right of way including the removal and reconstruction of any medians, pavement, landscaping, curb, gutters, driveway aprons, and sidewalk. Please note all street improvements that are removed, damaged, or modified as part of the project will need to be replaced in-kind to the satisfaction of Public Works.

c. Submit traffic signal, signing and striping, and loop restoration plans for the necessary restorations of affected traffic facilities. This includes, but is not limited to, the loops located at the intersection of Tahiti Way and Via Marina, as a result of work at Pit 8, and the loops at the intersection of Marquesas Way and Via Marina, as a result of the work at Pit 9.

d. Submit traffic control plans for all proposed lane closures/detours within the unincorporated County's public right of way.

In addition to the traffic control that is to be implemented during typical operating days/times, the traffic control plan shall include specific traffic controls, in the vicinity of the construction areas of Pit 9 and 10, to be implemented during the Memorial Day, Fourth of July, and the annual Christmas Boat Parade special events. The limits of the specific traffic controls to be implemented during the special events shall include the construction area defined by Pit 9 (including 1,000 feet along the north leg of Via Marina) and Pit 10 (including 1,000 feet along Via Dolce). This will require City coordination with the County of Los Angeles Departments of Beaches and Harbors and Public Works.

e. Submit the necessary plans for the temporary relocation of the existing 10-inch waterline at the intersection of Via Marina and Marquesas Way. The existing 10-inch waterline conflicts with the construction of Pit 9. After the installation of the sewerline, the 10-inch waterline shall be restored to its original location while the interconnection to the 12-inch waterline will remain in place to the satisfaction of Public Works.

Please note that compliance with the horizontal and vertical clearances from water mains stipulated in the California Department of Public Health standards, Section §64572–Water Main Separation, is required for the proposed dual force main sewer. This includes clearance from the existing waterlines as well as the new water main proposed as part of the Marina del Rey 18-inch Waterline Replacement Phase IIIB project (WWD8000011), which is currently under construction. It is to the City's advantage to coordinate their project plans with the County's waterline replacement project prior to submitting for review and approval/permit issuance.

f. Submit the project schedule for the excavation and closure of Pit 9 and include the expected dates of the start and end of construction at the intersection of Via Marina and Marquesas Way to allow coordination with County scheduled projects in that area. The traffic control, lane closures, and the lane transition for the excavation of Pit 9 has the potential to impact the proposed traffic detours for the County's cash contract project at the intersection of Via Marina and Admiralty Way (RDC 0015142) if the project schedules overlap. Please note, upon completion of all construction activities at Pit 9 (including the restoration of the existing 10-inch waterline), the applicant shall close Pit 9 and restore all lanes on Via Marina and Marquesas Way per the approved road improvement/ striping plans.

g. Submit a report addressing the measures taken to protect the existing clay sewer lines against vibration during construction to the satisfaction of Public Works.

h. Submit a pre- and post-construction closed-circuit television video for the nearby County sewerlines to the satisfaction of Public Works. The report is to ensure that County sewerlines have not been impacted or damaged as a result of construction activities associated with this project.

For questions regarding the road permit conditions, please contact the Permits Section at (626) 458-3129.

Flood Permit:

Prior to issuance of the Flood permit, the items specified below shall be obtained/provided/submitted to the Permit Section for review and approval. All applicable permit and review fees shall be paid upon request.

a. Obtain easements from LACFCD for areas where the dual force sewer mainline will occupy LACFCD property (Ballona Creek).

b. Submit final (approved) sewer construction plans with details, construction notes, and specifications for the construction of the sewer mainline affecting LACFCD property to ensure the LACFCD properties and appurtenant County facilities (Ballona Creek bike path) are protected and are not adversely impacted as a result of proposed construction activities. The Ballona Creek bike path shall remain accessible at all times throughout the construction of the project.

   In addition, all LACFCD access gates and maintenance roadways must remain accessible at all times. Equipment and/or materials shall not be stored overnight on any LACFCD maintenance roadway.

c. Provide evidence of approvals/permit/letters of nonjurisdiction from regulatory agencies including, without limitation, the United States Army Corps of Engineers, California Department of Fish and Wildlife, and the Los Angeles Regional Water Quality Control Board, for work within or impacting Ballona Creek, prior to issuance of a flood permit for any such work.

For questions regarding the flood permit conditions, please contact the Permits Section at (626) 458-3129.

Grading/Drainage Permit:

Prior to issuance of the grading/drainage permit, for the work within the County of Los Angeles' fee-owned property–parking lot No. 13, the items specified below shall be obtained/provided/submitted to Public Works' Building and Safety Division for review and approval. All applicable permit and review fees shall be paid upon request.

a. Obtain easements, licenses, or other access rights from the County for the portions of Lot 13 that will be occupied by the project.

b. Submit a grading/drainage plan for all work proposed within Lot 13, including, but not limited to, the excavation, shoring, and recompaction associated with the creation and restoration of shaft No. 5. The grading/drainage plan should clearly show the proposed restoration work including compaction of the site to original grades to ensure no changes in the drainage pattern in the area will result from this project.

c. Obtain soil/geology approval of the grading plan from Public Works' Geotechnical and Materials Engineering Division as applicable. A geotechnical report, which complies with Public Works' Geotechnical and Materials Engineering Division "Manual for Preparation of Geotechnical Reports" (http://ladpw.org/gmed/Manual.pdf), shall also be submitted for review and approval with the grading/drainage plans.

d. Provide evidence of approvals/permits/letters of nonjurisdiction from regulatory agencies including, without limitation, the United States Army Corps of Engineers, California Department of Fish and Wildlife, and the Los Angeles Regional Water Quality Control Board for the proposed work.

For questions regarding the grading permit conditions, please contact Yoshiya Morisaku of Building and Safety Division, Southwest District office, at (323) 820-6505 or ymorisaku@dpw.lacounty.gov.

Post-construction Conditions:

a. The City shall obtain the necessary permits from Public Works to perform any post-construction activities including any future maintenance or repair work within the County's roadways or LACFCD rights of way. Any improvements that are damaged as a result of maintenance activities shall be repaired to the satisfaction of Public Works.

b. In the event of an emergency involving the dual force sewer mainline, including line rupture, the City shall notify the County by calling Public Works at (800) 675-HELP (4357) to dispatch appropriate personnel to the site to assist in the response effort (spillage clean-up, traffic control, etc.). Any improvements that are damaged as a result of an emergency shall be repaired to the satisfaction of Public Works.

For questions regarding the post-construction conditions, please contact the Permits Section at (626) 458-3129.

If you have any questions or require additional information, please contact Teni Mardirosian, tmardirosian@dpw.lacounty.gov, or Ruben Cruz, rcruz@dpw.lacounty.gov, at (626) 458-4910.

TM:la
P:\dpub\SUBPCHECK\Plan Checking Files\Single Lots\APN 4224-001-901\CDP 201400003\2014-10-16 CDP 201400003 SUBMITTAL\2014-12-16 CDP 201400003, DPW Draft Conditions (12 17 14).docx

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: CDP R2014-01462

THE FIRE DEPARTMENT HAS NO REQUIREMENTS FOR THIS PROJECT AS PRESENTLY SUBMITTED.

CONDITIONS OF APPROVAL

1. 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.

For any questions regarding the report, please contact Juan Padilla at (323) 890-4243 or Juan.Padilla@fire.lacounty.gov.

Reviewed by: Juan Padilla

Date: June 25, 2014

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 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:

- 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

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
	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

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
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

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
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

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
	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

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
	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					

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
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

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
	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

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
	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				

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
	unavailable scenic vistas (new beach access routes, paths, bikeways, public parking).				

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;

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

This page is intentionally blank.

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.

This page is intentionally blank.

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;

Coastal Development Permit Burden of Proof

A. That the proposed development is in conformity with the certified local coastal program.

The Marina del Rey Land Use Plan (LUP) is a component of the Marina del Rey Local Coastal Program, which was adopted in 1996, and amended in 2012. The Land Use Plan guides development in the 804-acre County-owned marina. The LUP was developed to address future land use, new access, recreation and resource protection areas, and improvement of existing facilities. The implementation program for the LUP is the Marina del Rey Specific Plan.

The Project, construction and operation of a new force main sewer, is consistent with the certified local coastal program because its operation will provide needed wastewater conveyance capacity that will help avoid impacts to biological and water resources. Design, construction, and operation of the Project will also be in conformance with applicable County policies and actions in the Marina del Rey LUP and Specific Plan.

The new force main sewer would supplement existing efforts to safely convey wastewater generated in portions of the County of Los Angeles and the City of Los Angeles. The existing force main sewer that connects the Venice Pumping Plant to the Hyperion Treatment Plant does not have the capacity to handle more than sixty percent of the flows that run through the Venice Pumping Plant when all five pumps run at full capacity. If wastewater flows into the Venice Pumping Plant exceed flows out of the Plant, wastewater will overflow directly into Ballona Lagoon. During heavy storms in the winters of 1994-95 and 2004-2005, excess wastewater at the plant came very close to overflowing into Ballona Lagoon. Construction and operation of this project will help prevent potential sewage spillage as a result of an overload situation and will provide an opportunity for maintenance activities to occur on the existing sewer line.

These objectives are consistent with the following provision of the Marina Del Rey Land Use Plan, which incorporates Section 30254 of the Public Resources Code:

> "New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development. "

The new force main sewer would safely convey existing and planned wastewater generated in portions of the County and the City of Los Angeles and would be consistent with the above provision. Project construction would temporarily affect Via Marina as a scenic highway and would reduce the number of

public parking spaces at County Lot 13. Mitigation measures will be implemented to reduce traffic impacts during construction.

County policies and actions described in the Marina Del Rey Land Use Plan and Specific Plan that are associated with infrastructure are listed below:

- Public works in the study area shall be designed to accommodate new development permitted in the area and provide for future public access needs;
- As indicated in Section 22.46.1090 of the County's Marina Del Rey Specific Plan, phasing of development also requires necessary public improvements to be constructed in a timely and orderly manner, to minimize possible adverse impacts of new development on coastal resources (such as sensitive habitat resources or recreation areas) and to protect the ability of the public to travel to coastal attractions; and
- Installation of new sewer and water lines shall be accomplished via the least environmentally damaging method.

The Project is consistent with the above policies, as the portion constructed within the County would be using micro-tunneling methods (which are superior to open cut methods) and mitigation measures will be implemented to minimize environmental impacts during construction.

B. That 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.

A portion of the project would extend beneath Via Marina and the Marina Del Rey Channel, which will be the first public road and body of water in the coastal zone. The project will be located below ground and beneath the channel, and once constructed it will not impede or adversely affect access to the coastal zone or coastal recreation. During construction, a traffic control plan and transportation management plan will be prepared and implemented with input from LA County representatives to minimize impacts to pedestrian, bicycle, transit, and vehicular access and circulation during construction activities.

Anita Gutierrez

From: Patrick D [bpday@msn.com]
Sent: Wednesday, January 28, 2015 6:37 PM
To: DRP Marina del Rey
Subject: City of Los Angeles Proposed Sewer Route on Via Marina

Reference: **Project No. R2014-01462-(4), Permit No. RCDP201400003**

Madam:

As a resident of the Silver Strand I am drastically against the proposed route for the new sewer on Via Marina.

We have experienced the dreadful scenario of having Admiralty Way down to one lane in each direction and it was a disaster to say the least. Now they want to have Via Marina down to one lane in each direction for over a year! There are also several projects that are approved and/or in the approval stage for major works on lots around the Marina. This will obviously drastically impact the one lane in each direction with large trucks and other construction vehicles.

Compared to Admiralty Way, Via Marina is a 45 mph speed zone - I just can't envision the next two years with Via Marina being one lane in each direction along with all the construction vehicles from the on-going construction projects.

Please do whatever you can and see if we can get this Sewer Route back to the beach area where it will have the least impact and it will be a cheaper option. Thank you for your time.

Sincerely.

Barry Patrick Day

5011 Roma Court
Marina Del Rey, CA 90292

(310) 822-4980

BPDAY@MSN.COM

Anita Gutierrez

From: Davidson, Jeffrey S. [jeff.davidson@kirkland.com]
Sent: Wednesday, January 28, 2015 4:53 PM
To: DRP Marina del Rey
Subject: Message to Anita Guttierez re proposed sewer construction along Via Marina: Project No. R2014-01462-(4); Permit No. RCDP201400003

Dear Ms. Guttierez,

I am writing to express my strong opposition to the proposed sewer construction route along Via Marina noted above. This proposed routing will cause very considerable disruption and inconvenience for a very extended period of time for the substantial number of people living along that major street, and those (like my wife and I) who live in the adjacent Silver Strand area and rely on Via Marina for access to our homes. I do not understand why that route is now being proposed, since it is now public record that this route is the longest and most expensive of three alternatives, including one along the beach which would be far less disruptive to the community. Moreover, the community has already just gone through almost TWO years of continuous disruption due to construction of improvements and complete repaving of Via Marina and Admiralty Way, and it is wrong to extend that disruption, noise, dirt, and traffic mess any longer with yet another multi-year project that could be avoided with an alternative route. Most puzzling of all is the fact that the website purporting to provide the public with the necessary information explaining and justifying the proposal states that the Via Marina route is now the "preferred" of three possible alternatives, BUT GIVES NO REASON FOR THAT PREFERENCE. It is unfair even to hold a hearing for "public comment" on the Via Marina route (now scheduled for February 25th) when the reasons for choosing that route are not disclosed to the public.

Jeffrey S. Davidson
Kirkland & Ellis LLP
333 South Hope Street, Los Angeles, CA 90071
Tel +1-213-680-8422 Fax +1-213-808-8500
jeff.davidson@kirkland.com

****
The information contained in this communication is confidential, may be attorney-client privileged, may constitute inside information, and is intended only for the use of the addressee. It is the property of Kirkland & Ellis LLP or Kirkland & Ellis International LLP. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify us immediately by return e-mail or by e-mail to postmaster@kirkland.com, and destroy this communication and all copies thereof, including all attachments.
****

Anita Gutierrez

From: Ricardo Mestres [mestres@me.com]
Sent: Wednesday, January 28, 2015 12:44 PM
To: DRP Marina del Rey
Subject: Venice Auxiliary Sewer line on Via Marina

Anita Guttierez
Department of Regional Planning

Dear Ms. Guttierez:

As a homeowner of Marina del Rey living adjacent to Via Marina, I am writing to strenuously object to the proposed route for the **Venice Auxiliary Sewer line on Via Marina.**

There have been numerous analyses and commentaries finding that the City's proposal to route the sewer line on Via Marina will take more time, cost more taxpayer money and be far more disruptive to nearby residents when compared to alternative routes along the beach or Pacific Avenue.

I plan to attend the Los Angeles County Regional Planning Commission public hearing on the matter on February 25, 2015 at 9:00 AM to further express my opposition. I strongly urge you to advocate for the more reasonable, more feasible and less expensive alternatives for this project.

Sincerely,

Ricardo A. Mestres, III, MD

151 Voyage Mall

Marine del Rey, CA 90292

310-600-0141

mestres@me.com

Anita Gutierrez

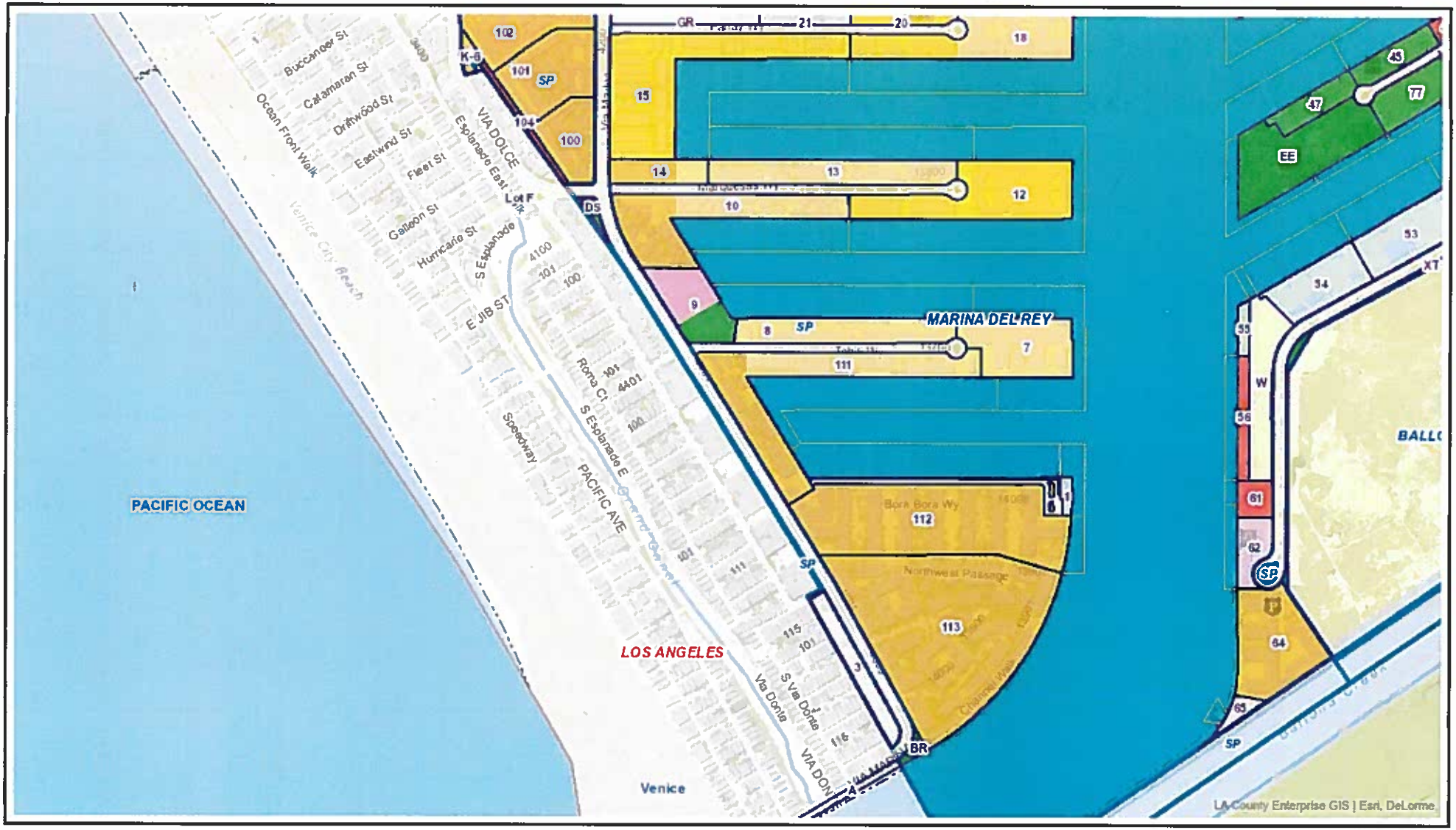
From: Margit Jordan [sunshinetv@earthlink.net]
Sent: Wednesday, January 28, 2015 7:48 AM
To: DRP Marina del Rey
Subject: Proposed sewage line along Via Marina

Dear Ms Guttierez

This is to express my deep concern to the proposed sewage line along Via Marina. Please get permission from the Coastal Commission for the beach route.

Thank you.

Margit Jordan
5100 Via Dolce
Marina del Rey



Created in GIS-NET3

R2014-01462

Printed: Feb 12, 2015

Copyright 2013 - Los Angeles County Department of Regional Planning, GIS Section. Note: This map represents a quick representation of spatial imagery or vector layers using GIS-NET3. The map should be interpreted in accordance with the GIS-NET3 Public disclaimer statement. Printed with permission from the Los Angeles County Dept. of Regional Planning. All rights reserved.

0 2,000

Feet

VDFM Alignment

under Marquesas Way/Via Marina

PROJECT: VENICE DUAL FORCE MAIN

W.O. SZC11631

CITY OF LOS ANGELES

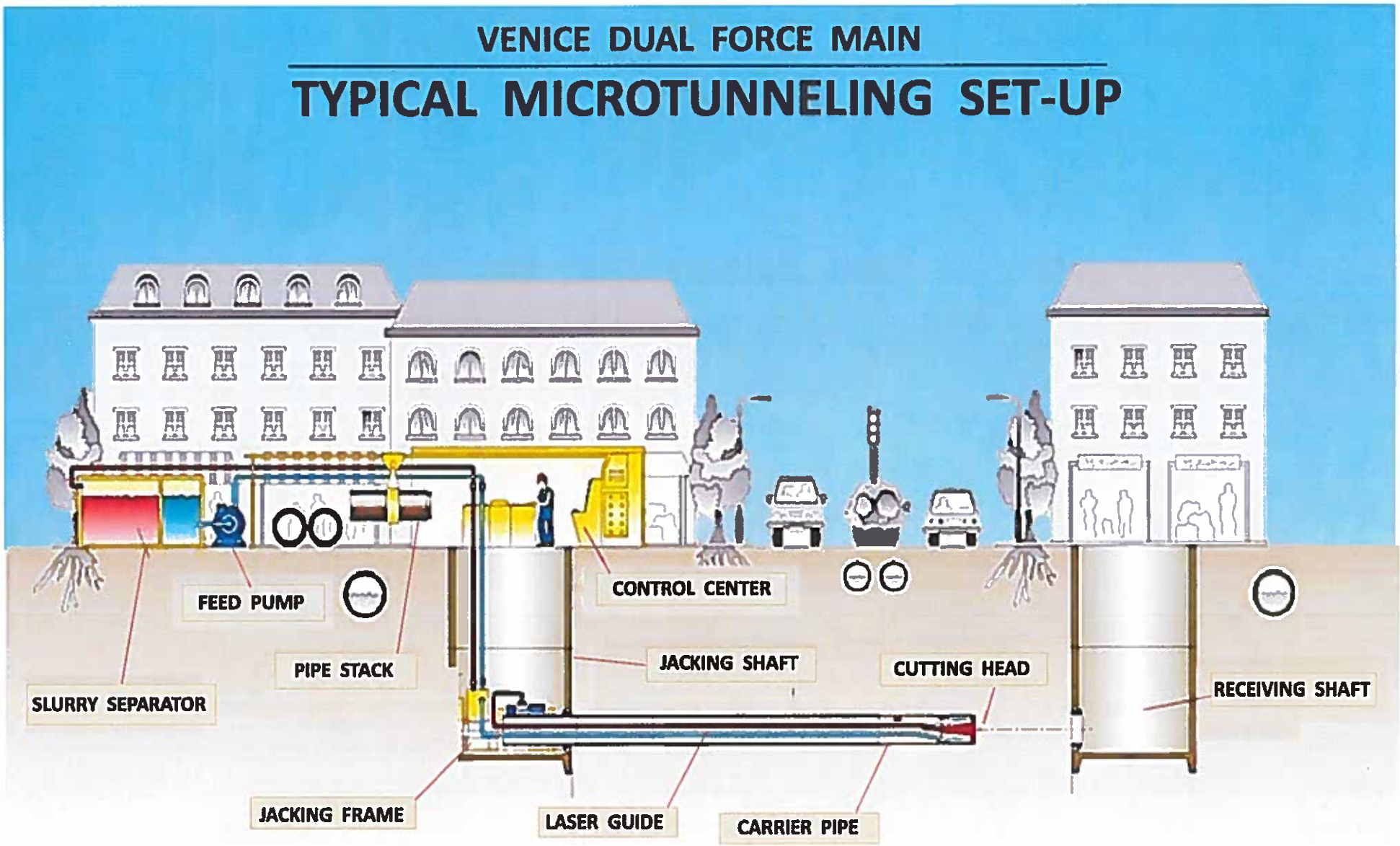
VENICE DUAL FORCE MAIN

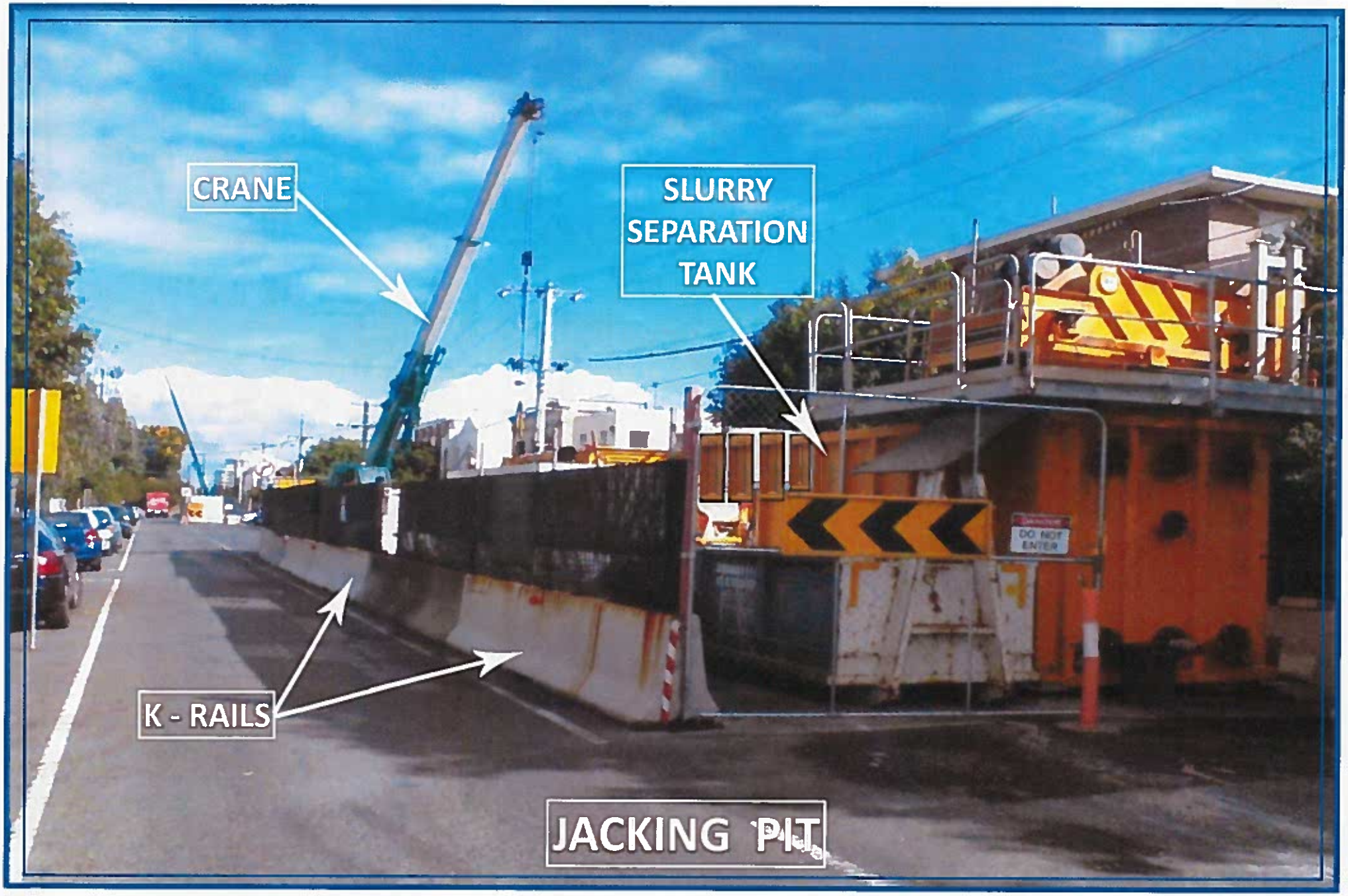
LA DPW
ENGINEERING
TRANSFORMING LOS ANGELES

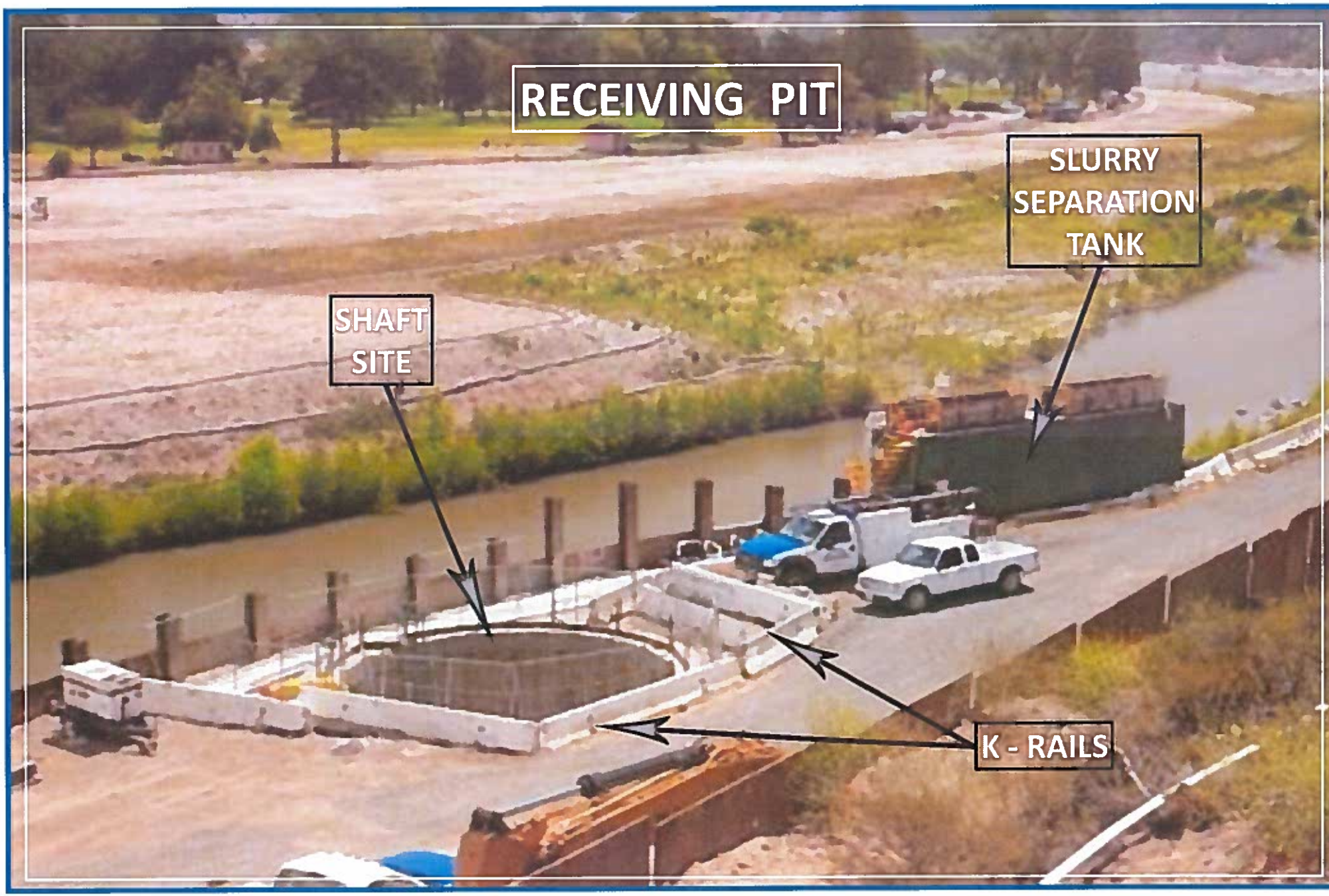
TYPICAL MICROTUNNELING SET-UP

VENICE DUAL FORCE MAIN

TYPICAL MICROTUNNELING SET-UP

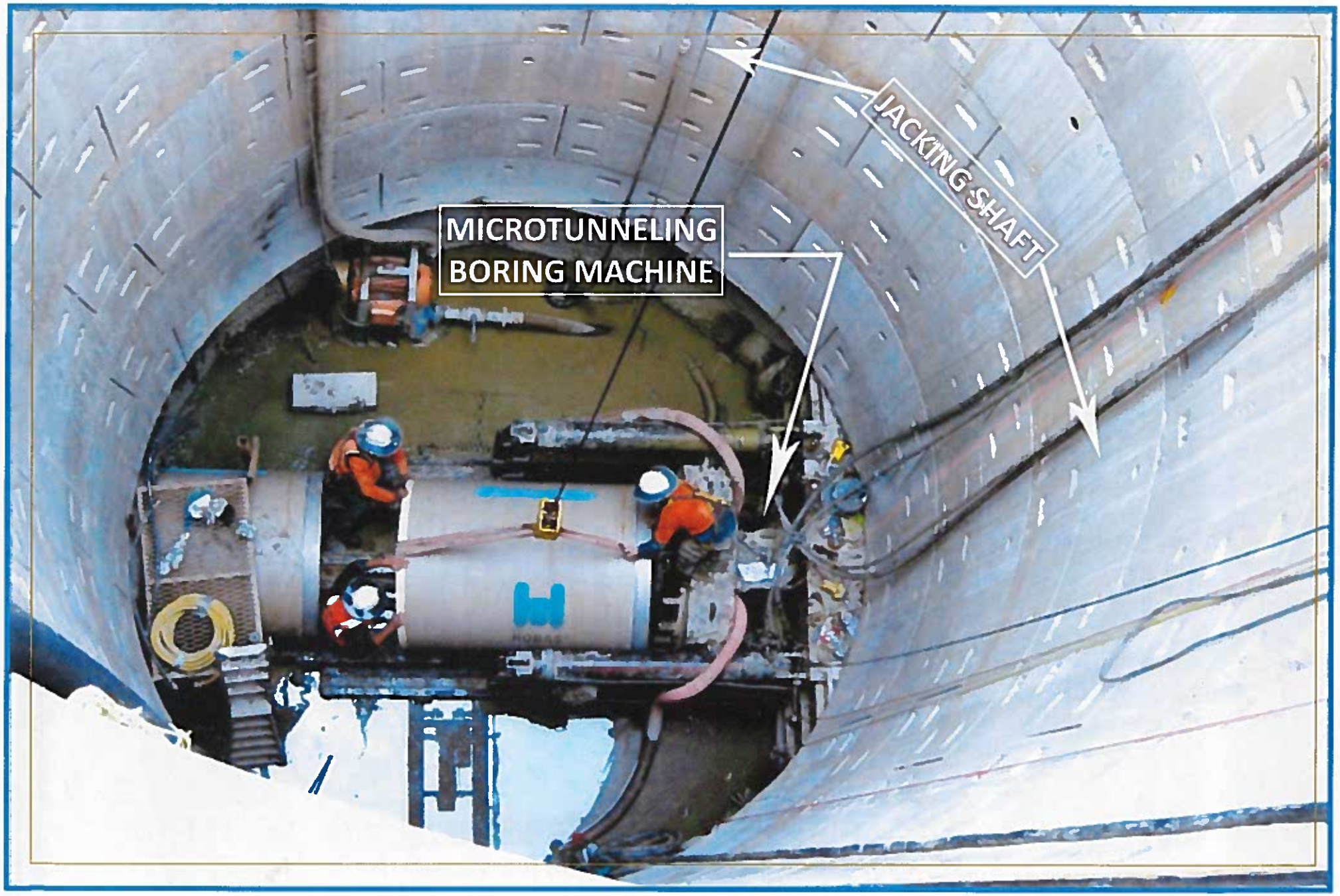


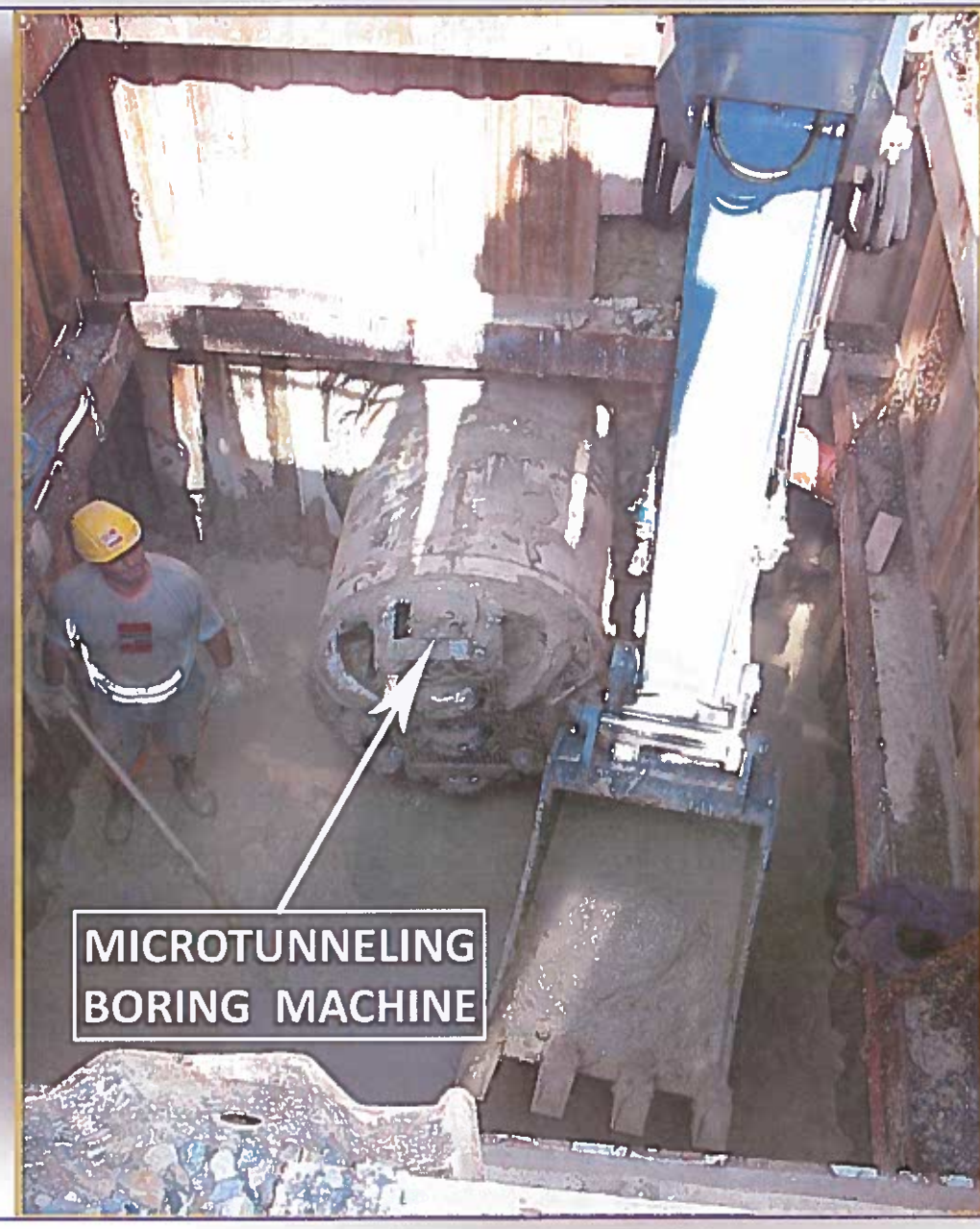

CRANE
SLURRY SEPARATION TANK
K - RAILS
JACKING PIT
DO NOT ENTER

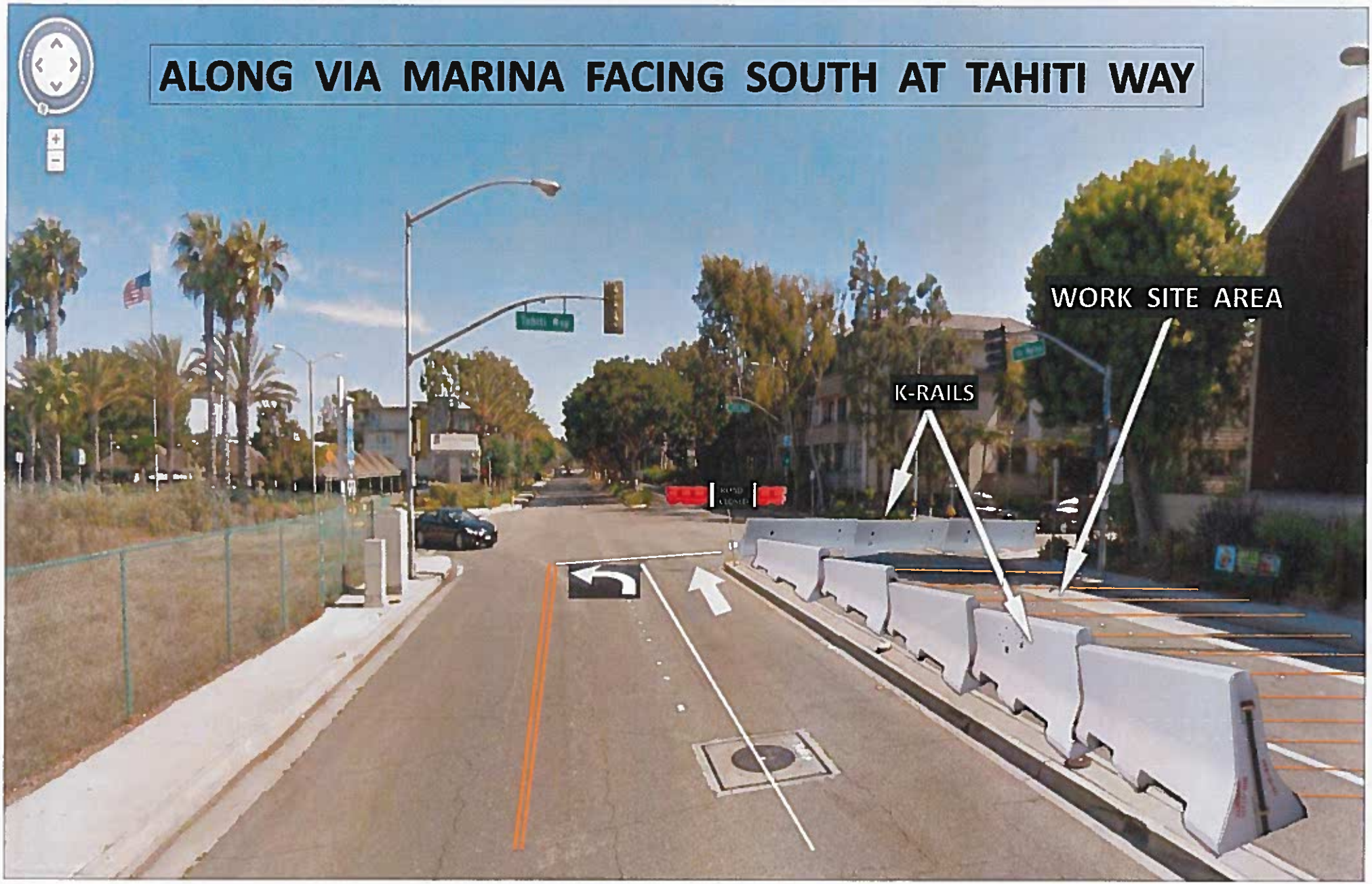

RECEIVING PIT
SLURRY SEPARATION TANK
SHAFT SITE
K - RAILS

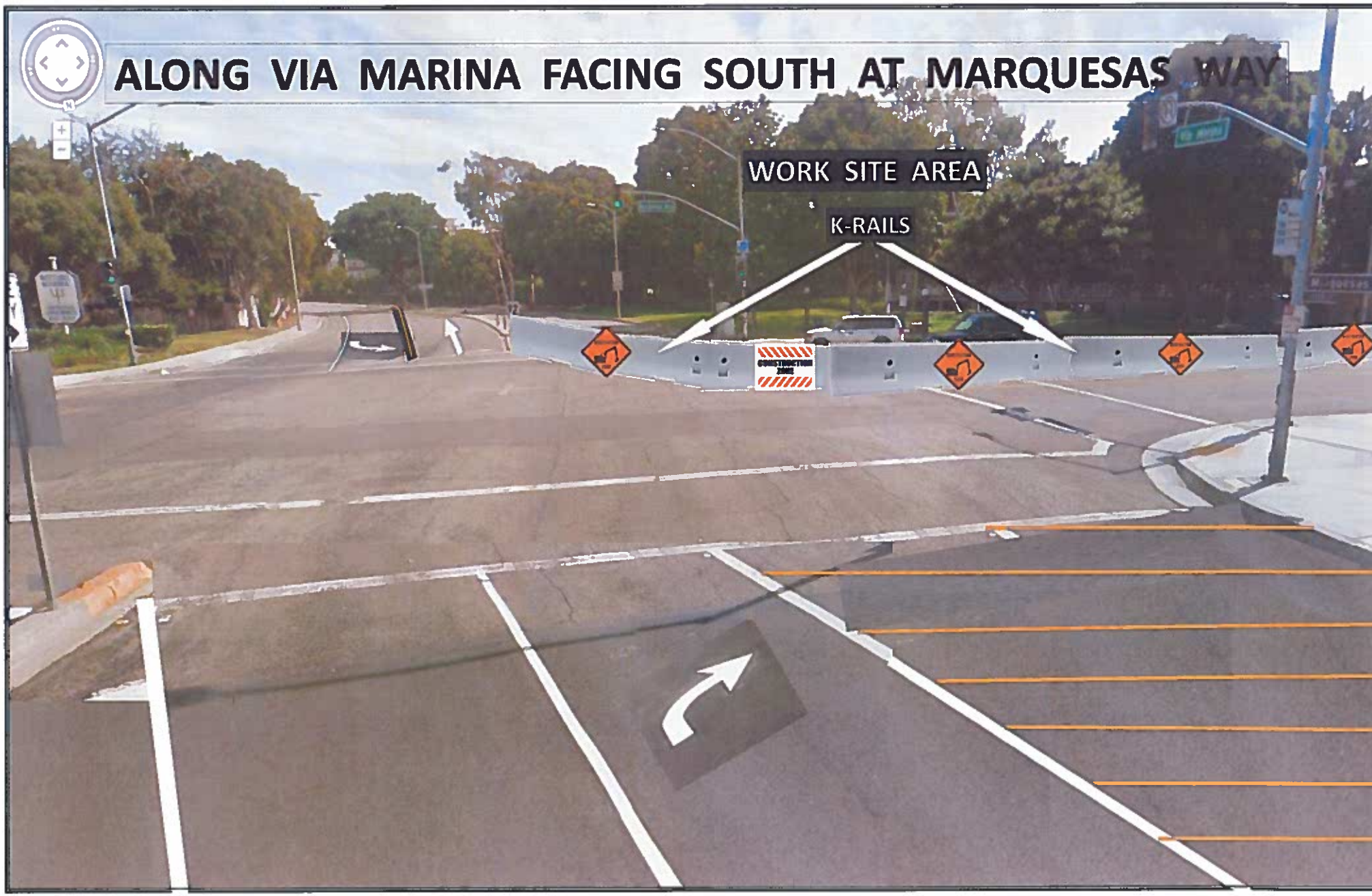
JACKING SHAFT
PIPE STACK
MICROTUNNELING MACHINE

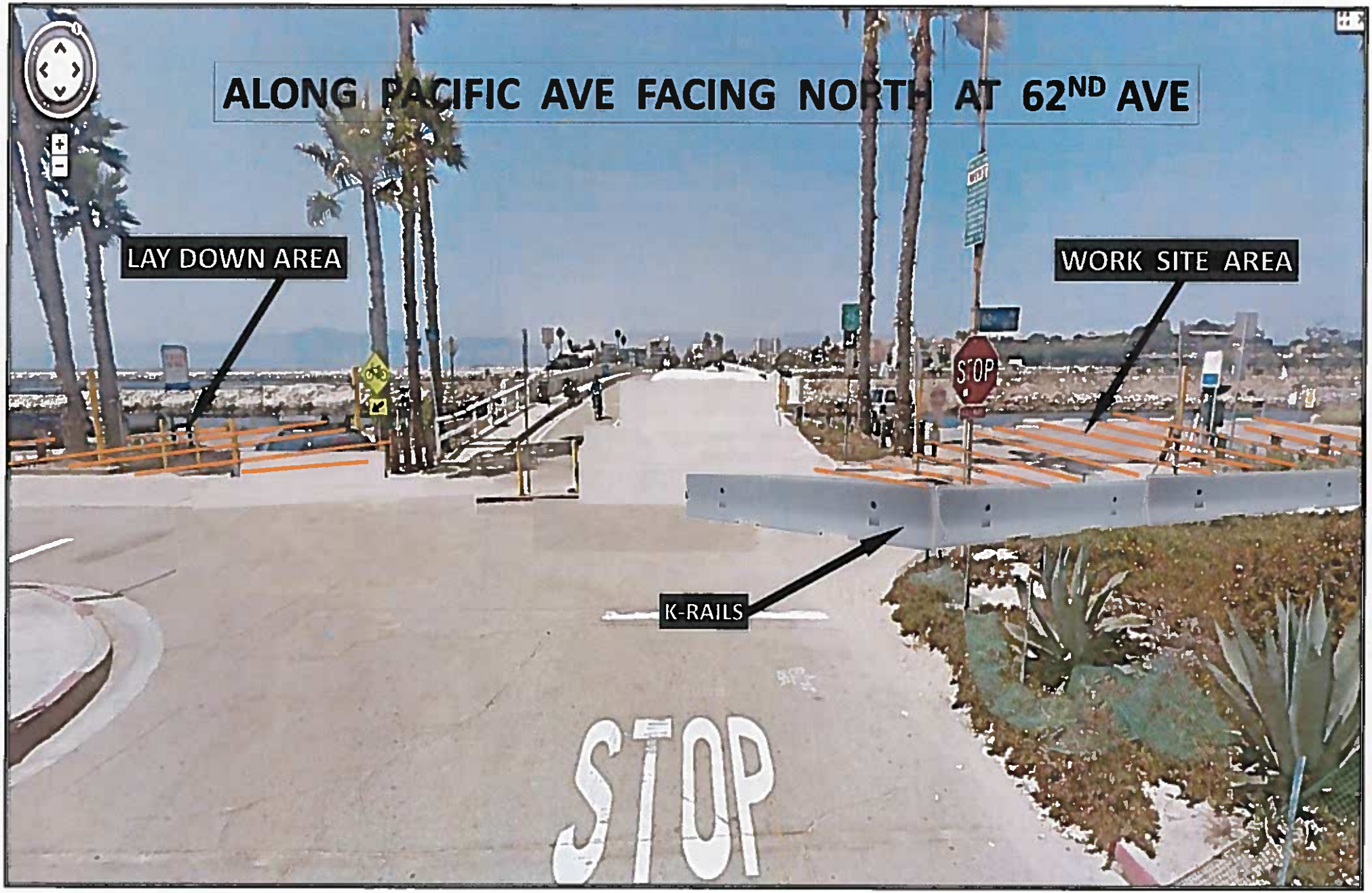
CRANE
K - RAILS
SLURRY SEPARATION TANK
NADA Np PACIFIC
AUG 31 2001


MICROTUNNELING
BORING MACHINE
JACKING SHAFT


MICROTUNNELING
BORING MACHINE


ALONG VIA MARINA FACING SOUTH AT TAHITI WAY
WORK SITE AREA
K-RAILS


ALONG VIA MARINA FACING SOUTH AT MARQUESAS WAY
WORK SITE AREA
K-RAILS


ALONG PACIFIC AVE FACING NORTH AT 62ND AVE
LAY DOWN AREA
WORK SITE AREA
K-RAILS
STOP
STOP

ALONG VISTA DEL MAR FACING NORTH AT TROLLEY PL
K-RAILS
ROAD CLOSED
WORK SITE AREA
ROAD CLOSED

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 Important Biological resources as defined in the Marina del Rey Local Coastal Program, when 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.	Submit traffic control plan for work within County jurisdiction	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

DESIGN CONTROL BOARD MINUTES
September 17, 2014

Members Present: Peter Phinney, AIA, Chair (Fourth District); Helena Jubany, FAIA, Vice Chair (First District); Tony Wong, P.E., Member (Fifth District)

Members Absent: Simon Pastucha, Member (Third District)

Department Staff Present: Gary Jones, Director; Charlotte Miyamoto, Planning Division Chief; Michael Tripp, Planning Specialist; Ismael Lopez, Planner; Yeni Maddox, Secretary

County Staff Present: Anita Gutierrez, Department of Regional Planning; Amy Caves, County Counsel

Guests Testifying: Adam Wodka, Signs Now Marina del Rey; Catrina Love, Department of Beaches and Harbors; Brittany Barker, Department of Public Works; Abid Chowdhry, City of Los Angeles-Bureau of Engineering; Darshna Patel, City of Los Angeles-Bureau of Engineering; Dr. Jan Green Rebstock, City of Los Angeles-Bureau of Engineering

1. **Call to Order and Pledge of Allegiance**
   Chair Phinney called the meeting to order at 1:33 PM

   On a motion of Mr. Wong, seconded by Vice Chair Jubany, the absence of Mr. Pastucha was excused.

   Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong

   Mr. Wong led the Pledge of Allegiance.

   Chair Phinney requested a change in the order of the agenda so that New Business Item 6A would be heard first. The Board unanimously agreed to Chair Phinney's request.

2. **Approval of August 20, 2014 minutes.**

   On a motion of Mr. Wong, seconded by Vice Chair Jubany, the August 20, 2014 minutes were approved.

   Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong

3. **Public Comment**
   Suzanne Cummings expressed opposition to the Mariner's Village project.

   Art Ford expressed his support of Ms. Cummings' comments.

4. **Consent Agenda**
   None

5. **Old Business**
   A. Parcel 49S – Marina del Rey Launch Ramp – Further consideration of renovation project credit sign and Design Control Board Review related thereto – DCB #14-004

   Mr. Lopez presented the project staff report.

   Public Comment
   None

   Board Comment
   Vice Chair Jubany expressed support for approval of the revised sign's more modern design.

On a motion of Mr. Wong, seconded by Vice Chair Jubany, the item was approved as submitted.

Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong

B. Parcel 95 – QART.com – Further consideration of new tenant signage and Design Control Board Review related thereto – DCB #14-007

Mr. Lopez presented the project staff report.

Public Comment
None

Board Comment
Vice Chair Jubany asked the applicant for the reasoning behind the removal of the sign's initial color scheme presented at the last meeting.

Mr. Wodka replied that his clients desired a bolder design, and a black and white sign better met this objective.

Chair Phinney asked why the pole sign had two different designs on each side.

Mr. Wodka replied that the view of the east-facing sign was partially obstructed so the applicant chose a different design to highlight the "QART.com" text.

Vice Chair Jubany expressed her preference for the ocean facing design on both sides of the sign.

On a motion of Chair Phinney, seconded by Vice Chair Jubany, the item was approved as submitted with the exception that only the ocean facing sign version is to exist on both sides of the pole sign.

Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong

Mr. Wodka inquired about what procedure the applicants would need to follow if they decided to dispute the exception to the approval.

Chair Phinney responded that the applicant would need to return before the Design Control Board for approval.

C. Marina del Rey Farmers' Market and 50th Anniversary – Further consideration of seasonal event signage and Design Control Board Review related thereto – DCB #13-016-C

Mr. Lopez presented the project staff report.

Vice Chair Jubany inquired about the approximate time frame of the 50th Anniversary banners' removal.

Catrina Love replied that they would like to keep the banners up through the year 2015.

Vice Chair Jubany also inquired about the removal of the Beach Eats! banners.

Catrina replied that the banners will remain until January 31, 2015.

Public Comment
Jon Nahhas commented on the advertising of the Farmers' Market and the Marina del Rey's 50th Anniversary.

Board Comment
Mr. Wong stated that the 50th Anniversary banners were a good idea and did not object to exchanging the temporary signs.

Vice Chair Jubany commented that the existing installed banners were too small and asked if the proposed signs could be increased in size.

Catrina Love stated that the County's Department of Public Works (DPW) limits the banner size on the light poles to 18 square feet. The proposed banners are 6' high by 3' feet wide. She added that the banner size could be increased to 9' high by 2' wide, however the banners would be harder to read.

Vice Chair Jubany stated that the banners she'd observed throughout the city are lower, larger, and have more presence.

Catrina Love stated that DPW does not allow signs to be placed any lower than currently placed.

Chair Phinney asked Department of Regional Planning (DRP) staff if they had any purview over road way signs.

Anita Guttierrez replied that only DPW has purview of signs in the road right of way.

Chair Phinney requested that DPW address the Board to explain the reasoning behind the 18 square foot banner limit.

Vice Chair Jubany stated that it would be nice to have larger signs and requested to increase the square footage.

Catrina Love stated that Department staff would work with DPW on increasing the banner size.

Chair Phinney asked the applicant if there would be any issues if the Board deferred the approval until the following month.

Catrina Love stated that it was preferred for the Board to approve the extension of the Farmers' Market banners at the current meeting.

Pamela Manning stated that she would obtain a letter from the DPW's Traffic and Lighting Division advising what could be done about the size of the banner signs by the next DCB meeting.

Chair Phinney stated that he would prefer to have someone from DPW present at the next DCB meeting on the banner size issue and stated that he had no objection to granting the extension of the Farmers' Market banners.

Pamela Manning asked if the Board would still want DPW staff to present at the next meeting if the request to amend the size was granted.

Chair Phinney replied that if the request to increase the banners to three times the current size was approved then they would not need to address the Board.

Catrina Love asked if there could be further consideration on the design of the 50th anniversay banners.

Chair Phinney asked if the applicant was permitted a larger banner would they want to re-design the sign.

Catrina Love answered affirmatively.

On a motion of Vice Chair Jubany, seconded by Chair Phinney, the item was continued to the next meeting and the extension of the existing Farmers' Market banners was approved.

Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong

6. **New Business**

A. Presentation by the Department of Public Works on Marina del Rey Infrastructure Projects

Mr. Lopez introduced the item.

Pamela Manning and Brittany Barker from DPW presented the item.

Public Comment

Art Ford commented on the Via Marina Street Improvement Project and removal of the large mature coral trees.

Suzanne Cummings agreed with Mr. Ford's comments about the coral trees and spoke about the Oxford Basin project vegetation.

Board Comment

Chair Phinney stated that his recollection was that the coral trees' removal was due to the instrusive roots degrading surrounding pavement.

Brittany Barker replied that Chair Phinney was correct, and stated that due to the community's feedback about the conditions of the current pavement along Via Marina, the decision was made to completely resurface the roadway, and to resolve the cause of the damages as well.

Chair Phinney agreed with the public comment and expressed his disappointment regarding the type of trees being installed. He stated that the new trees are considerably smaller than what was proposed and advised that for future projects, the applicants generate more accurate renderings.

Christian Lim stated that one of the main objectives of the project was to improve the overall habitat quality within the Oxford Basin by replacing existing non-native vegetation with native vegetation. He added that a biologist was hired to monitor the project.

B. Presentation by the City of Los Angeles Bureau of Engineering on the Venice Dual Force Main Project

Mr. Lopez introduced the item.

Abid Chowdhry, Darshna Patel, and Dr. Jan Green Rebstock of the City of Los Angeles presented the item.

Public Comment

Art Ford asked about the start date of the project on Lot 13, the work hours of the project, and if a CDP was filed.

Jon Nahhas asked the Board for their assistance in obtaining details of this project.

Tim Riley asked how the actions taken would minimize impacts on the residents and invited the City's staff to a Lessees Association meeting to discuss these concerns.

Board Comment

Abid Chowdhry stated that the Board's input would be appreciated in terms of tree replacements and suggestions on how to minimize the impact to the community.

Mr. Wong asked if the information was presented to the Board approximately a year ago and asked if there were any previous minutes with the information.

Mr. Lopez stated that there was no previous discussion on this project. The previous project presented was the Waterline project, a County project. The Dual Force Main was a City project.

Mr. Wong recommended that the City focus on public outreach. He also stated that the DCB does not support any tree cutting without knowledge of the impact to the birds and suggested that the City provide a tributary sewer because the City requires a sewer study, which involves what area contributes the flow in to this line.

Chair Phinney recommended boxing and replanting the removed trees in place to minimize impacts. He also reitterated Mr. Wong's comment about public outreach and suggested having public meetings and to make sure to reach out to all the impacted residents.

Ms. Miyamoto stated that the DBH would provide the City with an e-mail list of the constituents who have expressed interest in receiving notifications about Marina matters and stated that she would reach out to the current lessees on Via Marina that would be impacted.

Chair Phinney expressed his concern about the safeguards in place for the trenching under the channel, in the event that the force main breaks.

Abid Chowdhry replied that there would be a dual pass underneath the channel and the City would micro-tunnel 40' to 60' below the channel floor. The force main would be 54" in diameter and the shaft will be 16' to 24' feet in diameter.

Abid Chowdhry also stated that there would be a lot of public outreach.

Vice Chair Jubany expressed her support for the other Board Member's comments and asked for the status on the design process.

Abid Chowdhry replied that they are currently in the permitting phase and the design is completed.

Vice Chair Jubany asked if they have enough detailed information that can be shared with everyone.

Abid Chowdhry replied affirmatively and stated that they would try to implement the tree suggestion, if funding permits, and stated that there would be visuals available at future public meetings depicting the proposed project.

Dr. Jan Green Rebstock introduced the Public Outreach Consultant, Trisha Murakawa, Tonya Durrel, and Danielle Sevilla.

Trisha Murakawa spoke about their community outreach efforts and reassured the Board that they are working closely with the community.

Chair Phinney asked Trisha Murakowa to work with Charlotte Miyamoto to obtain email and mailing lists.

C. Presentation by the Department of Regional Planning on Freestanding Sign Regulations

Mr. Lopez introduced the item.

Ms. Gutierrez presented the report.

Mr. Wong asked if free-standing pole signs are permitted per County code.

Ms. Gutierrez answered affirmatively.

Public Comment
Jon Nahhas spoke about the need for updated design guidelines.

Patricia Younis spoke about the Marina's outdated signs and revising the sign code.

Board Comment
Chair Phinney inquired about the status of the design guidelines and suggested that the ordinance be updated to prohibit pole signs specifically in the Marina.

Mr. Jones replied that the design guidelines was a very significant element to the Marina del Rey Vision Statement.

Mr. Tripp added that the Vision Statement went before the Regional Planning Commission in September and would go before the Board of Supervisors in October. He also stated that if the Supervisors approved it, the Department would start implementing one of the short term goals of the Vision Statement, which is to update the design guidelines.

7. **Staff Report**

A. Temporary Permits Issued By The Department

Mr. Lopez reported that there were no temporary permits issued.

Public Comment
None

B. Ongoing Activities Report

Mr. Jones mentioned that the Vision Statement's most recent version was presented before the Regional Planning Commission and that they referred it to the Board of Supervisors for their review and action. It should be on the Board's agenda by the end of October

Ms. Gutierrez mentioned that the second scoping meeting for the Mariner's Village project was well attended and that new issues were discussed. She added that the new issues would be incorporated into the Draft Environmental Impact Report (DEIR).

All other reports were received and filed.

Public Comment
Jon Nahhas spoke about the Brown Act and the Vision Statement process.

C. Marina del Rey Special Events

Mr. Jones stated that the summer concert series was successfully completed, that Discover Marina del Rey would be held on Sunday, October 12th, and that a movie would be shown at Chace Park to celebrate Halloween.

Public Comment
Patricia Younis announced that the Marina del Rey Historical Society event "Tribute!" honoring Jerry B. Epstein for his contributions to Marina del Rey would take place on October 24th at 6 p.m.

Tim Riley reitterrated Ms. Younis comments.

Jon Nahhas spoke about recognizing individuals that assisted in developing Marina del Rey and music genres at the concerts.

Chair Phinney asked staff about the Chase Bank sign located on Lincoln Blvd. He mentioned that he did not recall approving the sign and asked staff to report on the matter.

Amy Caves replied that discussing this item at the current meeting would be a violation of the Brown Act as it was not included on the agenda, however the Board could ask staff to report back at the next meeting.

On a motion of Chair Phinney, seconded by Vice Chair Jubany the Board voted to place a report on the Chase Bank sign on the next agenda.

Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong

Chair Phinney suggested that the DCB acknowledge the 50th anniversary throughout the next year and suggested that each meeting (12 meetings) be dedicated to a historical event or person that has made an impact on the Marina.

On a motion of Chair Phinney, seconded by Vice Chair Jubany the Board voted to place on the agenda for the next meeting, a discussion item on dedicating each of the 12 meetings in 2015 to a different historical event or person that made an impact in Marina del Rey.

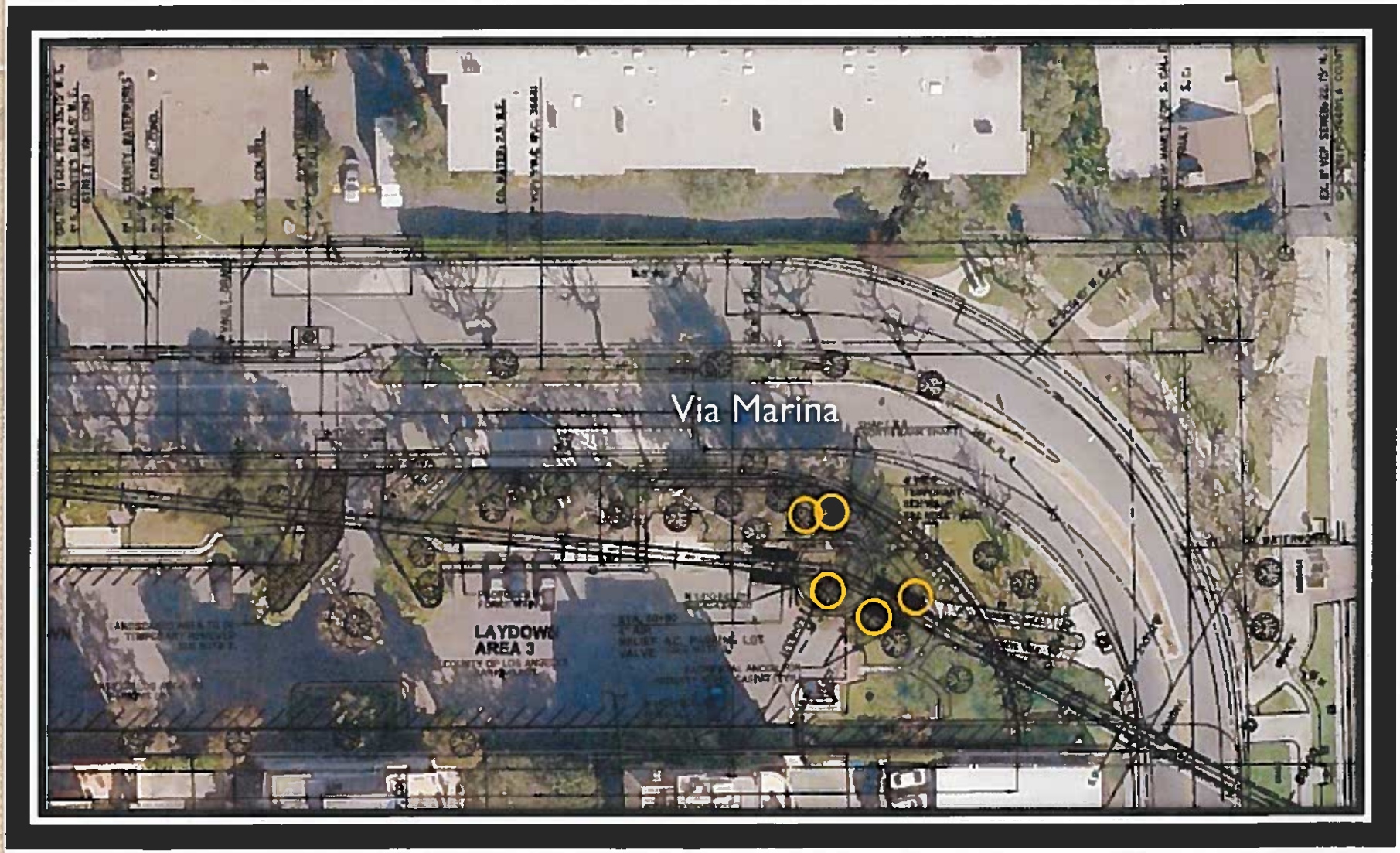
Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong

8. **Adjournment**
Chair Phinney adjourned the meeting at 3:42 PM.

Respectfully Submitted,

Yeni Maddox
Secretary for the Design Control Board

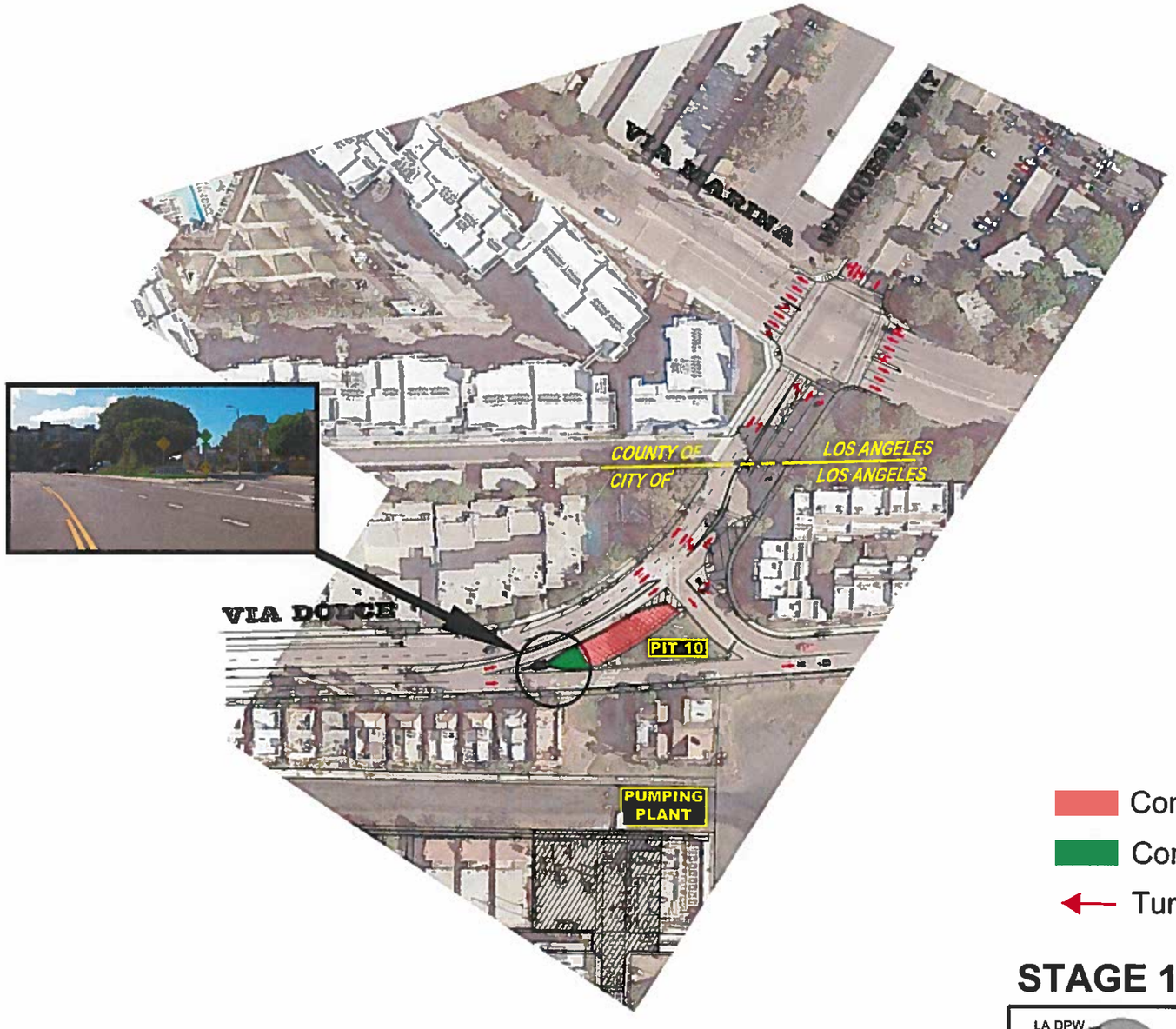
SITE PLAN – County Lot 13



- Trees to be replaced

Construction Pit Site North of Marina Del Rey Channel

○ - Trees to be replaced



Construction Staging Area

Contractor Parking

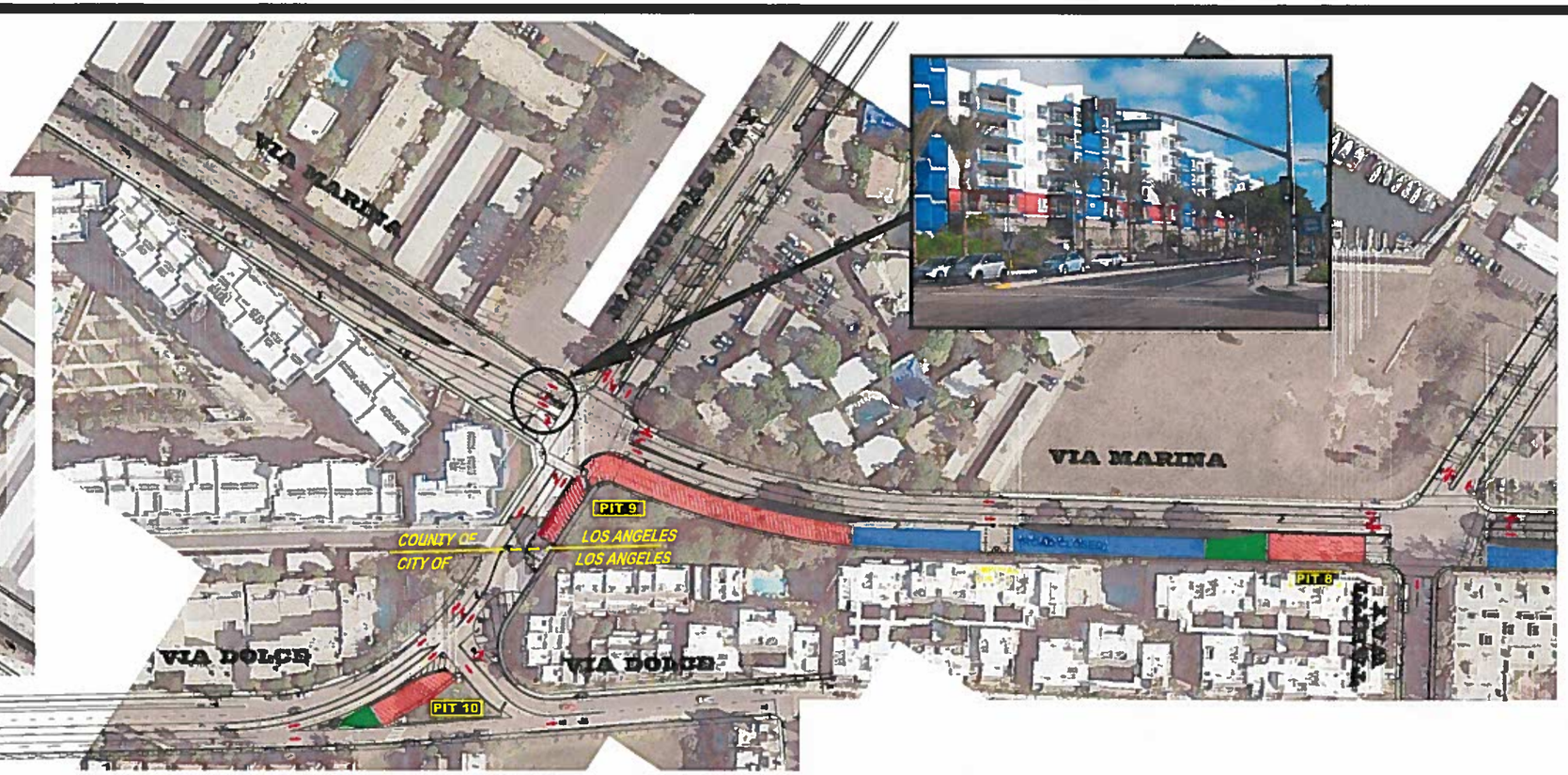
Turning Movements

STAGE 1

LA DPW ENGINEERING
SERVING THE PRESENT : DESIGNING THE FUTURE

VENICE DUAL FORCE MAIN TRAFFIC CONTROL EXHIBIT

CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING



Construction Staging Area

Contractor Parking

Emergency Vehicle Accessibility Maintained in Closed Roadway Section

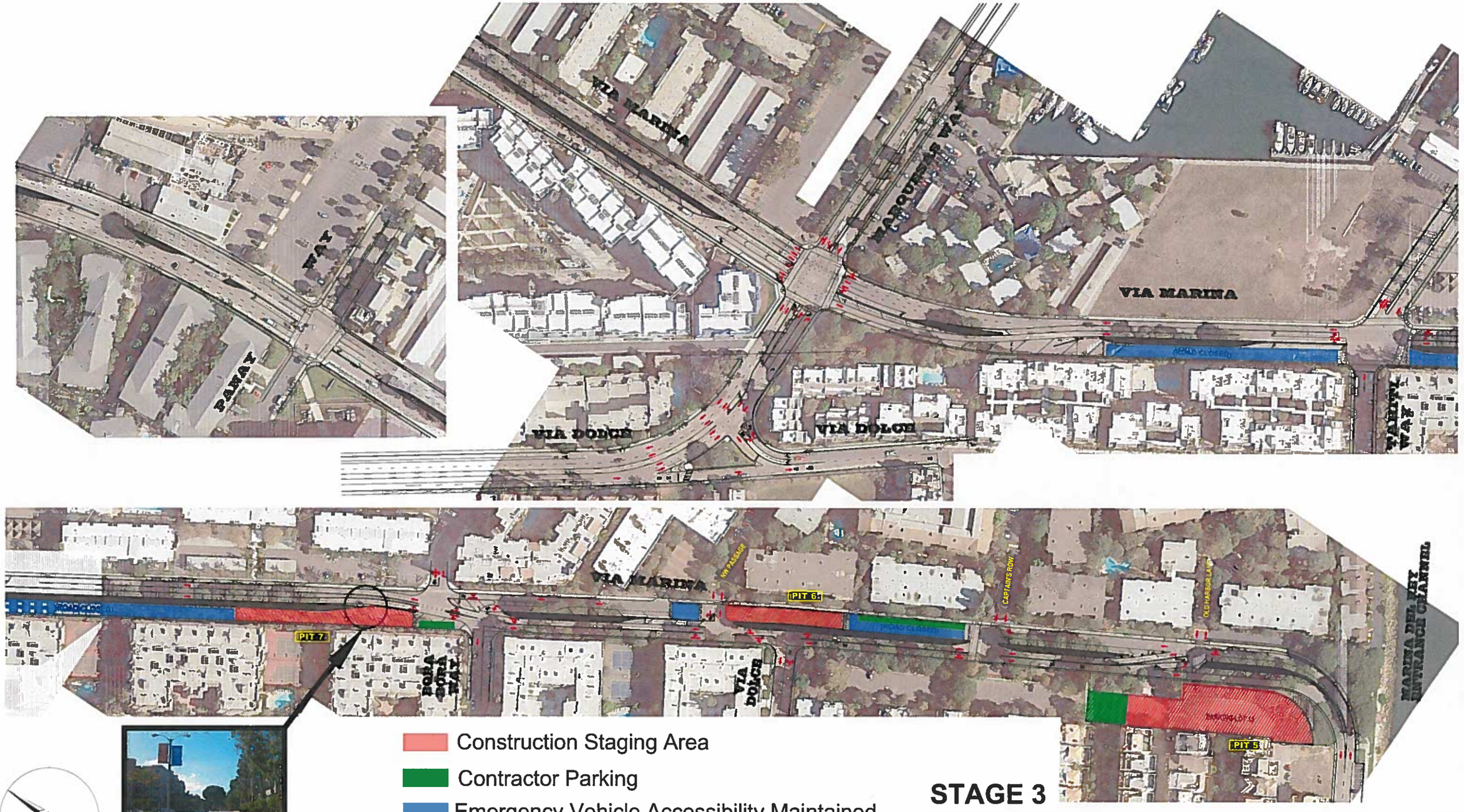
Turning Movements

STAGE 2

LA DPW ENGINEERING
SERVING THE PRESENT : DESIGNING THE FUTURE

VENICE DUAL FORCE MAIN TRAFFIC CONTROL EXHIBIT

CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING



STAGE 3

LA DPW ENGINEERING
SERVING THE PRESENT : DESIGNING THE FUTURE

VENICE DUAL FORCE MAIN TRAFFIC CONTROL EXHIBIT

CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING