

**CALIFORNIA COASTAL COMMISSION**

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49th Day: June 30, 1997  
180th Day: Nov. 8, 1997  
Staff: JLR- LB  
Staff Report: May 15, 1997  
Hearing Date: June 10-13, 1997

**STAFF REPORT: REGULAR CALENDAR**

APPLICATION NO.: 5-97-109

APPLICANT: City of Los Angeles Department of Public Works

PROJECT LOCATION: Pacific Coast Highway between Sunset Blvd. and Potrero Cyn.  
Pacific Palisades

PROJECT DESCRIPTION: Demolish existing underground Sunset Pumping Plant and construct new 4.5 mgd (million gallons a day) pumping plant to include 0.56 million gallon (mg) emergency storage facility, 11,000 foot long force main that will replace 11,000 feet (over two miles) of an existing gravity sewer that now extends along the inland side of Pacific Coast Highway. Construction will occur on the portion of the line between Sunset Boulevard and Potrero Canyon. The new sewer line will be constructed on the seaward side of Pacific Coast Highway. The project also includes rehabilitation of two pumping plants and decommissioning of the pumping plant that is being replaced.

**LOCAL APPROVALS RECEIVED:**

Los Angeles City Bureau of Engineering Approval in Concept

COASTAL ISSUES: (1) Public Access/Recreation  
(2) Water Quality/Marine Environment  
(3) Natural Hazards

**SUBSTANTIVE FILE DOCUMENTS:**

- (1) Final Environmental Impact Report (EIR), SCH #91051026 dated October, 1992
- (2) Final Revised Project Feasibility Report dated February, 1991
- (3) Geotechnical Report prepared by GEOFON Environmental dated December 21, 1992
- (4) Coastal Development Permit No. 5-93-096

**SUMMARY OF STAFF RECOMMENDATION:**

Staff is recommending approval with Special Conditions regarding public access, water quality and natural hazards.

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STAFF RECOMMENDATION:

1. Approval with Conditions.

The Commission hereby grants, subject to the conditions below, a permit for the proposed development on the grounds that the development, as conditioned, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions.

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

### III. Special Conditions.

#### 1. Beach Parking and Access

The permittee shall schedule construction and carry out the project in a manner that minimizes impacts on beach traffic along Pacific Coast Highway, where the construction is located, and on beach parking lots located seaward of the proposed excavation and adjacent to Pacific Coast Highway. Pursuant to this requirement, prior to issuance of the coastal development permit, the permittee shall submit, for the review and approval of the Executive Director, a construction schedule and beach parking management program that provides, at a minimum:

- a. No construction may occur on weekends or holidays. Construction of the storage facility, and any other facility that may result in lane closure lasting more than a few hours shall occur in the fall, after Labor Day.
- b. Access to all County parking lots shall be preserved during construction by the provision of automobile bridges over the trench. Applicant shall not close the parking lots as part of this construction, even when the trench is between the parking lot and the road. The traffic capacity of the entrance driveways shall be preserved during daylight hours.
- c. The applicant shall prepare a map showing the road shoulder parking areas on the seaward side of Pacific Coast Highway located in project area. No more than ten (10%) of such area(s) may be disrupted or removed from parking at one time.

The permittee shall undertake development in accordance with the approved construction schedule and approved beach parking management program.

#### 2. Siltation

Prior to issuance of the permit the applicant shall submit, for the review and written approval of the Executive Director, a siltation and erosion control plan to prevent siltation into streams and the Pacific Ocean. The plan should conform to the City of Los Angeles grading ordinance requirements for temporary stabilization and should include at a minimum, covering of all stockpiles during the rainy season (October 1--March 15), placement of sandbags to the standards of the grading ordinance, and a plan of supplementary measures in the event of a 20 year storm. The permittee shall carry out this provision of the permit so that no siltation occurs.

#### 3. State Lands Commission Review

Prior to issuance of the coastal development permit, the applicant shall obtain a written determination from the State Lands Commission that:

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- a) No state lands are involved in the development; or
- b) State Lands are involved in the development, and all permits required by the State Lands Commission have been obtained; or
- c) State Lands may be involved in the development, but pending a final determination of state lands involvement, an agreement has been made by the applicant with the State Lands Commission for the project to proceed without prejudice to the determination.

4. Traffic Control

Prior to issuance of the permit, the applicant shall submit, for the review and approval of the Executive Director, an agreement with the California Department of Transportation (Caltrans) for managing traffic during construction. The agreement must demonstrate that traffic during construction will be managed to the degree necessary to protect beach traffic (north bound morning traffic and south bound afternoon traffic) during summer weekends and holidays, in addition to protecting business & commuter traffic as required by Department of Transportation.

5. Evidence of Legal Ability to Use Property

Prior to issuance of the coastal development permit, and subject to the review and approval of the Executive Director, the applicant shall provide evidence of its legal ability to undertake development on all properties identified on the project description. Such legal evidence must consist of one or more of the following: 1) written easements, 2) letters of agreement from the affected property owners, including State of California, accompanied by evidence satisfactory to the Executive Director that signs of the letter either own the property and have the legal ability to give permission for development, 3) appropriate court orders, granting the City the right to develop, 4) or the City's title to the property.

4. Assumption of Risk/Indemnification

Prior to issuance of the coastal development permit, the applicant shall either submit a written agreement in a form and content agreeable to the Executive Director, or execute and record a deed restriction in a form and content agreeable to the Executive Director. The agreement or deed restriction shall provide: (a) the applicant understands that the site may be subject to extraordinary hazards from landslides and the applicant assumes the liability from such hazards; and (b) the applicant unconditionally waives any claim of liability on the part of the Commission, and agrees to indemnify and hold harmless the Commission, its officers, agents, and employees, for any damages resulting from the Commission's approval of the project.

### III. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares as follows:

#### A. Description and Background

The City of Los Angeles maintains a sewer line serving the Pacific Palisides district. Sewage is collected in gravity mains that serve laterals that run down underneath coastal canyons to the Pacific Coast Highway, which is located adjacent to the Pacific Ocean. Sewage is then pumped in a force main along Pacific Coast Highway, where it eventually is routed to the City's treatment plant at Hyperion, in El Segundo. Pacific Palisades has grown, and the number of households has increased since the construction of the sewer. Near the westerly (northerly) end of the system, there is now a pumping plant that is too small to serve the present population.

The present sewer line runs on the inland side of Pacific Coast Highway. In this location it is frequently buried by landslides and bluff collapses from the seabluffs that are directly inland of the Highway. Some portions of the line have broken when the landslides in which the line is buried move. Because access to fix the line is sometimes blocked by the toe of active slides, repairing breaks is a difficult process. When the line breaks there is nowhere to store the effluent which has in the past been spilled into the ocean.

The City of Los Angeles now proposes to demolish the existing underground Sunset Pumping Plant and to construct a new 4.5 million gallons a day (mgd) pumping plant to include and 0.56 mgd emergency storage facility, 11,000 foot long force main, new gravity sewers, rehabilitate two pumping plants and decommission the old pumping plant. The four main components of the project are: the conveyance system, the Sunset pumping plant, the Sunset emergency storage facility and pressurized laterals extending up Temescal Canyon and Bel Air Bay Club Road (See Exhibit B). The pumping plant and emergency storage facility will be located below the ground. The pipeline along Pacific Coast Highway will be replaced on the seaward side of the Pacific Coast Highway right-of-way. (Exhibits C and B)) The proposed project is designed to reduce the potential for sewage spills and other malfunctions along a portion of the Coastal Interceptor Sewer and was mandated by a 1987 Settlement Agreement between the City of Los Angeles and the State Regional Water Quality Control Board.

This project has been approved by the Commission before. On December 15, 1994 the Commission conditionally approved Coastal Development Permit No. 5-93-096 for this identical project. The City then amended to project to remove a lateral that extended up Las Pulgas canyon, a geologically active canyon that also contained a small riparian area. After the amendment was approved, the permit expired before the City could begin construction. The project as now proposed is identical to the project the Commission approved before except that the Las Pulgas Canyon lateral is not part of this project.

The Commission's previous conditional approval included Special Conditions regarding public access, natural habitat, water quality and natural hazards. As noted above, the original project included lateral lines in Temescal Canyon, and Bel Air Bay Club Road.

**B. Public Access and Public Recreation**

The proposed development is located between the first public road and the sea, requiring the Commission to evaluate the project in terms of the public access and public recreation policies of the Coastal Act. The following Sections of the Coastal Act are relevant:

**Section 30210**

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse

**Section 30211**

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

**Section 30212**

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,
- (2) adequate access exists nearby, or,
- (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

**Section 30221**

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

The City proposes to excavate a large trench along the seaward side of Pacific Coast Highway and bury the new pipeline in the trench. While there will be no impacts on public access after the project is completed, there are potential impacts during construction from two factors: it will be necessary to bridge the trench to keep driveways to existing beach parking lots open, and the

excavation may temporarily displace beach parking on the seaward shoulder of Pacific Coast Highway. As noted above, this portion of the project is 11,000 feet long, which will impact slightly more than two miles of Pacific Coast Highway. This portion of Pacific Coast Highway extends along the beach from Santa Monica to Oxnard, slightly more than 35 miles. The force main extends from Sunset Boulevard to Potrero Canyon, opposite an entrance of Will Rogers State Beach.

The seaward side of the Pacific Coast Highway currently provides curb-side public parking for beach users. Also, a portion of the pipeline will be buried in a trench in the public beach parking lot at Will Rogers State Beach, which is a heavily used public recreational beach. The construction activities necessary to install these pipelines will disrupt beach access traffic, which is heavy on summer weekends. The City acknowledges that construction activities could have adverse impacts on beach activities and proposes the following mitigation measures:

Insofar as construction effects are concerned, coastal access would be restricted for short periods of time, generally varying from several days to several weeks. Mitigation would consist of the following measures: (1) conduct construction activities during off-peak winter months as much as possible, (2) stage and sequence construction activities to minimize the area affected at any one given time, (3) construct the project as quickly as possible and (4) confine construction areas as much as possible, taking into account the need to maintain as much public parking as possible.

The City's construction mitigation measures state the intention of minimizing impacts on beach parking. However, the City has not submitted any specific implementation measures. These measures can be clarified and amplified, as recommended in the Commission's special conditions so that the City will 1) maintain access to all public beach parking lots, and 2) as conditioned, limit disruption of shoulder parking to no more than 10% of the existing parking at one time, refrain from installation of the pumping plant until the winter. Special Condition one requires a schedule and other controls on construction activities to minimize adverse impacts on beach access. Only as conditioned, can the Commission find that the proposed project is consistent with Sections 30211 and 30252 of the Coastal Act which require that new development enhance and not interfere with public access to the Coast.

### C. Natural Hazards

Section 30253 states, in part, that:

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The Pacific Palisades has a long history of geologic instability. Recent landslides have affected existing structures, and historic and ancient landslide formations create difficulties in building new structures safely. The Commission has both denied and approved projects in the area. Numerous prehistoric (older) slides are located under Pacific Coast Highway. Also, historic (younger) landslides are located both along and above the highway within the adjacent cliffs and terraces. Within the project area, there are many landslides due to poor drainage, high and/or perched water tables, and relatively low-strength bedrock dipping at an angle favorable for sliding. Additionally, the alluvial and terrace deposits, which are poorly indurated and cemented, are prone to erosion, consequently contributing to sliding. In order to minimize disturbance to slides along the cliff on the inland side of Pacific Coast Highway, the City is proposing to place the sewer line on the seaward side of Pacific Coast Highway rather than the landward side which would be at the toe of the cliffs. On the landward side there is a much greater chance that the sewer line would be placed on an active slide and that portions of the line would be buried if a landslide were to occur. However, the City acknowledges that the toes of some slides extend seaward of Pacific Coast Highway and even offshore.

Under Section 30253 of the Coastal Act new development in areas of high geologic, flood, and fire hazard may occur so long as risks to life and property are minimized and the other policies of Chapter 3 are met. The Coastal Act recognizes that new development may involve the taking of some risk. When development in areas of identified hazards is proposed, the Commission considers the hazard associated with the project site and the potential cost to the public, as well as the individual's right to use his property. Following is some background information submitted by the City:

The greatest threat to the sewer is associated with the potential for mass landsliding to occur beneath the pipeline. The portions of pipeline alignment which are most vulnerable are within the Edgewater Towers slide area and the Bay Club slide area. It is not feasible to realign the sewer and avoid these slides. Therefore, it should be anticipated that the installed sewer pipe would be subject to movement and associated stress increases as these slides move.

Damage to the sewer as a result of wave erosion is a possibility, especially at the Edgewater Towers landslide. In this area, restrained--joint pipe would be used as the primary response to this situation. Also, the need for shore protection in this area will be considered during design.

The City's technical report raises the possibility that, in the future, shoreline protection will be necessary to protect this line. The Commission notes that, after this report was written, the Executive director granted, and the Commission concurred with an emergency permit that allowed the Department of Transportation, Caltrans, to construct a revetment on the Seaward side of Pacific Coast Highway extending from Sunset Boulevard to the Bel Air Bay Club to protect both PCH and a utility line that serves Malibu. Edgewater Towers is located directly east (Downcoast) of Sunset--so the portion of the line that could be threatened by wave action is now protected by the revetment that



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Caltrans has already constructed. Caltrans is developing a study of design alternatives for this revetment as part of its application for a permanent project. This present project will be located behind the revetment or whatever shoreline protective device is eventually incorporated in Caltrans application for a permanent seawall.

According to this summary, the City's technical reports concentrate on the safety of the pipe and conclude that while earth movements may damage the pipe, the measures taken will minimize water quality damage and failure. In its initial approval, the Commission noted that one of the side canyons, Las Pulgas canyon, was geologically active. Digging at the toe of the slope in Las Pulgas could result in slides which could damage homes. Subsequently the City removed the Las Pulgas Canyon later from the project.

The City has prepared a risk management program that describes the measures it will take to avoid damage to any homes located on the inland side of Pacific Coastal Highway. The toe of the slope is 150 to 200 feet south of most of the bluff top homes. The Commission finds that the relocation of the line reduces the risk to these homes by setting the trench back an additional 100 feet. The Commission notes that there is also a risk of instability if the sewer line continues releasing effluent on the inland side of Pacific Coast Highway closer to the slides. Such a break could also be accompanied by serious hazards to public health. The Commission notes that this is a necessary project and some risk is inevitable. Because the development must be undertaken in a location where there may be a stability problem, the project must be undertaken in a manner that minimizes risk. The Commission notes, however, that the project is designed to be placed in the least risky location that the City could identify, given the necessity of the project. The Coastal Act requires that new development minimize the risks to life and property in areas of high geologic hazard. Because this project presents risks from such hazards, the Commission finds that the permit is consistent with the Coastal Act only if the applicant agrees to waive claims of liability against the Commission and to indemnify the Commission in the event the Commission is sued in connection with the project. As conditioned, the project is consistent with section 30253 of the Coastal Act.

#### D. Water Quality//Marine Environment

The Following Coastal Act Sections are relevant:

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30220 of the Coastal Act states:

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

The proposed project involves replacement of a damaged portion of the Coastal Interceptor Sewer and reconfiguration of pumping facilities to move sewage to a gravity line that extends from Sunset Boulevard to a City of Santa Monica sewer system. The sewage is then conveyed into a City of Los Angeles Coastal Interceptor System, which carries it to the Hyperion Treatment Facility located in Playa del Rey. The proposed improvements are located in an area that has historically been subject to landslide earth movements. The proposed project has been designed to minimize pipeline ruptures and breaks. Following is some background information, as submitted by the City:

The project is being developed in response to a 1987 Settlement Agreement between the City of Los Angeles and the State Regional Water Quality Control Board in which the City agreed to plan, design, construct and maintain a number of projects, including the Sunset Project. Additionally, the project is being designed to meet the goals of the City of Los Angeles, Department of Public Works' Clean Water Program.

The following is quoted from the Settlement Agreement:

"Relocate a portion of the existing force main along Pacific Coast Highway. The existing force main is situated in an area historically subject to earth movements which have led to pipe shearing, separation and alignment distortion incidents. The relocated force main will be designed to minimize the risk of ruptures and breaks caused by earth movements."

In addition, the Agreement requires construction of a new pumping system with the capacity to store approximately three hours of flow in the event of a disruption of service. Construction is scheduled to begin in late 1995 and will be complete in late 1997.

The original sewer line in Pacific Coast Highway was constructed in the 1920's and consisted of vitrified clay pipes. In the 1950's it was reconstructed to accommodate additional capacity. Also, because of damage from landslides, three additional pumping stations were added. However, landslides continued

to result in power outages and other incidents resulting in sewer spills that have resulted with discharges to the Santa Monica Bay. Subsequently, in response to this situation, the City entered into a Settlement Agreement with the State Water Quality Control Board.

In order to minimize potential pipe ruptures, the City has designed the project to minimize landslide damage. Those design provisions include maintaining "as flexible as possible and hang or support the pipe within a larger structural box or casing pipe" and to locate the pipe out of known landslide areas. Therefore, the Commission finds that the proposed project has been designed to minimize the frequency of spills and sewage discharges onto the beach and Santa Monica Bay.

The proposed excavation involves a minimal amount of soil because the entire 11,000 foot long sewer line will not be constructed at one time. Instead, it will be constructed in stages. However, the project will be constructed during the winter time to avoid impacting beach crowds. If rainstorm occurred when any substantial quantity of soil was stockpiled, it could result in siltation into the ocean. The PCH shoulder where the trench will be excavated is adjacent to the ocean. Even though the city proposes to expose only a small amount of soil at one time, if there is any erosion it will flow directly into the ocean. Therefore the Commission requires that the City follow its own grading ordinance and require the contractor to install the temporary erosion control measures that the City requires of private developers.

While such measures have limited effectiveness during a 50 or a 100 year storm event, such measures will reduce the possibility of siltation during normal lighter winter rainstorms.

The Commission finds that, as designed, and as conditioned the proposed project will enhance and protect the marine environment/water quality of Santa Monica Bay, consistent with the provisions of Sections 30230 and 30231 of the Coastal Act.

#### E. Local Coastal Program

Section 30604(a) of the Coastal Act states that:

Prior to certification of the local coastal program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with Chapter 3 (commencing with Section 30200) and that the permitted development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with Chapter 3 (commencing with Section 30200). A denial of a coastal development permit on grounds it would prejudice the ability of the local government to prepare a local coastal program that is in conformity with Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for that conclusion.

In May of 1979, the Commission approved a work program for the City of Los Angeles LCP. The program contained provisions for the protection of public recreational use of Mill Rogers State Beach. The City has not prepared a

draft LUP for the area and has not addressed the specific public access and public recreational issues. However, as conditioned to minimize adverse construction activities, on beach access, the development will not create adverse impacts on public recreation and provides a planning decision to assure the continued public recreational use of Will Rogers State Beach, prior to certification of the LCP. Therefore, the Commission finds that, as conditioned, approval of the proposed development will not prejudice the City's ability to prepare a Local Coastal Program which is consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

F. Consistency with the California Environmental Quality Act (CEQA)

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the applicable policies of the Coastal Act regarding public access/recreation, natural hazards and water quality/marine environment. Mitigation measures, which include a beach parking program, an assumption of risk and a siltation/erosion control plan will minimize all adverse impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

H. State Lands Review

In a letter dated June 11, 1992, the staff of the State Lands Commission determined that portions of the proposed project appear to be located within their jurisdiction. Following is an excerpt from that letter:

Portions of the proposed project appear to be located on (1) ungranted sovereign lands, for which administrative jurisdiction has been transferred to the State Department of Parks and Recreation (JTO 5 and 12), (2) ungranted sovereign lands that remain under the jurisdiction of the SLC, and (3) lands immediately adjacent to or under a State Highway. Therefore, the proposed project will require authorization from both the State Department of Parks and Recreation, the Department of Transportation, and the SLC.

Therefore, staff is recommending a special condition requiring the applicant to obtain approval from the State Lands Commission.



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Exhibit A  
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The potential northerly extension has been deleted from this project. It will be the subject of a separate environmental document.

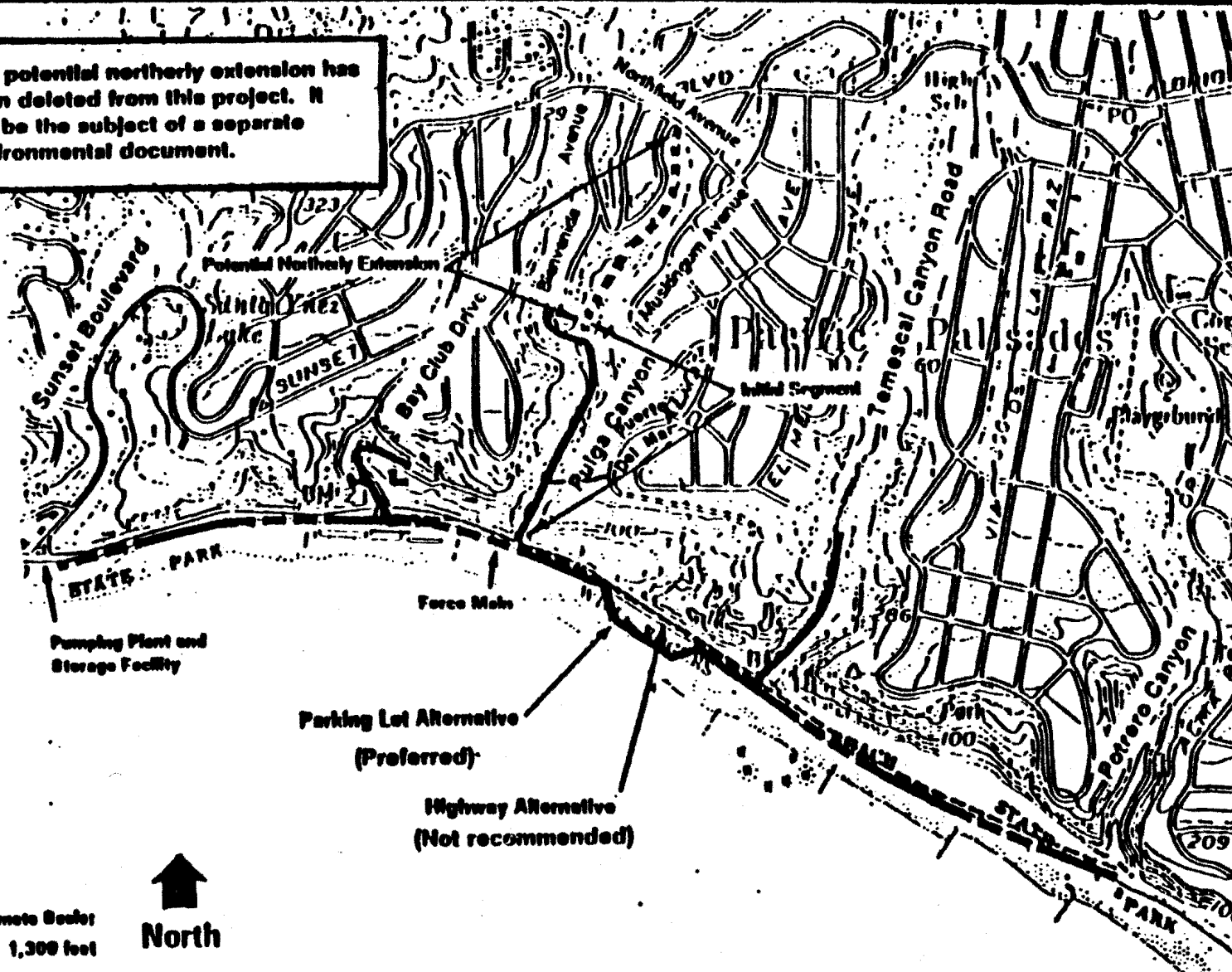


Exhibit B  
5-97-109

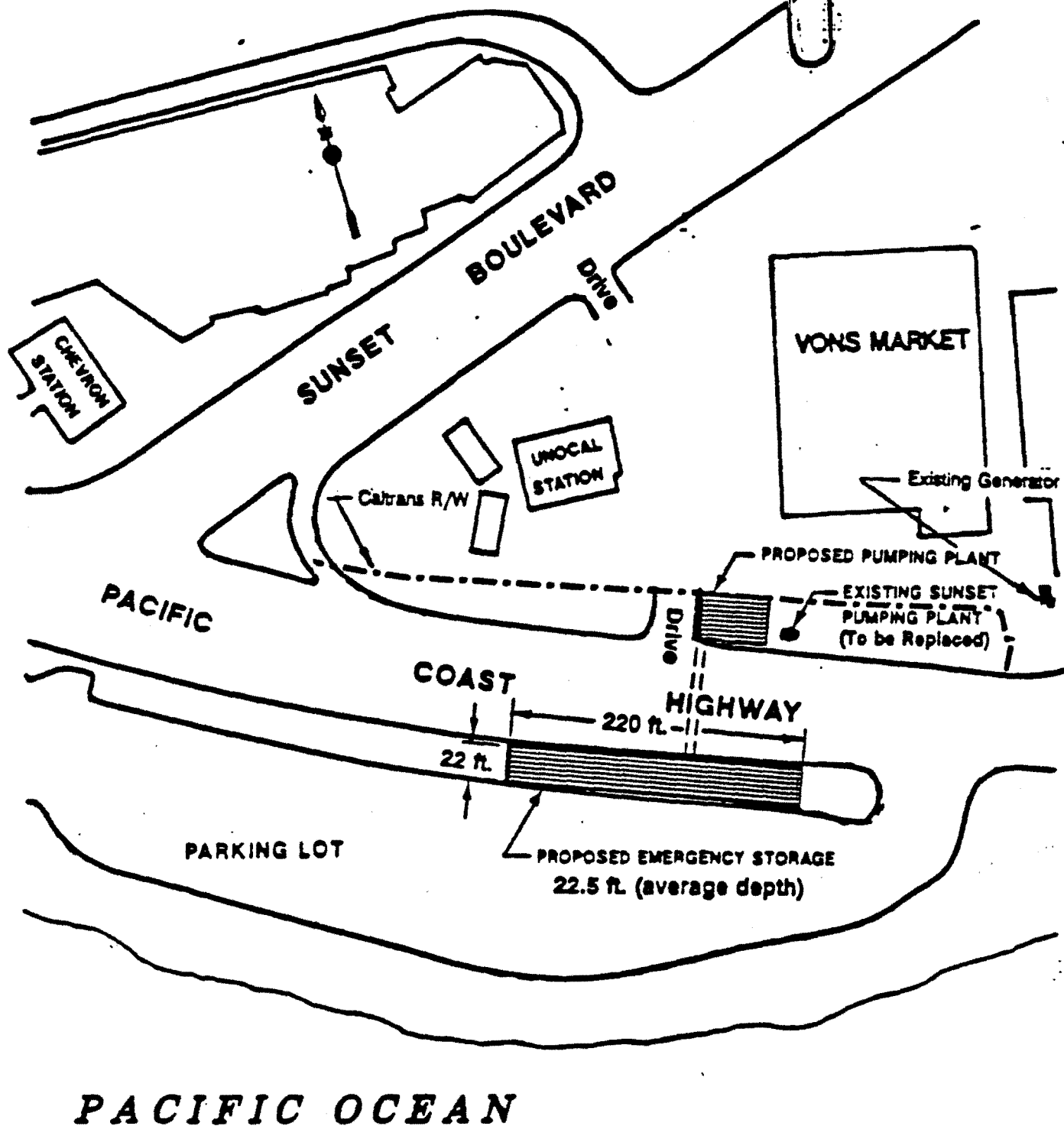
# Sunset Pumping Plant and Force Main Environmental Impact Report

City of Los Angeles  
W. EXX31458

Myra L. & Associates, Inc.

Revised Figure For Figure S-1  
and Figure 1-2  
Project Location

Source: City of Los Angeles, 1991



# **Sunset Pumping Plant and Force Main Environmental Impact Report**

Mvra L. Frank & Associates, Inc.

**Figure 1-5  
Facility Locations**

Source: Boyle Engineering, 1991

**Exhibit C**  
**5-97-109**

TABLE S-1  
SUNSET PUMPING PLANT AND FORCE MAIN IN PACIFIC COAST HIGHWAY  
SUMMARY OF ENVIRONMENTAL IMPACTS

ENVIRONMENTAL IMPACT CATEGORY	POTENTIAL ENVIRONMENTAL EFFECTS	SIGNIFICANCE	MITIGATION MEASURES	NETO
GEOLOGY, SOILS, SEISMIC CONDITIONS	The project is in a seismically active zone. The Santa Monica/Malibu Coast Fault system is in proximity to the project area, and strong ground motion is likely in the future, should an earthquake occur.	Potentially adverse. Potentially significant.	Utilize proper design and construction techniques to maintain safety. Structural design measures, as detailed in the Uniform Building Code and local building codes, would minimize potential effects.	Not significant
	The risk exists for rock and/or soil debris to slide into the project area from the slopes above Pacific Coast Highway.	Potentially adverse. Potentially significant.	The project geologist should inspect exposed bedrock on excavation proceeds, and excavations should be shored to maintain stability during construction.	Not significant
	The fill in Lower Ridge Canyon contains various types of debris and may not provide adequate structural support.	Potentially adverse. Potentially significant.	Geotechnical constraints would be mitigated by placing the pipe at a shallow depth. If necessary, the existing fill may be excavated and recompacted or stabilized with geotechnical fabric and gravel bedding.	Not significant
	Positive dust and conditions favorable for wind and water erosion may result from construction activities.	Minor adverse. Not significant.	Site watering would be used to control fugitive dust emissions.	Not significant
	Seepage indicates concentrations of hydrogen sulfide gas. Following construction there may be the potential for this gas to accumulate within structures.	Minor adverse. Not significant.	A procedure for detecting and venting hydrogen sulfide gases must be in place during construction, and a permanent method for venting the gas after construction must be provided.	Not significant
	Groundwater levels will fluctuate seasonally with rainfall and recharge conditions in the construction area. The proposed pumping plant would extend below the permanent groundwater level. In addition, construction could interfere with surface drainage.	Minor adverse. Not significant.	Drainage may be required during construction. Groundwater can be controlled during excavation using pumps and pumps. Temporary berms or catch basins during heavy wet weather periods may be necessary.	Not significant

Exhibit D  
7084  
5-97-109



**TABLE 9-1**

ENVIRONMENTAL IMPACT CATEGORY	POTENTIAL ENVIRONMENTAL EFFECTS	SIGNIFICANCE	MITIGATION MEASURES	NET/RESIDUAL IMPACT
	There is a potential for landside damage to the proposed project, especially vulnerable pipeline sections within the Edgewood Towers and Bay Club slide areas.	Potentially adverse. Potentially significant.	Incorporate measures to minimize the potential for landside damage into the project design. Include provisions for maintaining the pipe as flexible as possible and having or support the pipe within a larger structural box or casing pipe in areas subject to slide movement. Locate pipe outside of known slide areas whenever possible.	Not significant.
PLANTS AND ANIMALS	No adverse impacts to wildlife or sensitive plant species is anticipated.  Construction could disturb the riparian and sage scrub habitat along a corridor in Pulga Canyon.	No effect.  Potentially adverse. Potentially significant.	None required.  Mitigation would be determined by the CDFG as part of the Streambed Alteration Agreement process, if required.	Not significant.
AIR QUALITY	Emissions would be generated from diesel or gasoline powered construction equipment during construction activities. Another source of mobile pollutants would be generated from vehicles used for the transport of workers. Fugitive dust would be generated by construction activities such as trenching and earth movement, excavation and equipment movement.  Caline 3 computer models indicate that in no case would the federal one-hour standard or the state standard for CO concentration be violated as the result of construction activity.  Because the proposed facility would convey sewage, the possibility of leakage also carries the possibility that odors would be released.	Minor adverse. Not significant.  No effect.  Not significant.	Adherence to SCAQMD Rule 403. Typical measures related to construction procedures and equipment maintenance.  The proposed facilities would provide improved reliability over present conditions. Protection against release of odors would be provided as part of the design of the proposed project, which would seal the force main, all access structures and the emergency storage facility.	Not significant.  Beneficial.

Ex. 6.1c

Exh. bit D

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TABLE B-1  
BUREAU OF REVENUE PLANT AND FORCE MAIN IN PACIFIC COAST HIGHWAY  
SUMMARY OF ENVIRONMENTAL IMPACTS (continued)

ENVIRONMENTAL IMPACT CATEGORY	POTENTIAL ENVIRONMENTAL EFFECTS	SIGNIFICANCE	MITIGATION MEASURES	RESIDUAL IMPACT
WATER QUALITY/ RUNOFF	Construction of the force main and laterals would require crossing storm drains. Temporary disruption of the overland drainage in Puja Canyon and along Temeacal Canyon Road would occur along with possible erosion and siltation in the Puja Canyon creek. Construction would intersect the groundwater table in some areas and added construction-related constituents to surface runoff.	Minor adverse. Not significant.	Steep construction areas duty to control sedimentation. Spray or cover storage piles to avoid dust production. The use of standard control techniques such as hay bales in steeper areas would minimize the amount of sediment reaching the drainage course. Test and treat groundwater from dis- vented sites before discharge.	Not significant.
	Once constructed, the project would improve water quality by eliminating spills and overflows into the ground and into Santa Monica Bay.	Beneficial.	None required.	
COASTAL ISSUES	Construction of the project would affect access to the coastal ship temporarily. Local beach activity would be disrupted during pile installation.	Minor adverse. Not significant.	Construction would be restricted to the off peak season and its effects would be temporary.	Not significant.
	Project operations would improve Santa Monica Bay water quality and would greatly reduce spills.	Beneficial.	None required.	
NOISE	Construction activities would result in substantial numbers of residential units experiencing significant adverse effects, particularly, those affected by nighttime construction.	Significant adverse.	Construction would be temporary. Daytime construction would be used where practicable. Contractors would be required to adhere to prescribed mitigation measures. Community liaison efforts would be pursued.	Potentially significant.
RISK OF UPSET	Project improves waste conveyance reliability.	Beneficial.	None required.	
GROWTH RESTRAINT	By basing average flow on the United Plan approved population, the project has been determined to not provide an inducement to growth.	No effect.	None required.	
LAND USE, FACILITIES AND RECREATION	During construction parking spaces along the southbound shoulder of PCH would be temporarily displaced by construction material and equipment. Access points to beach and surfing areas may be temporarily reduced.	Minor adverse. Not significant.	Off peak construction, duty of site handling of removed materials, daily removal of equipment to a staging area.	Not significant.
	The Bureau Pumping Plant would displace five to ten parking spaces in the area of the Vista Supermarket parking lot and Union 76 station, if an above ground structure is used.	Not significant.	None proposed.	Not significant.
	Long-term effects are reduced spills.	Beneficial.	None required.	

Exhibit  
304  
5-97-109

TABLE 8-1  
SUNSET VIEWING PLANT AND FORCE MAIN IN PACIFIC COAST HIGHWAY  
JULY 1997 OF ENVIRONMENTAL IMPACTS (continued)

ENVIRONMENTAL IMPACT CATEGORY	POTENTIAL ENVIRONMENTAL EFFECTS	SIGNIFICANCE	MITIGATION MEASURES	RESIDUAL IMPACT
TRANSPORTATION, PARKING AND ACCESS	Construction activities produce lane closures and traffic delays. Construction of proposed alignment results in less impacts than highway alignment.	Adverse. Not significant to potentially significant.	Require nighttime construction or daytime detours in Pacific Coast Highway. Implement Caltrans and locally approved traffic measures.	Not significant. Daytime detours could have reduced significant adverse effect.
	Temporary loss of coastal parking.	Minor adverse. Not significant.	Coordinate construction to off-peak beach season.	Not significant.
AESTHETICS AND VISUAL	Construction activities produce unsightly appearance in localized areas. Potential light and glare effects on adjacent residential areas.	Minor adverse. Not significant.	Provide shielding if appropriate. Maintain orderly construction sites.	Not significant.
	Above-ground electrical building at Sunset Pumping Plant changes existing visual environment.	Minor adverse. Not significant.	Design building to be compatible with its surroundings or place equipment below grade.	Not significant.
CULTURAL RESOURCES	Potential disruption of archaeological resources.	Potentially adverse. Potentially significant.	Monitor construction for the presence of archaeological artifacts. Cease construction if artifacts are found and institute appropriate recovery procedures.	Not significant.
	No effects on historic resources.	No effects.	None required.	

Exhibit D  
4044

5-97-109

## DEPARTMENT OF PARKS AND RECREATION

Angeles District  
1925 Las Virgenes Road  
Calabasas, California 91302  
(818) 880-0350

August 11, 1994

Thomas W. Gwyn, Chairman  
California Coastal Commission  
89 South California Street, 2nd Floor  
Ventura, California 93001

Re: Application No. S-93-96

Dear Chairman Gwyn:

Please be aware that this permit is requested for a project that originally included construction of sewer facilities on lands that are part of Will Rogers State Beach. Since my only recent knowledge of this project was the description contained in your meeting notice, which I only received yesterday, I have been unable to obtain additional information regarding the current configuration and status of the project. As a result, I request that approval of this project not be considered until the California Park Service has been given adequate information and time to review, comment and permit any entrance onto State owned parkland and any impacts to park resources.

Thank you for your assistance.

Sincerely,



Daniel C. Preece  
District Superintendent

DEPT OF  
BEACHES & HARBORS

AUG 11 '94

	No.	Ad.
Wisniewski		
Kendall		
Comm. Servs.		
Lifeguard		
Planning		
Safety & San.		
Judge		
Pers. & Pay.		
Info. Sys.		

Exhibit E  
5-97-109



COUNTY OF LOS ANGELES  
DEPARTMENT OF BEACHES AND HARBORS

August 10, 1994



STAN WISNIEWSKI  
DIRECTOR

JUDITH KENDALL  
DEPUTY DIRECTOR

Mr. Tom Gwynn, Chair  
California Coastal Commission  
45 Fremont St.  
San Francisco, CA 94105-2219

Dear Mr. Gwynn:

CITY OF LOS ANGELES--SUNSET PUMPING PLANT

The Department of Public Works of the City of Los Angeles has applied for a coastal development permit from your agency for a new sewage pumping plant at the intersection of Pacific Coast Highway and Sunset Boulevard in the City of Los Angeles. It is scheduled as item F-6-b on the calendar for Friday, August 12, 1994. I request that the item be postponed for the reasons set forth below.

At its March 18, 1992 meeting, the Los Angeles County Beach Advisory Committee (which oversees development activities on County managed beaches), unanimously opposed this project--see attached minutes for the Committee's discussion of the project.

While in mid-1993, we worked with L.A. City on the issue of lost revenue that would result from any disruption to our beach parking facilities, the City Department of Public Works has since made no effort to coordinate any such construction project with this department (an important clearance since this department has operational control over Will Rogers State Beach).

We have not seen a project description or a project schedule needed to fully assess the impact of this project on our operations at Will Rogers State Beach. Moreover, the project needs to be reconsidered by our County of Los Angeles Beach Advisory Committee.

Until we can review this project's impact on our beach operations and review it with our Beach Advisory Committee, I request that your Commission withhold consideration of this permit application.

Very truly yours,

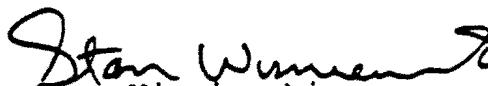
  
Stan Wisniewski  
Director

Exhibit F  
5-97-11

SW:cec  
Attachment

cc: Robert Horii, Los Angeles Department of Public Works  
Beach Advisory Committee Members

## DEPARTMENT OF PARKS AND RECREATION

Angeles District  
1925 Las Virgenes  
Calabasas, CA 91302  
(818) 880-0362



November 21, 1994

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NOV 23 1994

CALIFORNIA  
COASTAL COMMISSION  
SOUTH COAST DISTRICT

Mr. Ferdy Chan  
City of Los Angeles  
Bureau of Engineering  
650 South Spring ST. Suite 200  
Los Angeles, CA 90014-1911

Re: SUNSET PUMPING PLANT AND FORCE MAIN IN PCH

Dear Mr. Chan:

Per your request, I am writing this letter to confirm that the California Department of Parks and Recreation has given tentative approval to the City of Los Angeles for the sewer pipeline project through Will Rogers State Beach.

I have been in contact with Mr. Rick Brown, City of Los Angeles, Real Estate Division, and we are working towards an agreement regarding the details of this project. I am waiting for the legal description and appraisal of the affect lands. As soon as I receive this information, Mr. Brown and I will be able to finalize our discussions. If you need any additional information, please call.

Sincerely,

Richard Rozzelle  
Associate Land Agent

cc: James L. Ryan, Coastal Planner, California Coastal Commission

Exhibit G

5-97-109



# County of Los Angeles

Beach Advisory Committee  
13837 Fiji Way  
Marina del Rey, California 90292



Phone: (310) 305-9546

Fax: (310) 822-0119

September 29, 1994

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OCT 7 1994

CALIFORNIA  
COASTAL COMMISSION  
SOUTH COAST DISTRICT

Ms. Pamela Emerson  
Los Angeles County Area Supervisor  
California Coastal Commission  
245 West Broadway, Suite 380  
Long Beach, California 90802

Dear Ms. Emerson:

## COASTAL DEVELOPMENT PERMIT SUNSET PUMPING PLANT AND FORCE MAIN

This letter is to inform you that at its meeting of September 21, 1994, the County of Los Angeles Beach Advisory Committee (COLABAC) voted to recommend approval of the City of Los Angeles Sunset Pumping Plant and Force Main project in the Pacific Palisades area.

COLABAC has reviewed the project environmental documentation and met with representatives of the city to discuss the project and its potential impact on county operated beaches. Based on its findings, COLABAC supports implementation of the project.

Very truly yours,

*Dr. Norman Miller*  
Dr. Norman Miller  
Chairman

NM:cec  
c: COLABAC Members

Exhibit H  
5-97-109

Dr. Norman Miller  
Chairman  
John Olsen  
Vice Chairman

Fran Diamond  
Don Doyle  
Hugh Greenup  
Gary W. Hooper

Harry Kissel  
Linda Lucks  
Sharon Muravez  
Phil Parlett

Phil Pennington  
Deborah Rosenthal  
Hal Ross  
Ian Schapiro

Carole B. Stevens  
Hope Warschaw  
Jack Wood



**Myra L. Frank & Associates, Inc.**

(213) 627-5376

Fax: (213) 627-6855

Environmental Impact  
Reports and Statements

Architectural History

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OCT 5 1994

CALIFORNIA  
COASTAL COMMISSION  
SOUTH COAST DISTRICT

October 4, 1994

Charles Damm  
California Coastal Commission  
245 West Broadway  
Long Beach, CA 90802

Attn: Pam Emerson

Subject: File No. 5-93-096  
Sunset Pumping Plant and  
Force Main in Pacific Coast Highway

Dear Mr. Damm:

At the request of the City of Los Angeles, we have reviewed the final design plans for the Lower Las Pulgas Canyon and confirm that no riparian areas will be affected by the alignment of the lateral connections in Las Pulgas Canyon. The proposed alignment stays to the east of the roadway, up on the slope of the hill.

We hope that this answers your concerns about this important natural resource.

Sincerely,

  
Gary Petersen  
Project Manager

Exhibit I  
5-97-109



**BOARD OF PUBLIC WORKS  
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**J. P. ELLMAN**  
VICE-PRESIDENT  
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**ADAM D. DUNCAN, JR.**

**JAMES A. GIBSON**  
SECRETARY

**CITY OF LOS ANGELES**  
CALIFORNIA



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**NOV 10 1994**

**RICHARD J. RIORDAN**  
MAYOR

**CALIFORNIA**  
**COASTAL COMMISSION**  
**November 7 SOUTH COAST DISTRICT**

**DEPARTMENT OF  
PUBLIC WORKS  
BUREAU OF  
ENGINEERING  
ROBERT S. MORI**  
CITY ENGINEER

**650 SOUTH SPRING ST., SUITE 2  
LOS ANGELES, CA 90014-1911**

**Mr. James L. Ryan**  
**California Coastal Commission**  
**South Coast Area**  
**145 W. Broadway, Suite 380**  
**P. O. Box 1450**  
**Long Beach, CA 90802-4416**

**Sunset Pumping Plant**  
**and Force Main in PCH**  
**W.O. EXX31458**

**Dear Mr. Ryan:**

**SUNSET PUMPING PLANT AND FORCE MAIN IN PACIFIC COAST HWY.**  
**APPLICATION NO. 5-93-096**

The purpose of this letter is to clarify the City's position on the remaining issues which we understand still concern you.

**A. RESTORATION OF DISTURBED NATURAL HABITAT DUE TO THE  
CONSTRUCTION ACTIVITIES OF THE PROJECT.**

a. **Riparian:** As indicated in Myra Frank & Associates' letter dated October 4, 1994, there is no riparian habitat along the proposed sewer alignment in Pulga Canyon. Therefore, impact on riparian habitat due to construction activities is not expected.

b. **Coastal Sage Scrub:** In accordance with a recent cursory site reconnaissance, there is a very limited number of individual coastal sage along the proposed sewer alignment and other isolated locations. Nevertheless, the project specifications include provisions to protect and restore disturbed any habitat within the construction easement.

It is fully expected that the proposed sewer alignment easement will provide sufficient area for all necessary revegetation works. However, at a recent meeting, you requested that our staff investigate the possibility of conducting off site vegetation. The project team has identified a possible site as shown in the attached location map. This parcel is under the jurisdiction of the Department of Public Works, and approval to use this parcel for revegetation appears attainable. Furthermore, the project can specify the contractor to submit a thorough botanical survey by qualified personnel and submit remedial efforts for approval prior to beginning work in environmentally sensitive areas.

**Exhibit J**  
**1043**  
**5-97-109**

ADDRESS ALL COMMUNICATIONS TO THE CITY ENGINEER

**AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER**

RECYCLED PAPER PRODUCT



**B. EASEMENT RIGHT WITHIN THE BEACH PARKING AREA**

The State Parks and Recreation Department was given a set of the project alignment design plans for review on September 23, 1994 as requested. So far, we have not received any review comments. However, you are reminded that the proposed sewer alignment remains essentially the same as described in the adopted FEIR of October 1992. Since the design has not been changed, approval is expected in due course.

The State Parks and Recreation Department was identified as one of the responsible agencies. They had reviewed and commented on the DEIR. Their comments were considered and properly responded to in the FEIR. Based on this, approval from State Parks and Recreation Department should not be a pre-condition to securing a Coastal Permit since project construction cannot go forward without their full approval. Nevertheless, if this remains a concern, the Coastal Commission can add this requirement as a condition of the permit.

**C. CONCLUSIONS**

The City believes that all requirements set forth by the Coastal Commission have been fulfilled. The project is at a critical time to acquire all necessary easements prior to the seasonal construction constraints for 1995. The state of deterioration of the existing sewers cannot tolerate the risks of delay to 1996. The project is scheduled to begin construction in early September 1995 right after the summer season, with a total anticipated construction time of 18 months.

In order to ensure a timely construction start date, we would very much appreciate knowing about any remaining concerns and issues of the Commission. All mitigation measures need to be included as special conditions within the project construction plans and specifications.

Sincerely,

Robert S. Horii  
City Engineer

By:   
William R. Hansen, Division Engineer  
Collection Systems Engineering Division

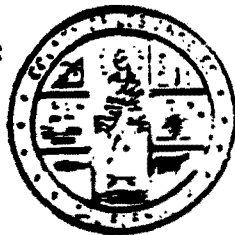
WRH: FC:djs/22G55  
Attachment

cc: Linda Reponen, PMD  
Dan Preece, State Recreations & Park  
Claire Rogger, Councilman's Braude's Office

PSS-10-1-7

Exhibit J  
20 f 3  
5-97-109





**BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES**

821 KENNETH MAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012

November 1, 1994

California Coastal Commission Members  
c/o Ms. Pam Emerson  
245 W. Broadway, Suite 380  
P.O. Box 1450  
Long Beach, CA 90802-4416

**RE: Sunset Pumping Plant and Force Main Sewer  
in Pacific Coast Highway**

Dear Commission Members:

I am writing to add my voice to those supporting the City of Los Angeles application for a Coastal Development Permit for the Sunset-PCH pumping plant and force main sewer. I understand this project has been scheduled for consideration at the November meeting of the Commission.

I am interested in this sewer work not only because it is proposed to be located on properties administered by the County, but because it will have positive impacts on the marine environment and those who visit and live on this portion of our coast. This sewer will replace an old, fragile sewer line that has broken or overflowed many times in recent years and is difficult to service. The new line will be located in a more stable alignment and will be constructed from stronger materials. I am certain that the result will be more protection for Santa Monica Bay and the health and safety of residents and visitors to the Palisades.

I appreciate your consideration of this issue.

Very truly yours,

EDMUND D. EDELMAN  
Supervisor  
Third District

EDE:jri

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EDMUND D. EDELMAN  
SUPERVISOR THIRD DISTRICT  
(213) 874 3333

CALIFORNIA  
COASTAL COMMISSION  
SOUTH COAST DISTRICT

Exhibit K

5-97-109