

**MITIGATED NEGATIVE DECLARATION
AND INITIAL STUDY FOR THE
BALLONA CREEK AND TRAIL FOCUSED
SPECIAL STUDY
STRATEGIC PLAN**

Prepared for:

**City of Culver City
Planning Division
9770 Culver Boulevard
Culver City, CA 90232-0507**

Prepared by:

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ENVIRONMENTAL CHECKLIST FORM

1. Project Title:

Ballona Creek and Trail Focused Special Study Strategic Plan (Strategic Plan)

2. Lead Agency Name and Address:

City of Culver City
9770 Culver Boulevard
Culver City, CA 90232-0507

3. Contact Person and Telephone Number:

Susan J. Yun, Associate Planner
(310) 253-5710

4. Project Location:

The project segment of Ballona Creek begins at the eastern boundary of the City of Culver City (Culver City) just north of Washington Boulevard and ends downstream at the Sawtelle Westwood Storm Drain Channel confluence with Ballona Creek opposite Emporia Avenue, approximately 1,200 feet southwest of the Interstate 405 freeway (see Figure 3-2 of Ballona Creek and Trail Focused Special Study Strategic Plan (City of Culver City 2003)).

5. Project Sponsor's Name and Address:

City of Culver City
9770 Culver Boulevard
Culver City, CA 90232-0507

6. General Plan Designation:

Open Space – Ballona Creek

7. Zoning:

Culver City currently does not have a zoning designation for Ballona Creek. However, as part of the City's zoning code update, Ballona Creek will be zoned as open space consistent with the General Plan designation.

8. Description of Project:

Project Background

Before settlement of the City of Los Angeles, Ballona Creek was a natural resource for the indigenous peoples that once inhabited the region. With increased urbanization came increased flooding along Ballona Creek that eventually led to the U.S. Army Corps of Engineers (Army Corps) designing and building a concrete-lined flood control channel in the late 1930s. Today, Ballona Creek is a 9-mile-long flood protection channel that drains the Los Angeles basin, from the Santa Monica mountains on the north, the Harbor Freeway (110) on the east, and the Baldwin Hills on the south. The Creek's watershed totals about 130 square miles and the Creek channel is mostly concrete-lined.

According to the Strategic Plan (City of Culver City 2003), typical flows within the Creek include dry weather urban runoff, with the water level and speed dramatically increasing during storm events.

Creek waters are highly contaminated with all sorts of pollutants including trash, animal waste, oil and grease, pesticides, fertilizers, pool and industrial chemicals, lead from paint, bacteria, along with such larger discards as shopping carts. Algae accumulates in some places along the Creek due to increased nutrient levels while graffiti has become a problem in certain areas along the Creek.

Consistent with many other such channels under the jurisdiction of the Army Corps, a bike path was included within the Creek channel to provide recreation opportunities. The Ballona Creek Trail System is represented by an approximately 10- to 12-foot wide paved Class I trail along the north bank of the channel with transition ramps to the trail at key intersections of major streets (Slauson Avenue, Sawtelle Boulevard, Sepulveda Boulevard, Overland Avenue, Duquesne Avenue, Higuera Street, and National Boulevard). The trail starts at Syd Kronenthal Park just upstream from National Boulevard and traverses southwest along the entire length of Ballona Creek to the Santa Monica Bay.

In 1996, Culver City adopted its General Plan which called for the preparation of the Ballona Creek and Trail Focused Special Study (Strategic Plan) with a goal of determining whether there is potential for enhancing the Creek's use as a recreation resource, while recognizing its primary function as a flood control channel. In 2001, the California State Coastal Conservancy agreed to fund the preparation of this study. After an intensive public outreach and engagement effort with the citizens of Culver City and various stakeholder organizations, the Draft Strategic Plan was completed for Culver City in July of 2003 by RRM Design Group. The Strategic Plan details the planning efforts behind developing an enhancement plan for Culver City's portion of the Creek and provides a description of proposed improvements and project phasing. The Draft Strategic Plan is available for review at the City of Culver City Hall located at 9770 Culver Boulevard. The entire Strategic Plan is incorporated herein by reference, and is the subject of this California Environmental Quality Act (CEQA) evaluation. A brief description of proposed improvements and project phasing is provided in the next section.

Proposed Project

The primary function of Ballona Creek is that of a flood control channel which will not change with the proposed enhancements. The city is proposing to restore and enhance the 4-mile-long stretch of the Ballona Creek that falls within the boundaries of Culver City and with a small portion occurring in the City of Los Angeles. The Strategic Plan is divided into three segments as follows: Western Reach, Central Reach, and Eastern Reach. The Strategic Plan envisions a number of short-, mid-, and long-term improvements to the Creek corridor. Full details of the design elements are included in Chapter 7 of the Strategic Plan. The boundaries of each reach and a general description of proposed improvements are provided below.

Western Reach

The western reach of the study area extends from the confluence of the Sawtelle Westwood Storm Drain Channel at Ballona Creek opposite Emporia Avenue (southwest of interstate 405) to Fairbanks Way. The plan proposes extensive landscaping on the tops of both banks, the continued use of the north bank trail for bike and pedestrian travel, several new transitional ramps that would provide trail access, enhancement of an existing Slauson Avenue overlook, creation of a new tributary trail along the Sawtelle Westwood Storm Drain Channel, enhancement of landscaping at Slauson Park to create a continuous connection to the Creek trail, and a waterside trail and inflatable dam to create pooled water along a new low flow channel (see Ballona Creek Concept Plan Sheet 1 of Strategic Plan).

Central Reach

The Central Reach extends from just downstream of the Overland Avenue crossing, near the Julian Dixon Library, to the interface of Baldwin Hills Park with Jefferson Boulevard (see Ballona Creek Concept Plan Sheet 2 of Strategic Plan). Improvements in this reach include landscaping enhancements on the tops of both banks, new access ramps to both banks' trails, vegetative enhancement and grouted boulders to create a new low-flow channel, trail access to the channel in

select areas, use of an inflatable dam to create pooled water, and several rest stops and overlooks. A possible alternative design element of the Central Reach is the Ballona Creek Greenway, a public gathering space on the south side of the Creek along Jefferson Boulevard that would provide a promenade for viewing and interacting with the Creek, and landscaped open space.

Eastern Reach

The Eastern Reach of the Creek extends from the interface of Baldwin Hills Park with Jefferson Boulevard to Ballona Creek's intersection with La Cienega Boulevard. This portion of the plan offers many opportunities for increased connectivity between the Creek and its surrounding community and open spaces (see Ballona Creek Concept Plan Sheet 3 of Strategic Plan). As with the other Reaches, proposed improvements include landscaping on both banks, ramps, an inflatable dam, rest stops, and overlooks. Increased connectivity of Syd Kronenthal Park to the north bank trail through a new trailhead, and overlook platforms onto the Washington Boulevard crossing are proposed. One key feature of the Eastern Reach would be the proposed connections of Ballona Creek to Baldwin Hills Park. A land bridge would extend from the Baldwin Hills Conservancy area, across Jefferson Boulevard and Ballona Creek, and then provide ramped access down to both the north and south bank trails. Another potential trail connection via a new tributary trail extends from the south bank along the Jefferson Storm Drain Channel.

Project Phasing and Approach to Environmental Analysis

The Strategic Plan Proposed Project is divided into four phases to be implemented when the necessary grant funding is received and maintenance and operations program is defined. The phases include elements that can be implemented in the short-term, even though they may be subject to additional design considerations, feasibility, engineering, or property acquisition. Future phases of the Strategic Plan are conceptual and additional evaluation of the feasibility of some of the concepts will be required before they can be evaluated under CEQA. As such, this Mitigated Negative Declaration (MND) is structured to address those Strategic Plan elements that can be implemented in the short term, as well as those future phase elements that will require additional study.

Design Elements That Can Be Implemented in the Short Term

Phase I of the project involves design elements that can be implemented in the short term. While these Phase I improvements will require detailed design and will be subject to approvals through Culver City's design and engineering processes, the environmental impacts of these improvements are analyzed within this MND.

Phase I Improvements

- a. Remove existing public fencing at property line fencing along the entire north bank of the Creek and install a new eight-foot-high, wrought iron fence along property lines. (*Note: fencing to be replaced includes only public fencing and does not include any private fencing which may be located along the property line.*)
- b. Install an irrigation line between the new fence and the edge of the trail or access road above the top of the north bank.
- c. Install trees and other native plantings between the path and the new fence on the north bank. Limited trees and other native plantings would be installed along portions of the south bank.
- d. Design and install trail head improvements including wrought iron fencing, gates, benches, water fountains, and trash receptacles, while providing for clear access by emergency, patrol, and maintenance vehicles to the maintenance roads and trail system.
- e. Remove the low chain link gates at path entries in favor of removable bollards.
- f. Install identification and directional signage at key entry points to the path system.

- g. Install low-level bollard lighting between the fence and the path system.
- h. Coastal access signage.

(Note: The reconstructed pedestrian bridge downstream from Overland Avenue is integrated with the recommended Strategic Plan improvements. The environmental impacts associated with installation of this replacement pedestrian bridge have previously been evaluated under CEQA as part of the Ballona Creek Pedestrian Bridge Replacement Project.)

Design Elements for Future Phases Requiring Additional Study

Future design improvements presented in the Draft Strategic Plan are conceptual at this time, and subject to additional design and analysis prior to evaluation of environmental impacts. For example, project improvements involving the modifications to the Ballona Creek channel would require consultation with the Army Corps and Los Angeles County Department of Public Works. Channel modifications would be subject to Army Corps' Section 404 permitting under the Clean Water Act of 1972. As part of the design engineering, Army Corps and/or County floodplain/channel flood flow modeling would be required to ensure that improvements would not significantly affect the Creek's ability to carry floodwaters. However, such a study can only be conducted once a detailed site plan is prepared for the entire Creek corridor.

Per CEQA Section 15145 "if, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of impact." Therefore, due the speculative nature associated with in-channel improvements, Phases II through IV of the concept plan improvements proposed in the Draft Strategic Plan are considered in this MND as *Design Elements for Future Phases Requiring Additional Study*. This MND addresses potential future impacts and the studies required to be completed prior to environmental analysis and determination of level of environmental impact. These later phases are defined below.

Phase II Improvements (to be completed within 1 to 3 years after detailed design plans are resolved)

- a. Construction of the Pearson Street Overlook and pedestrian sidewalk improvements along the south side of Pearson Street between Jefferson Boulevard and Ballona Creek.
- b. Construction of the Overland Demonstration Project between the Overland Avenue crossing west of the reconstructed pedestrian bridge.
- c. Construction of the reconfigured north bank channel from Overland Avenue upstream to Jackson Avenue including trail reconfiguration, ornamental stone surfaces, and additional top of bank landscaping improvements.

Phase III Improvements (3 to 6 years)

- a. Design and install the Slauson Avenue Overlook.
- b. Design and construct the Jefferson Boulevard/Ballona Creek Land Bridge to Baldwin Hills Park.
- c. Design and construct the south bank multi-use trail and channel reconfiguration from Washington Boulevard to Overland Avenue.
- d. Reconstruct the north bank trail and channel from National Boulevard at Syd Kronenthal Park and extend it to Washington Boulevard.
- e. Construct new north bank transition trails west of Higuera Street and west from National Boulevard.
- f. Design and install low flow channel along entire channel bottom.

- g. Design and install inflatable dam west of Overland Avenue.

Phase IV Improvements (7 to 15 years)

- a. Resolve design and permitting for the reconfiguration of the south bank at the Jefferson Boulevard/Overland Avenue opportunity site between Overland Avenue and Pearson Street.
- b. Install inflatable dam upstream of Overland Avenue.
- c. Install Syd Kronenthal Park pedestrian bridge and construct rest stop on Creek trail extension from south bank to La Cienega Boulevard.
- d. Approve Jefferson Boulevard streetscape including median landscaping from Duquesne Boulevard to National Boulevard.
- e. Install inflatable dam and pedestrian bridge at Hayden Tract.

9. Surrounding Land Uses and Setting:

Within Culver City, the northern bank of Ballona Creek abuts a number of residential areas between the Sawtelle Westwood Storm Drain Channel, east to the Hayden Tract area, and then again just east of Syd Kronenthal Park. The Hayden Tract area between National to the end of Hayden Lane is the only area of industrial and commercial use on the north bank of the Creek. By contrast, the south side of Ballona Creek is largely abutted by commercial and industrial use between Washington Boulevard and Overland Avenue, and transitions to residential uses from Overland Avenue downstream to the Sawtelle Westwood Storm Drain Channel.

10. Other Public Agencies Whose Approvals Are Required:

A number of other agencies outside of Culver City may require permits or approvals as individual components of project improvements are implemented. As each element of the project is implemented, coordination with and requirements of these agencies will be clarified. The primary agencies are identified below.

Agency	Permit or Approval
City of Los Angeles Public Works Department	To be determined by specific activity.
County of Los Angeles	To be determined by specific activity.
U.S. Army Corps of Engineers	To be determined by specific activity.
U.S. Fish and Wildlife Service	To be determined by specific activity.
California Department of Fish and Game	To be determined by specific activity.
Regional Water Quality Control Board	To be determined by specific activity.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing | |

Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION (MND) will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Agency

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a: **Less Than Significant Impact.** The Baldwin Hills are a visible skyline feature along portions of the existing Ballona Creek trail. Phase I of the proposed project would involve landscaping and lighting improvements along the Ballona Creek Trail corridor. These improvements are intended to enhance the scenic beauty of the top of the Creek, such as wrought iron fencing, signage, new trees and native plantings along the north bank of the Creek, and bollard lighting. The trees are to be installed between the new fence (along the Creek property line) and the trail. Limited vegetation to be planted along the south bank is also proposed as part of Phase I. Views from the trail would remain open and unobscured and would not affect views to the Baldwin Hills or to a scenic vista.

Tree selection for plantings along the Creek property lines will be subject to approval by the City and Los Angeles County fire departments, as well as other agencies requiring maintenance access along the channel (agency public works departments, police departments, and utility providers). Considerations will include, but not be limited to height of trees, width of tree canopies, root systems, water requirements, and other factors. See Section XIII, Public Services for further discussion.

Section b: **Less Than Significant Impact.** No state scenic highways are located within the vicinity of the project site, and the Ballona Creek Corridor itself is neither designated as a scenic nor a historic resource. Construction of Phase I of the proposed project may result in the removal of some existing mature eucalyptus trees located along the trail corridor. The trees may be replaced with landscaping as specified by the Strategic Plan. Culver City does not have any tree ordinances, as such, while the removal of the trees may be viewed as the loss of visually scenic landscaping, the trees would be replaced by similar vegetation. As such, no impacts will occur.

Section c: **No Impact.** Phase I of the proposed project would involve the construction of landscaping and lighting improvements that would occur above the top of the channel bank. These improvements are intended to improve the visual quality of views from the existing bike trail along the Creek. Therefore, the proposed project would result in a beneficial visual enhancement for the trail corridor and would not substantially degrade the existing visual character or quality of the site and its surroundings.

Section d: **Less Than Significant Impact.** Proposed improvements to the Ballona Creek Trail corridor include the placement of bollard lighting along specific areas of the existing bike path. The proposed lighting is proposed for security purposes only, and would be low to the ground and of low intensity and not expected to produce glare. No visual impacts would occur. An indirect visual impact related to public safety and security of night-time use of the trail is discussed in Section XIII, Public Services.

Design Elements for Future Phases Requiring Additional Study

Future phases of the project would involve landscaping, lighting, and other improvements within the channel of Ballona Creek, the construction of a new bike path along the south side of the Creek, and the creation of new access/entry points to the proposed trail system. These improvements are designed to further improve the aesthetic quality of the Creek corridor and it is anticipated that these changes would not represent an adverse significant aesthetic impact, but provide a beneficial visual enhancement to the corridor. Proposed lighting at other overlook areas may be visible to residences along the Creek corridor. A proposed wall and existing buildings along Jefferson Boulevard at the alternative Ballona Creek Greenway site should shield headlight glare from vehicles on Jefferson Boulevard from those residences on Jasmine, if that option should be developed. A Visual Assessment of the affects of proposed redevelopment within the Ballona Creek should be conducted to ensure that light and glare impacts are below a level of significance.

II. AGRICULTURE RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements that Can Be Implemented In the Short Term

Section a-c: **No Impact.** No agricultural areas are located along the proposed project’s portion of Ballona Creek. Therefore, the proposed project would not convert any agricultural land to non-agricultural uses, or cause changes in the existing environment that could result in the conversion of farmland to non-agricultural use.

Design Elements for Future Phases Requiring Additional Study

No additional studies would be required. No impacts to agricultural resources would occur.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Would the project create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a: **No Impact.** Phase I of the proposed project is intended to provide preliminary landscaping and lighting improvements to enhance the aesthetic quality of the Ballona Creek Trail corridor. The project would not involve growth-inducing impacts or cause an exceedance of established population or growth projections. The project is consistent with the Air Quality Management Plan, as well as the goals of Culver City. Construction-related emissions would be produced during installation of Phase I enhancements and would not produce either short- or long-term significant quantities of criteria pollutants or violate ambient air quality standards (see b., below). No significant impacts would result from this project. No mitigation measures are necessary.

Section b: **Less Than Significant Impact.** Phase I of the proposed project would involve landscaping and lighting improvements along and above of the channel bank of Ballona Creek. Air pollutant emissions associated with the project could occur over the short term for site preparation and construction activities. In addition, emissions would result from the long-term maintenance of landscaping improvements.

Standards of Significance

Thresholds for Construction Emissions

The following significance thresholds for construction emissions have been established by the SCAQMD. Projects in the South Coast Air Basin with construction-related emissions that exceed any of these emission thresholds should be considered to be significant:

- 75 pounds per day of Reactive Organics Gases (ROG)
- 100 pounds per day of Oxides of Nitrogen (NOx)
- 550 pounds per day of Carbon Monoxide (CO)
- 150 pounds per day of Particulate Matter of Less Than 10 Microns (PM₁₀)
- 150 pounds per day of Oxides of Sulfur (SOx)

Thresholds for Operational Emissions

Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in the SCAQMD *Handbook*. The criteria include emissions thresholds, compliance with State and National air quality standards and conformity with existing State Implementation Plan (SIP) or consistency with the current Air Quality Management Plan (AQMP). The daily operational emissions "significance" thresholds are:

Regional Emissions Thresholds

- 55 pounds per day of ROG
- 55 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of PM₁₀
- 150 pounds per day of SO_x

Projects in the South Coast Air Basin with operation-related emissions that exceed any of the emission thresholds should be considered to be significant.

Local Emission Standards

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have significant impacts if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. The SCAQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration, by or 0.45 ppm or more for the 8-hour CO concentrations.

Short-Term Construction-Related Impacts

Air quality impacts may occur during site preparation and construction activities required to implement Phase I of the proposed project. Major sources of emissions during this phase include fugitive dust generated as a result of soil disturbances for landscaping and irrigation line installation, exhaust emissions generated by any earthmoving equipment that may be required for trench holes for tree plantings, and the emission of reactive organic gases if painting is done for the new six-foot-high wrought iron fence.

Site Construction

Phase I of the proposed project would consist of the installation of new property line fencing, an irrigation line between the new fence and the edge of the trail, new bollard lighting along the trail, and other landscaping improvements, including tree and vegetation plantings above the channel bank of the Creek. Because all construction is to take place within an existing easement, construction using heavy earthmoving equipment is projected to be minimal.

Equipment emissions are best estimated using methodology presented in the URBEMIS2001 user manual, *AP-42, Compilation of Air Pollutant Emission Factors (AP-42)*, and the current SCAQMD *Handbook*. Because the level of construction at any one time is unknown and will vary with the contractor performing the construction effort, this analysis uses equipment-use assumptions included in the URBEMIS2001 Model. As a default, URBEMIS2001 assumes that one tracked loader, one wheeled loader, and one motor grader (all diesel powered) would be needed for each 10 acres of land graded. (While other types of equipment could be used during construction, the presented scenario includes some of the largest and most polluting types of equipment and represents a reasonable worst-case scenario.) That is, for any amount of land disturbance up to 10 acres, those three pieces of equipment each would be used for eight hours per day. The total area to be disturbed by Phase I landscaping improvements is relatively small, and well under 10 acres. As such, three pieces of heavy equipment would be assumed for the construction effort. This analysis also includes a fourth piece of equipment (e.g., a water truck) to assure compliance with SCAQMD Rule 403 requiring the suppression of fugitive dust (see Table III-1).

Some dust and its attendant PM₁₀ would also occur during construction. The URBEMIS2001 Model notes that in the absence of any dust control measures, every acre graded produces 10 pounds of PM₁₀ per day. In total, because of access limitations along the Creek, less than two acres are expected to be disturbed at any one time during any construction and these emissions are not expected to exceed 20 pounds on a daily basis. Adherence to SCAQMD Rule 403 is estimated to reduce this value by half. (Note that the equipment mix includes a water truck/miscellaneous piece of heavy equipment for this dust suppression.)

Emissions are also created by workers and trucks involved in the construction effort. The URBEMIS2001 computer model estimates that 0.32 worker trips are generated for each 1,000 square feet of commercial and retail space constructed and 0.42 trips are produced per 1,000 square feet for office and industrial space. Because the project does not include any structures, worker trips would be minimal and the included analysis assumes 10 round-trips per day. Additionally, two truck trips for the removal of cut material and debris and import of concrete are assumed on a daily basis. Each trip end has an average length of 10 miles (20 miles round-trip) as based on the URBEMIS2001 model. Emissions associated with these trips were modeled using the EMFAC2002 Model and are included in Table III-1.

**Table III-1
Projected Construction Emissions (lb/day)**

Source	CO	NOx	ROG	SOx	PM ₁₀
Track Loaders	1.6	6.6	0.8	0.6	0.5
Wheel Loaders	4.6	15.2	1.8	1.5	1.4
Motor Graders	1.2	5.7	0.3	0.7	0.5
Water Truck (Miscellaneous)	5.4	13.5	1.2	1.1	1.1
Worker Trips	3.0	0.3	0.3	0.0	0.0
Haul Trucks	0.6	1.5	0.1	0.0	0.0
Dust	---	---	---	---	10.0 ¹
Daily Total	16.4	42.8	4.5	3.9	13.5
SCAQMD Daily Threshold	550	100	75	150	150
Exceeds Threshold?	No	No	No	No	No
¹ Includes 50 percent control efficiency for Rule 403 compliance.					

Long-Term Air Quality Impacts

Long-term air quality impacts are typically those associated with the emissions produced from project-generated vehicle trips as well as from stationary sources related to the use of natural gas for heating and the use of electricity for lighting. Beyond electric or solar powered bollard lighting that would be used along the bike trail for security purposes, no additional electrical or natural gas energy would be used. The emissions for the generation of this electricity were determined using use factors and emission rates included in the *Handbook* and included in Table III-2.

Proposed improvements may increase the number of people who use the bike trail within the City. These users are expected to be local to the trail and most are expected to be existing users who would increase their use of the trail for recreation and/or commuting. Associated vehicular trips for the public to access the trail are considered to be less than significant in Phase I. It is not expected that increased trail use would replace or result in a reduction of vehicular traffic within Culver City. No other emissions would be associated with the operation of the proposed project beyond maintenance activities. Currently, maintenance activities along the Ballona Creek are divided among several agencies which have differing responsibilities for maintenance and operations of the Creek. It is expected that new landscaping along the Creek would require some increased maintenance activities with a minor amount of vehicles accessing the corridor. Impacts are considered to be less than significant.

**Table III-2
Daily Operational Emissions¹**

	CO	NOx	ROG	SOx	PM₁₀
Electricity	1.2	6.9	0.1	0.7	0.2
Operational Total	1.2	6.9	0.1	0.7	0.2
Threshold	550	55	55	150	150
Exceeds Threshold	No	No	No	No	No
¹ Assumes 71 days of construction site preparation and building construction occurring over 50 days, and architectural coating emissions released over 5 days.					

Microscale Projections

An impact is also potentially significant if emission levels exceed the State or federal ambient air quality standards. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. After construction, the project would not generate regular daily traffic, and therefore would not contribute to the formation of any CO hotspots. As such, no formal analysis is warranted.

Section c: **Less Than Significant Impact.** In accordance with SCAQMD methodology, any project that does not exceed the daily threshold values or can be mitigated to less than these values does not add to a cumulative impact. Furthermore, as indicated in the CO analysis, the project does not add cumulatively to significant CO concentrations. As such, no mitigation measures are necessary.

Section d: **Less Than Significant Impact.** The project would not result in emissions in excess of the SCAQMD threshold values nor expose sensitive receptors to substantial pollutant concentrations. No additional impacts would result from this project, and no mitigation measures are necessary.

Section e: **Less Than Significant Impact.** Odors are one of the most obvious forms of air pollution to the general public. Odors can present significant problems for both the source and the surrounding community. Although offensive odors seldom cause physical harm, they can cause agitation, anger, and concern to the general public. Most people determine an odor to be offensive (objectionable) if it is sensed longer than the duration of a human breath; typically 2 to 5 seconds. The only potential odors associated with the project are from diesel exhaust and possible application of paint for new fencing during the construction period. These odors, if perceptible, are common in the environment and would be of very limited duration. Current objectionable odors currently associated with standing water and pollutant contributions to the water in the Creek from upstream users will continue until a regional plan is implemented. Therefore, any odor impacts would not be considered as significant. No mitigation measures are necessary.

Design Elements for Future Phases Requiring Additional Study

Future phases of the proposed project would result primarily in short-term air quality impacts associated with construction activities. However, additional improvements along the Creek corridor including modification of the concrete side channel walls, landscaping within the Creek channel and inflatable dams would require both increased construction activity, as well as increased maintenance activities. In general, and per the URBEMIS2001 default, it is assumed that one tracked loader, one wheeled loader, and one motor grader (all diesel powered) would be needed for each 10 acres of land graded. While other types of equipment such as pile drivers, and front/loader or shovels to break up and remove concrete and earth could be used during construction. Still, for any amount of land disturbance up to 10 acres, with three pieces of equipment each used for eight hours per day, construction impacts could be expected to be less than significant. It would also be assumed that a fourth piece of equipment would be used (e.g., a water truck) to ensure compliance with SCAQMD Rule 403 requiring the suppression of fugitive dust (see Table III-1). It is recommended that a specific Air Quality Assessment Study be conducted to quantify and determine the significance of air quality impacts associated with later phases.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements that Can Be Implemented In the Short Term

Section a: **Less Than Significant Impact With Mitigation Incorporated.** The project area is located several miles from the Playa del Rey, Ballona Wetlands, and El Segundo dunes, all of which provide wildlife habitat for several threatened and endangered wildlife species. As those areas are located well outside the proposed project impact area, and as the sensitive wildlife species found in those areas generally stay within their microhabitats, they would not be found within the project area. The Baldwin Hills are more proximate to the project area, The Baldwin Hills Park Master Plan (The Resources Agency and Baldwin Hills Conservancy 2002), identify the peregrine falcon as the only state or federally listed species documented to currently occur in the Baldwin Hills. Numerous other species are listed in the Master Plan as occurring and/or breeding in the Baldwin Hills. A goal of the restoration of the Baldwin Hills area is to be able to reintroduce species that have been lost from the suite of species that once inhabited the area. Because of the proximity of the Baldwin Hills to Ballona Creek, proposed vegetation enhancements may entice some species to occur in both areas.

A field survey of the City's segment of the Ballona Creek Trail was conducted by a qualified Chambers Group Biologist on September 23, 2002. Vegetation throughout the Creek corridor is characterized by non-native, landscaped plant species which have little native wildlife value. Two segments of eucalyptus windrows were identified along the Ballona Creek Trail corridor within the Central and Eastern Reaches of the project area. The eucalyptus windrows could serve as potential monarch butterfly (*Danaus plexippus*) roosting sites and raptor (hawks) nesting habitat. [Note: Raptors are protected species, but not threatened or endangered.] A red-shouldered hawk (*Buteo lineatus*) was observed in the eucalyptus in the Central Reach during the field visit. Ducks also frequent the area.

The monarch butterfly does not have a listing; however, their wintering sites are protected. Monarchs are year-round residents of southern California that require roots in wind-protected tree groves such as eucalyptus, Monterey pine, and cypress with nectar and water sources nearby. Because the Monarch butterfly is known to roost in the Ballona Wetlands, located approximately 2 to 3 miles southwest of Ballona Creek Trail, the eucalyptus trees could serve as possible monarch butterfly roost sites.

Due to the proximity of the eucalyptus windrows to the Baldwin Hills area, it was also determined that the eucalyptus windrows could serve as nesting habitat for raptors. In order to comply with the Migratory Bird Treaty Act, it is best to avoid nesting raptors by conducting construction activities from September 1 through February 31 (outside breeding season). Since work for Phase I improvements will be confined to the levee, and will likely be a series of projects phased such that each will be of short duration, there should be no impacts associated with construction at this time of year, even though it is the storm season.

Phase I construction activities may include the possible removal of the eucalyptus trees or landscaping improvements around the trees which could result in significant impacts to monarch wintering sites and nesting raptors. The following mitigation measures would reduce impacts to below a level of significance.

Mitigation Measures:

BIO-1 If construction is expected to occur in the fall and winter months, then surveys for monarch butterflies shall be conducted by a qualified biologist prior to construction activities. If roosting monarchs are observed, then a buffer must be established and Culver City, County of Los Angeles (L.A. County), and California Department of Fish and Game (CDFG) shall be contacted accordingly.

BIO-2 If construction is expected to occur during the raptor breeding season (March 1 through August 31), then surveys for nesting raptors should be conducted by a qualified biologist prior to construction activities. If nesting raptors are observed, then a buffer must be established and Culver City, L.A. County, and CDFG shall be contacted accordingly.

Section b, c: **No Impact.** The Creek is a concrete-lined channel throughout the length of the project area. No areas of riparian habitat were noted during the survey in the channel bottom, and no riparian areas exist along the levees. Phase I improvements are proposed outside the concrete channel of the Creek along the levee and would not have a substantial adverse effect on federally protected wetlands, riparian habitat, or other sensitive natural community. No significant impacts are anticipated.

Section d: **No Impact.** The project area is located beyond tidal influence and no native fishes are in the project area. Even so, no in-channel work is proposed as part of Phase I improvements. The flood control channel is the only semi-natural area in the middle to an urban setting, and can possibly serve as a migratory wildlife movement corridor (primarily for migratory birds). Mitigation BIO-2 is already recommended under a) above for raptors. Construction during Phase I is minor, and no impacts would be expected to occur. Establishment of additional native trees would enhance the corridor and provide more opportunity for migrating birds.

Section e: **Less Than Significant Impact.** As noted, two segments of eucalyptus windrows with possible biological significance were identified along the Ballona Creek Trail corridor within Culver City. A detailed landscaping plan has not been developed for proposed project improvements, therefore, it is not

known whether proposed improvements would require the removal of these trees. However, the City does not have a tree ordinance protecting eucalyptus trees; therefore, the removal of the trees would not conflict with any local policies or ordinances protecting biological resources. Impacts would be below a level of significance.

Section f: **No Impact.** Culver City and L.A. County do not have a Habitat Conservation or Natural Community Conservation Plan. However, the Baldwin Hills Conservancy has developed a Master Plan for the greater Baldwin Hills Park area which includes much of Culver City's eastern sphere of influence. Specifically, the Master Plan is interested in improving habitat along the Creek corridor and is looking to the Ballona Creek Trail to serve as a major pedestrian and bicycle access that would connect Baldwin Hills Park with the Pacific Ocean. State legislation has identified an area of 50 yards on either side of the Ballona Creek corridor as being within the area of influence for the Conservancy. At present, the Baldwin Hills Park Master Plan is strictly conceptual in nature and does not suggest specific habitat improvements along the Creek corridor. Proposed project landscaping would include primarily a California native plant palette in the hopes of creating habitat and promoting biodiversity (See Chapter 8.1, Strategic Plan). This use of primarily native plants for landscaping is believed to be consistent with the Conservancy's vision to improve habitat along the Creek. No impacts are anticipated.

Design Elements for Future Phases Requiring Additional Study

Future phases of the proposed project would include bridgework; trail connections, landscaping and lighting improvements, drain filtration, and seasonal inflatable dams involving work within the concrete channel of the Creek. Any work conducted within the flood control channel would require consultation with the Army Corps and 404 permitting, the L.A. County, and the Regional Water Quality Control Board, including permitting, and compliance with the CEQA and the National Environmental Policy Act (NEPA).

No riparian habitat is located onsite. Also the project area is located beyond tidal influence and no native sensitive fish are likely in that part of the channel. Future phases of the proposed project are not anticipated to result in significant impacts to biological resources. However, because later phases include landscaping intended to improve habitat along the Creek corridor and as considerable time may elapse between phases, a biological evaluation may be needed and approval may be required by the Army Corps, L.A. County, USFWS, and/or the CDFG for any plantings in the channel prior to the implementation of future phases.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a-b: **No Impact.** Phase I of the proposed project would involve the construction of landscaping and lighting improvements that would occur above the top of the channel bank. The areas proposed for these improvements have been previously disturbed as part of the construction of the Creek channel, bike trail, and surrounding development years ago and would not result in a substantial adverse impact to an historical or archaeological resources.

Section c: **No Impact.** The Culver City General Plan EIR identified that past geologic and hydrologic conditions have created a significant deposit of alluvium within some areas of the City. The associated expectation of fossilized marine and terrestrial remains within these deposits indicates a moderate to high likelihood of discovering paleontological resources within these areas. However, proposed Phase I landscaping and lighting improvements would require minimal ground disturbing activities. Excavation would occur only within the uppermost few feet of soil, where there has been previous disturbance; therefore, paleontological resources are not anticipated to be discovered during Phase I construction.

Section d: **No Impact.** As noted, Phase I of the proposed project would impact areas that have been previously disturbed. Given the extensive development of the area, it is unlikely that human remains would be encountered during construction.

Design Elements for Future Phases Requiring Additional Study

Future phases of the proposed project would involve extensive grading and excavation activities within and above the concrete channel of the Creek including the construction of a south bank multi-use trail, reconstruction of the north bank trail and channel from Syd Kronenthal Pak to Washington Blvd., the construction of several overlook areas, etc. Because channel modifications may be extensive, a records search and geological survey should be conducted to determine whether cultural resources exist or could exist within project construction areas, and if necessary, monitoring during excavation may be required.

VI. GEOLOGY AND SOILS

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a (i-iv): **No Impact.** Phase I of the proposed project involves only landscaping, lighting, and other aesthetic improvements along an existing bike trail and would not expose people or structures to potential substantial adverse effects including strong seismic ground shaking, seismic-related ground failure, or landslides beyond existing conditions. No impacts would occur.

Section b: **Less Than Significant Impact.** Phase I landscaping improvements would be constructed along the top of the levee on horizontal surfaces and would have little potential for soil erosion. As required under the National Pollutant Discharge Elimination System (NPDES) storm water program, the use of standard BMPs for erosion control during construction would reduce impacts below a level of significance.

Section c-d: **No Impact.** As noted above, Phase I of the proposed project involves landscaping and lighting improvements along an existing bike trail. These improvements are not anticipated to result in soil instabilities or in a substantial risk to life or property.

Section e: **No Impact.** The proposed project does not include the use of septic tanks or alternative waste water disposal systems. No impacts would occur.

Design Elements for Future Phases Requiring Additional Study

Any future proposed project improvements along the concrete channel embankments may have impacts on the stability of areas located along the banks of the Creek. Design engineering would be required with any such designs, including a geological investigation to determine issues of bank stability with appropriate mitigation to reduce impacts to below a level of significance.

VII. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a: **Less Than Significant Impact.** Phase I improvements include the installation of new landscaping, lighting, and fencing along an existing bike trail and would not involve the routine use, transport, or disposal of hazardous materials beyond the use of chemicals commonly used in landscaping activities.

Section b: **No Impact.** As noted in Section a), Phase I of the proposed project would not create public hazards or involve the use of hazardous materials beyond those associated with landscaping maintenance activities. These activities are not anticipated to create a significant hazard to the public or the environment.

Section c: **Less Than Significant Impact.** The Culver City High School/Middle School/Elementary School/Adult School complex is located adjacent to the north bank trail along the Creek. Phase I improvements would not involve the use of hazardous materials beyond those associated with the use of chemicals for landscaping activities. Any chemicals used in landscaping maintenance activities would be similar to those used to maintain landscaping on school grounds. Therefore, impacts are anticipated to be less than significant.

Section d: **No Impact.** Phase I improvements would be constructed on the top bank of the Ballona Creek Channel within the existing trail right-of-way. The Ballona Creek Trail is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts would occur.

Section e-f: **No Impact.** Culver City's segment of the Ballona Creek Trail is not located within two miles of a public or private airport. No Impacts would occur.

Section g: **No Impact.** Construction vehicles and activities for Phase I improvements are anticipated to be confined to the top bank of the Creek channel and are not anticipated to obstruct public roadways or otherwise impair an adopted emergency response plan or emergency evacuation plan. See Section XIII, Public Services, regarding access on trail and tree canopies.

Section h: **No Impact.** No wildland fire areas are located directly adjacent to the trail or proposed improvements. No impacts would occur.

Design Elements for Future Phases Requiring Additional Study

The project site is located in an urbanized area with some areas of the Creek bordering industrial land uses. Future phases may include the conversion of some industrial land uses to public space areas.. A Phase I hazardous assessment should be conducted to ensure that proposed redevelopment sites do not contain soil contaminants, and are not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Future improvements may also increase use of the Creek and trail posing questions on public safety/security, which is addressed in Public Services below. It is not expected at this time that increased public usage would require changes to existing emergency response planning.

VIII. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
a) Would the project violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
f) Would the project otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a: **Less Than Significant Impact.** As part of Section 402 of the Clean Water Act, the U.S. EPA has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control storm water discharges, including construction activities. Phase I of the proposed project involves landscaping, lighting, and fencing improvements which would require minor construction on the top of the channel bank for placement of new fencing and new trees. No substantial grading would be expected. As required under the NPDES program, the use of standard BMPs for erosion control during construction would reduce water quality impacts to below a level of significance.

Section b: **No Impact.** Phase I of the proposed project would not create new large impervious surfaces or otherwise interfere with groundwater recharge or deplete groundwater supplies. No Impacts would occur.

Sections c, d: **Less Than Significant Impact.** Phase I improvements would occur on the top of the channel levee on horizontal surfaces and would not alter the existing drainage pattern along the Creek or within the channel. Irrigation associated with new landscaping along the Creek may result in a slight increase in runoff into the Creek channel. Any increase is anticipated to be insignificant and would not result in substantial erosion, siltation, or flooding on- or offsite.

Sections e, f: **Less Than Significant Impact.** As noted in Section c, d) above, irrigation associated with new landscaping along the Creek may result in a slight increase in runoff into the Creek channel. This increase would not exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Runoff associated with landscaping activities and maintenance may contain sediment or chemicals (fertilizers and pesticides) that would contribute incrementally to polluted runoff within the Creek. L.A. County through its Public Works Department is leading an effort to develop a management plan for the overall Ballona Creek watershed. This effort is expected to provide watershed management recommendations to improve water quality within the Creek.

Section g: **No Impact.** The proposed project does not involve the development of housing. No impacts would occur.

Section h: **No Impact.** The areas susceptible to flood hazards as established by flood insurance studies are delineated in the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA). The FIRM for Culver City (NFIP, 1980) identifies the area between La Cienega Boulevard and Ballona Creek north of Perry Drive as Zone AO, where shallow flooding of one foot to three feet may occur from a 100-year flood overtopping the Ballona Creek Flood control channel.

No improvements are proposed along this segment of the Creek during Phase I and improvements proposed along the remainder of the corridor would occur above the top of the channel bank and outside of an established 100-year floodplain. No impacts would occur.

Section i: **No Impact.** Proposed project improvements would be constructed adjacent to the banks of Ballona Creek, and therefore could be subject to flooding if a dam or reservoir were to fail upstream. The Lower Franklin Reservoir, Silver Lake Reservoir, Stone Canyon Reservoir, Mulholland Reservoir, and the Hansen Dam have inundation limits which include the project site (see Figure 3-2 of the Strategic Plan). Established public safety considerations include notification and clearing of the Creek area if that type of event were to occur. The proposed project would involve improvements to an existing trail, and no impacts would occur beyond existing conditions.

Section j: **No Impact.** As noted, the proposed project involves improvements to the existing trail. Risks associated with inundation by seiche, tsunami, or mudflow would not occur beyond existing conditions.

Design Elements for Future Phases Requiring Additional Study

Everest International Consultants, Inc. (Everest) performed a review of previous hydrologic studies conducted by the Army Corps for the Ballona Creek (Everest 2002). The results of that review revealed that the existing flood control channel has adequate capacity to convey the Standard Project Flood based on the available channel cross-section (i.e., bottom of channel to top of levees). The review also revealed that full channel capacity can not be achieved during extreme flood flows because some of the bridges that cross the channel are lower than the levee, and restrict flows in some areas. The results also indicate that, even without bridge restrictions, channel flows under future conditions are approaching maximum channel capacity (water elevation at top of channel wall).

Future phases of the proposed project concepts involve channel improvements that would reconfigure the channel sides and bottom and install several inflatable dams. Overall, these improvements are anticipated to result in a net increase in cross sectional area that will allow Ballona Creek to carry more floodwaters. Detailed engineering and floodplain/channel flood flow modeling need be to conducted to ensure that improvements would not significantly affect the channel’s ability to carry floodwaters and would accommodate projected future flows. This effort will require a coordinated effort and approvals from the Army Corps and the L.A. County Department of Public Works who are responsible for the maintenance of the flood control channel and proper permitting pursuant to Sections 404 and 401 of the Clean Water Act. The action would also be subject to environmental review under CEQA and NEPA.

IX. LAND USE AND PLANNING

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
a) Would the project physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a: **No Impact.** Proposed Phase I improvements would serve to enhance the aesthetic qualities of an existing bike trail and would not physically divide an established community. No impacts would occur.

Section b: **No Impact.** The City General Plan designates the interim land use designation for Ballona Creek as open space and calls for the development of a Focused Special Study Strategic Plan to determine whether there is potential for enhancing the Creek as a recreation resource. The proposed project is in compliance with the General Plan. Phase I of the proposed project would involve landscaping, lighting, and fencing improvements designed to improve the general condition and appearance of the trail and is consistent with the goals of the Culver City General Plan.

Besides Culver City, several other agencies have jurisdiction over specific areas of the project segment of Ballona Creek. These agencies include the Army Corps, the L.A. County Department of Public Works, and the City of Los Angeles Public Works Department. Implementation of Phase I would not involve land use changes as such, proposed improvements would not conflict with any applicable land use plan, policy, or regulation of these agencies.

As noted in Section IV, Biological Resources, Section f, State legislation has identified an area of 50 yards on either side of the Creek corridor as being within the area of influence for the Baldwin Hills Park Master Plan. The Master Plan for the greater Baldwin Hills Park includes much of Culver City's eastern sphere of influence. At present, the Baldwin Hills Park Master Plan is conceptual and does not suggest specific improvements for the Creek corridor beyond the goal of connecting their future Vista Pacifica Scenic Site to the Ballona Creek Trail via a land bridge. No land use impacts would occur.

Section c: **No Impact.** See IV Biological Resources, Section f.

Design Elements for Future Phases Requiring Additional Study

Future phases of the Ballona Creek and Trail Strategic Plan would include the construction of a new trail along the south bank of the Creek, new pedestrian bridges across the Creek, overlooks, and new transitional trails. These improvements would serve to increase public accessibility to the trail system and may encourage community connectivity. If implemented, construction of the alternative Ballona Creek Greenway, a public space area envisioned for the south side of the Creek along Jefferson Boulevard, would require the acquisition of several industrial buildings along Jefferson Boulevard as part of redevelopment of that area. If implements, the Ballona Creek Greenway should be considered as part of a redevelopment plan for that portion of Jefferson Boulevard and would be subject to further CEQA review.

X. MINERAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Sections a, b: **No Impact.** The proposed project involves improvements to an existing bike trail located along the bank of a concrete-lined Creek. No known mineral resources are located along the City portion of the Ballona Creek. No impacts would occur.

Design Elements for Future Phases Requiring Additional Study

No additional studies would be required. No impacts to mineral resources would occur.

XI. NOISE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in the exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project result in the exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Noise Levels Along Ballona Creek

Noise Sensitive Receptors and Noise Standards

Noise affects all types of land uses and activities, although some are more sensitive to high noise levels than others. According to the City’s Noise Element of the General Plan, a “Noise Sensitive Receptor” would be any location where excessive noise levels would interfere with an individual’s normal sleeping activities, normal conversation, or ability to work (City of Culver City 1996). Local sensitive land uses include both single- and multi-family residential land uses that are distributed along the Creek. Additionally, the Culver City High School, Culver City Middle School, Culver City Adult School, Farragut Elementary School, and the Culver City Julian Dixon Library are located along the northwest side of the

bike path between Saint Nicholas Avenue and Overland Avenue. A child-care facility is also located at Culver Boulevard at Slauson Park at the south end of project segment of the Creek within the City of Los Angeles. To protect noise sensitive land uses, the Culver City has established noise standards within the City General Plan Noise Element. Noise contours for all of the major noise source in Culver City were developed from the traffic levels for the noise sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL). These standards include 65 dB CNEL exterior and 45 dB CNEL interior levels for residential and school uses, and 45 dB CNEL interior for library land uses. Similar standards are in place for the City of Los Angeles.

Field Readings

To determine existing noise levels adjacent to the project site, a field survey was performed on Thursday, May 1, 2003. Five readings were obtained during the p.m. peak traffic period. The study revealed that noise within the proposed project area is generally characterized by a combination of roadway and aircraft noise, but birdcalls and the trappings of urban life (e.g., power tools and dogs barking) also added to the ambient noise level.

Noise monitoring was performed using a Quest Technologies Model 2900 Type 2 Integrating/logging Sound Level Meter. The unit meets the American National Standards Institute (ANSI) Standard S1.4-1983 for Type 2, International Electrotechnical Commission (IEC) Standard 651 - 1979 for Type 2, and IEC Standard 651 - 1979 for Type 2 sound level meters. The unit was field calibrated at 4:45 p.m. using a Quest Technologies QC-10 calibrator immediately prior to the first reading. The accuracy of the calibrator is maintained through a program established through the manufacturer and is traceable to the National Bureau of Standards. The unit meets the requirements of ANSI Standard S1.4-1984 and IEC Standard 942: 1988 for Class 1 equipment. Calibration was re-checked at 7:15 p.m. after the obtained readings and no meter "drift" was noted.

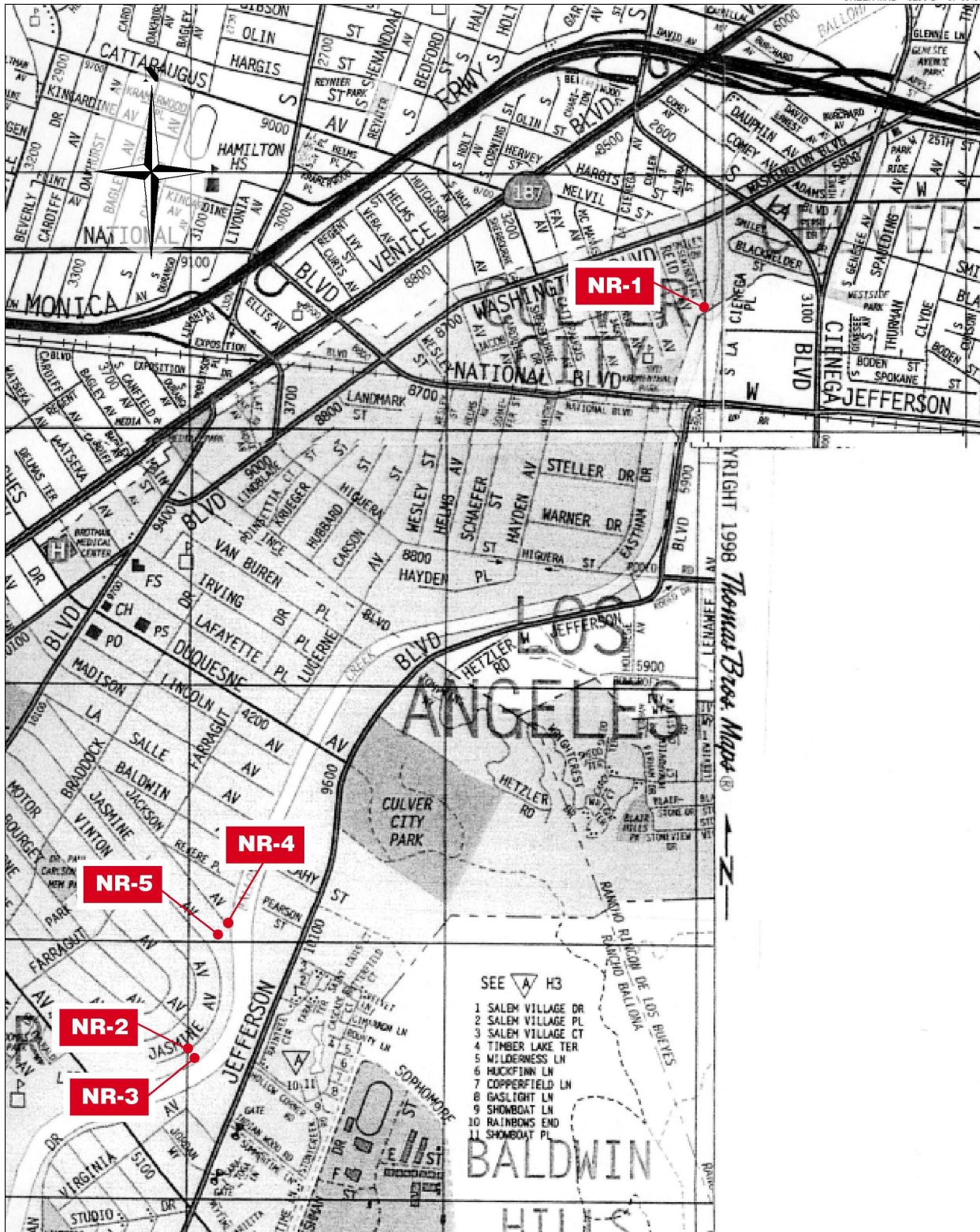
The study included five noise readings. The L_{eq} , L_{02} , L_{08} , L_{25} and L_{50} values were recorded. Additionally, the L_{min} and L_{max} values were recorded. The L_{eq} value is representative of the equivalent noise level or logarithmic average noise level obtained over the measurement period. The L_{min} and L_{max} represent the minimum and maximum root-mean-square noise levels obtained over a period of 1 second. The L_{02} , L_{08} , L_{25} and L_{50} represent the values that are exceeded 2, 8, 25 and 50 percent of the time or 1, 5, 15 and 30 minutes per hour if the readings were extrapolated out to an hour's duration. The readings were taken approximately 5 feet above ground and with noted exception, no closer than 10 feet to any reflective surfaces (e.g., walls).

The monitored readings are included in Table XI-1 and summarized below. The noise monitoring locations are shown in Figure 1.

**Table XI-1
Noise Level Measurements**

Monitoring Location	L_{eq} (dBA)	L_{02} (dBA)	L_{08} (dBA)	L_{25} (dBA)	L_{50} (dBA)	L_{min} (dBA)	L_{max} (dBA)
NR-1	48.9	54.2	51.2	49.3	48.1	44.5	56.5
NR-2	50.9	55.9	54.2	52.3	49.9	41.3	57.8
NR-3	50.9	58.2	53.2	50.8	49.2	44.3	64.0
NR-4	50.4	58.5	53.6	50.2	47.5	43.3	63.0
NR-5	51.8	58.8	54.6	51.6	50.2	46.4	62.0

The L_{eq} represents the equivalent sound level and is the numeric value of a constant level that over the given period of time transmits the same amount of acoustic energy as the actual time-varying sound level. The L_{02} , L_{08} , L_{25} and L_{50} are the levels that are exceeded 2, 8, 25 and 50 percent of the time, respectively. Alternatively, these values represent the noise level that would be exceeded for 1, 5, 15 and 30 minutes during a 1-hour period, if the readings were extrapolated out to an hour's duration. The L_{min} and L_{max} represent the minimum and maximum root-mean-square noise levels obtained over a period of 1 second.



 Chambers Group
Figure 1

NOISE READING LOCATIONS
Figure 1

NR-1 – This reading was obtained at the sidewalk between 3019 and 3021 Sentney Avenue near the Ballona trail fence line. This site could potentially be affected by development of a rest stop during a later phase of the project. A pedestrian bridge is proposed to cross the Creek from Syd Kronenthal Park on the north to a new rest stop on the south. The 15-minute reading began at 4:51 p.m. A light breeze was blowing. The setting was typical of a fairly quiet urbanized residential area. Background noise was dominated by aircraft overflights, but traffic traveling along Washington Boulevard was also readily audible. Background freeway noise as well as the hum of industrial equipment across the channel were also noted. Sirens in the background also added to the overall noise level. Finally, four autos were observed to travel along Sentney Avenue north of Jacob Street at a distance of about 200 feet from the monitored location.

NR-2 – This reading was obtained in the backyard of the residence located at 4482 Jasmine Avenue. The residences in this area could be affected by development of the alternative Ballona Creek Gateway concept, if that concept is implemented during a later phase of project development. The meter was placed at a distance of 10 feet from the property's rear fence line. The fence was of wooden construction with no gaps or weep holes and was approximately 7 feet in height. The 15-minute reading began at 5:30 p.m. Background noise was dominated by birdcalls in and around the yard, but traffic along Jefferson Boulevard was also audible in the background. Aircraft overflights were also notable as was traffic on Jasmine Avenue and the sounds of neighborhood dogs barking.

NR-3 – This reading was obtained along the bike path behind the same residence at 4482 Jasmine Avenue. The 15-minute reading began at 5:51 p.m. Background noise consisted primarily of traffic along Jefferson Boulevard, but birdcalls and aircraft (including a helicopter overflight) were also audible.

NR-4 – This reading was obtained at the southeastern end of the street in front of the residence located at 4315 Jackson Avenue. As with NR-2, the residences in this area could be affected by development of the planned Pearson Street overlook and the alternative Ballona Creek Gateway if that concept is implemented during a later phase of project development. A chain link fence separates the street from the bike path and the meter was set at a distance of 10 feet from the fence line. The 15-minute reading began at 6:32 p.m. Background noise included aircraft overflights, a jogger who said hello as he ran by the meter's microphone, birdcalls and vehicles traveling along Jefferson Boulevard.

NR-5 – This reading was obtained on the second floor balcony (approximately 15-18 feet high) at the residence located at 4315 Jackson Avenue. As with NR-2, the residences in this area could be affected by development of the alternative Ballona Creek Gateway concept during a later phase of project development. The meter was placed at a distance of approximately 4 feet from the dwelling's rear wall. The 15-minute reading began at 6:54 p.m. and the breeze was rising. Background noise included traffic traveling along Jefferson Boulevard, but aircraft overflights (including a proximate helicopter) also added to the overall noise. During the first approximate 6 minutes of the reading, the observed Leq was slightly under that observed at NR-4. However, the presence of the helicopter effectively raised the Leq above that observed during reading NR-4. Other sources of local noise included birdcalls, dogs barking and a proximate neighbor using powered hand-tools.

Note that all of the existing conditions readings presented above are within the acceptable standard of 65 dB CNEL set by the City's Noise Element.

Design Elements That Can Be Implemented in the Short Term

Sections a, d: **Less Than Significant With Mitigation Incorporated.** Phase I of the proposed project involves landscaping and lighting improvements to an existing bike path along the Ballona Creek. Noise generated by the proposed project is anticipated to be short-term project construction.

Construction Impacts

Project construction-related short-term noise levels would be higher than the existing or ambient noise levels in the project area today. Post construction, noise levels would return to existing ambient conditions. Two types of short-term noise impacts could occur during the construction of the proposed project. First, the transport of workers and export of debris and import of construction materials to the site could incrementally increase noise levels along local access roads. From a construction standpoint, the project is relatively small and the number of workers would be minimal. Furthermore, the removal of debris and delivery of materials would only require a few trucks on a daily basis. For a project to add significantly to the existing traffic noise would essentially require a doubling of the existing traffic level and the expected volume of vehicles is too small to add measurably to the existing noise along major access routes. Therefore, even though there could be a relatively high single event noise exposure potential associated with passing trucks, the increase in long-term ambient noise levels would be less than 1 dBA when averaged over a 24-hour period and construction-related impacts associated with vehicle travel would not result in a significant adverse impact.

The second type of short-term noise impact is related to noise generated at the site during construction operations. Construction is typically performed in discrete steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table XI-2 lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor.

**Table XI-2
Noise Levels Generated by Typical Construction Equipment**

Type of Equipment	Range of Sound Levels Measured (dBA at 50 feet)	Suggested Sound Levels for Analysis (dBA at 50 feet)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 to 96	93
Rock Drills	83 to 99	96
Jack Hammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	68 to 80	77
Dozers	85 to 90	88
Tractor	77 to 82	80
Front-End Loaders	86 to 90	88
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 86	86
Trucks	81 to 87	86
Source: Noise Control for Buildings and Manufacturing Plants, BBN 1987.		

Composite construction noise is best characterized by Bolt, Beranek and Newman (USEPA December 31, 1971). In their study, construction noise for residential development is presented as 88 dBA L_{eq} when measured at a distance of 50 feet from the construction effort. This value takes into account both the number of pieces and spacing of the heavy equipment used in the construction effort. While project construction would not be as intensive as a residential development, as a worst-case scenario, the 88-dBA value is used to assess the impact of the construction effort.

As noted, local sensitive land uses include residential land uses as well as school, child-care, and library land uses along the Creek. The nearest dwellings could be as close as about 10 feet from active construction and short-term exterior noise levels could be on the order of 102 dBA L_{eq} . With windows closed, interior noise levels would be about 20 dBA lower (about 12 dBA lower with windows open).

The majority of the Culver City School Complex is setback from the trail by virtue of their athletic fields and playgrounds. However, some structures are located approximately 10 feet from the project. As noted, the Culver City Julian Dixon Library is also located in proximity to the bike path at Overland Avenue. Noise levels at the Culver City School structures and the library would be as discussed for the residential units above. The nearest structures at the childcare facility are on the order of 10 to 20 feet from the trail and noise could reach levels between 96 and 102 dBA L_{eq} . Note, that it is unlikely that many pieces of heavy equipment would be associated with Phase I improvements and these numbers represent a "worst case".

In all cases, these levels would only occur for very limited times when construction is performed near the proximate site boundary/structure on a worst-case workday. Most construction for Phase I of the project involves landscape improvements and, thus, should be substantially quieter than the presented values.

The Culver City Noise Ordinance, Chapter 9.07, Section 9.07.035 "Construction" exempts noise sources associated with construction, when performed between the hours of 8:00 a.m. and 8:00 p.m. on weekdays, 9:00 a.m. and 7:00 p.m. on Saturdays, and 10:00 a.m. and 7:00 p.m. on Sundays. The City of Los Angeles regulates construction noise through Municipal Code Section 41.40 "Noise Due to Construction, Excavation Work – When Prohibited." This section exempts construction noise when performed between the hours of 7:00 a.m. and 9:00 p.m. The ordinance also extends these hours to equipment maintenance and deliveries. Note that the Culver City construction ordinance is more strict than that for the City of Los Angeles.

Compliance with the local regulations is mandatory and as such, does not mandate mitigation. Because the City of Los Angeles allows construction outside of the hours considered as acceptable by Culver City, and noise does not recognize city borders, construction in the City of Los Angeles could create significant noise for Culver City residents. Even though mitigation is not required, implementation of the following measures would ensure that noise level impacts are lessened near sensitive receptors.

Mitigation Measures:

- N-1 All construction, servicing of equipment, and deliveries (even that within the City of Los Angeles) shall be subject to the construction hours promulgated by Culver City. However, no construction or equipment maintenance shall take place within 50 feet of any residential unit on Sundays.
- N-2 All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust.
- N-3 Construction equipment shall be maintained properly and tuned-up to minimize noise emissions.
- N-4 Stationary source equipment (e.g., compressors) shall be located so as to maintain the greatest distance from proximate residential dwellings.
- N-5 All equipment servicing shall be performed so as to maintain the greatest distance from the dwellings.
- N-6 The name and telephone number of a contact person shall be posted onsite.

Operation Impacts

Operation of Phase I of the proposed project would involve increased maintenance activities along the Creek channel to maintain newly landscaped areas. The increased maintenance activities would be conducted in compliance with the Culver City noise ordinance would not result in a significant impact.

Section b: **No Impact.** Construction of Phase I of the proposed project would involve landscaping and lighting improvements along on the existing bike path and slopes along the Ballona Creek that are outside of the concrete channel. Excessive groundborne vibration is typically associated with such activities as pile driving or blasting, neither of which would be required during construction of Phase I of the proposed project. No excessive groundborne vibrations or noise would be created by the operation of the proposed project and no significant vibration impacts would result from project development. No mitigation measures are necessary.

Section c: **Less Than Significant Impact.** Phase I of the proposed project would provide primarily landscaping and lighting along the Creek to improve its appearance and safety of uses of the bike path. These improvements are designed for the benefit of existing users of the bike path and are not expected to result in a substantial increase in bike path users. Although, these Creek improvements would require additional maintenance activities along the Creek, noise generated from landscaping maintenance is anticipated to be below a level of significance.

Section e: **No Impact.** The project site is not located within 2 miles of a public airport. No impacts would occur.

Section f: **No Impact.** The proposed project is not within the vicinity of a private airstrip. No impacts would occur.

Design Elements for Future Phases Requiring Additional Study

Phase II of the proposed project would include removal/demolition of portions of the channel concrete walls and construction of new wall designs. The later phases for construction have the potential to have longer and more intensive construction activities, thus increasing the potential for noise disturbances to sensitive receptors along portions of the Creek. Actual noise levels during construction would be similar to that described for the *Design Elements That Can Be Implemented in the Short Term* above. As above, construction would be subject to the local noise ordinance that exempts noise between certain hours. Also, as above, the additional recommended measures should be applied to any construction.

As described above, existing noise levels were taken for locations along the project site to obtain baseline conditions information. Those measurements portray current conditions (May 2003) for an evening rush hour weekday condition. Because ambient conditions change over time (i.e., more surface street traffic, new/different nearby land uses), noise conditions are also subject to change. At the point in time when plan view documents are developed for a site, project specific noise modeling to determine impacts can be conducted. For those demonstration projects near to homes or schools, a noise study should be conducted to determine the current ambient noise levels adjacent to those receptors and projected short-term and long-term noise impacts. The restriction of project construction activities in accordance with local noise ordinances would remain for construction. If any permanent noise level increases for new planned access points or other improvements were to exceed the local noise ordinance, mitigation may be required to reduce impacts to below a level of significance.

If the alternative Ballona Creek Greenway improvement would be developed in a later phase of the project within the Central Reach, part of the work for the promenade development would include the removal of existing structures on the site. These structures currently act as noise buffers protecting residents north of the Creek from noise from Jefferson Boulevard, but also act as reflective surfaces for sounds generated near the buildings or along portions of the Creek and bike trail. With removal of the buildings, the noise buffer would be removed, and sound would not only be in direct line with the residents along Jasmine Avenue, but also may reflect off the remaining adjacent structures resulting in an increased funnel or echo effect. A proposed noise wall along Jefferson Boulevard would need to be evaluated as its design is developed. As per Caltrans, a solid block wall blocking line of sight can reduce noise by as much as 5 dB. As part of the development of this site, hard structures (buildings and pavement) would be replaced with soft landscaping and grass, and a proposed Creek wall facing that may reduce noise reflection. As details of the Ballona Creek Greenway are developed, a comprehensive noise evaluation will be required to assess noise levels as they exist near to the time of development, model the potential differential in noise that could occur from the development, and, for any significant noise impacts, a plan for mitigation.

XII. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a-c: **No Impact.** The proposed project involves improvements to an existing Creek corridor and trail and would not induce substantial population growth or displace people or existing housing. No impacts would result from Phase I implementation.

Design Elements for Future Phases Requiring Additional Study

As above, the proposed project involves improvements to an existing Creek corridor and trail and would not induce substantial population growth or displace people or existing housing. In the later phases of the project, possible removal of existing industrial buildings adjacent to Jefferson Boulevard to develop the Ballona Creek Greenway also would not create any demand for population growth or new housing or displacement of substantial numbers of people. No other structures would be removed during later phases of the project. No population or housing impacts would result from Phases II-IV implementation.

XIII. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire Protection? Police Protection? Schools? Parks? Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a: **Less Than Significant Impact with Mitigation Incorporated.** Implementation of Phase I improvements would not result in the need for increased local capabilities for fire protection, schools or parks as new fencing, lighting, and vegetation would not increase demand for these services. However, trees must be selected and planted so as to not preclude providing fire protection to the rear of properties facing the Creek. If trees preclude providing proper services to structures from the Creek side, a significant impact could occur.

The enhancement of the trail is not expected to create a substantial increase in trail users, as no additional parking or substantial areas for public congregation are proposed with Phase I improvements. In addition, provision of new consistent fencing along the outer edge of the Creek and lighting will provide enhanced security for adjacent properties. No increased demand for police protection would occur and no impacts would result from Phase I implementation. The police departments should be consulted with regards to the density of proposed plantings and security. Any concerns regarding dense vegetation and the ability of potential criminals to be concealed by vegetation should be addressed or a potentially significant impact may occur.

Police service along the project area of the Creek is provided by Culver City, but service for a portion of the western reach may also be provided by the City of Los Angeles. Confusion currently exists within the local population as to who has responsibility for what elements. Coordination between the agencies would ensure that maintenance would be below a level of significance. It may not be clear to trail users who has jurisdictional responsibility over which portions of the Creek, and thus may result in delayed response time during a emergency call. This has been identified as a potentially significant impact.

As described in the Strategic Plan, several jurisdictions have responsibility over channel maintenance services along the levees and in the Creek including the Culver City Public Works Department, the City of Los Angeles Public Works Department, the L.A. County Public Works Department, and the Army Corps. The project offers the opportunity of improve "cracking" on the maintenance and access roads, the cleanup of unsightly and blighted areas, provide trash receptacles, and abate/prevent graffiti. Technical Advisory Committee meetings have been held during the public process in development of the Strategic Plan leading to an understanding and consensus on strategy and responsibility for maintenance and operations of the Creek trail improvements. The issue of which department(s) or entities will taken on the responsibility of maintenance of new vegetation along the levee needs to be identified. This process is still ongoing, and until such time that responsibility for trail enhancements and Creek maintenance are agreed upon in writing and monies for such services are secured, a potentially significant impact results.

Phase I activities should not change requirements for vector control. Problems with rats, mice, mosquitoes, etc., should neither increase nor decrease significantly with Phase I activities, with the possible exception that if areas of heavy brush and ivy are cleared within the back fences of residences abutting the Creek, rats may relocate within the neighborhood. The County currently provides rat poison to problem areas. The vector control issue should be considered within the overall maintenance plan, but is not considered a significant impact.

Trees must also be selected and kept trimmed so as not to interfere with access for flood/Creek maintenance activities. If tree canopies are too low so as to restrict truck movement, a significant impact would result.

Mitigation Measures:

PS-1 The local fire departments of the cities of Los Angeles and Culver City, and if any areas along the Creek are under L.A. County Fire Department jurisdiction, should be consulted with regards to the selection and plant layout for trees along the Creek. Approval by these agencies prior of the planting plan is required to assure that the trees do not impair their ability to provide services to structures facing the Creek. Trail access should also remain clear to provide unimpeded swift-water rescue operations.

- PS-2 The local police departments of the cities of Los Angeles and Culver City should be consulted with regards to the selection and density of vegetation proposed along the Creek. Approval from these agencies prior to planting is required to assure that dense vegetation will not be a security concern.
- PS-3 Signage should be placed at several locations along the trail clearly delineating the location and jurisdictional responsibility at each location for emergency response services with provision of telephone numbers.
- PS-4 A plan for Creek and trail maintenance and operations is required to be established and agreed to by all parties concerned, with assurance that funding will be provided, prior to the implementation of Phase I improvements. The plan should include opportunistic goals and implementation guidelines to take advantage of improvements such as repairing cracking, controlling graffiti, providing trash receptacles and the like on a project-by-project basis.
- PS-5 Tree canopies must be tall enough to allow maintenance trucks to pass beneath, or trees canopies must be narrow so as not to interfere with moving vehicles. Those agencies determined from measure PS-4 must be involved in approval of trees to ensure no interference with their equipment for maintenance purposes including appropriate trail clearances that meet the local codes of the involved agencies.

Design Elements for Future Phases Requiring Additional Study

Later phases of the project should not increase demand for fire protection, or schools associated with the improvements, and no impacts to those services would be expected.

An increase in trail users could result from ultimate enhancements including an increase in spaces where the public could gather, such as overlooks, the alternative Ballona Creek Greenway, or the rest stop on the south side of the Creek near the Jefferson Storm Drain Channel. It is possible that an indirect impact of increased use of the public parks located near the Creek could occur and potential impacts and opportunities should be evaluated during later design phases.

Later phases of the project include enhanced opportunities for public gathering spaces and potentially greater concerns for public safety and police protection services. These proposed public areas include the overlook with waterside access at Slauson; outdoor amenities at the Julia Dixon Library; rest stop at Overland Avenue; Pearson Street overlook and pedestrian access; the Ocean Drive Parkway; new pedestrian bridges connecting the north bank trail to Syd Kronenthal Park and the new pedestrian bridge at the Hayden Tract which would provide direct access to the South Bank Trail with transitional ramps to the North Bank Trail; Creekside terraces near Duquesne Ave.; a rest stop on the south side of the Creek near the Jefferson Storm Drain Channel; the Creek overlook near La Cienega Boulevard; and the alternative Ballona Creek Greenway concept. As design proceeds with these specific areas, consultation with the police department regarding any concerns/issues should be conducted, and any potential issues should be addressed as part of design considerations. These may include whether such areas may be accessible to the public at night and, if so, whether additional security may be warranted and if increased police protection is required. Coordination with planned improvements for the Baldwin Hills Park should also be conducted, as the proximity of the two areas of improvements could combine cumulatively to provide concerns of crime and security to local residents. Improvements should be designed to minimize vandalism or crime that could occur.

The later concept trail design leading to the water also provides recreational opportunity and safety concerns. With the prime objective of Ballona Creek being that of flood control, future design elements in or abutting the Creek need to be carefully designed and coordinated with the Army Corps and L.A. County to ensure that flood control is not compromised, and that public safety remains a priority.

Future improvements may require additional trail maintenance efforts that should be reviewed by the agencies responsible for maintenance once PS-4 (above) is established. Phase II activities should not change requirements for vector control. Problems with rodents should remain as described for the short-term (Phase I) portion of the program. The low-flow channel and inflatable dams should be considered

for their potential to result in shallow pooling that, especially in the summer, would result in stagnant pools that could breed mosquitoes. A mosquito problem, unabated, would be a significant impact. These issues should be considered within the overall maintenance plan and measures provided as appropriate to reduce any potential for impacts to less than significant.

XIV. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion or recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a-b: **Less Than Significant Impact.** Phase I improvements would not be expected to substantially increase use of the trail nor nearby park areas. During this phase improvements are along the existing north trail only with no plaza, overlooks, or other areas near existing parks that would enhance public gathering places and thus encourage increased use. While limited planting may occur along the south bank trail, no public access is proposed in Phase I. Impacts for Phase I are considered less than significant.

Design Elements for Future Phases Requiring Additional Study

As noted in Section XIII above, the proposed project may result in the increased use of the Ballona Creek trail and public parks located near the Creek. This may result as overlooks and public gathering locations are developed that could encourage more local residents and persons from other communities to come to the area, especially as publicity of some of the improvements occurs. Some of the local parks may already be operating above capacity; as such, future project demonstration areas near parks could indirectly result in existing park crowding plus parking shortages. Proposed demonstration projects may be selected to limit impacts to existing parks and provide additional parking and other related facilities along the trail route. The demonstration projects may also offer opportunities to enhance nearby local parks by providing additional amenities such as restrooms, drinking fountains, trash receptacles, etc. Future evaluation of these factors will be required as future phases are designed.

XV. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Would the project result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Would the project result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements that Can Be Implemented In the Short Term

Section a: **Less Than Significant Impact.** The Phase I improvements, including plantings, fencing, signage, and lighting, are within the levee of the existing trail and drainage channel. No work outside of the levee is associated with Phase I improvements. During construction, it would be expected that the few worker and pieces of heavy equipment involved would not interfere with local traffic patterns. A brief interruption may occur as trees and shrubbery are transported to the Creek, but this would be a less than significant occurrence. It is also expected that only segments of the Creek Corridor would be enhanced at a time as funding is available. Only an occasional maintenance vehicle would be associated with operations maintenance, and impacts would be less than significant.

Section b: **No Impact.** The project would not generate any new street traffic; as such, the project will not either individually or cumulatively exceed any level of service standard established by the L.A. County congestion management agency for designated roads or highways. No impact will result.

Section c: **No Impact.** The project does not involve or result in changes to air traffic.

Section d: **No Impact.** The design of the Creek alignment will not change with Phase I improvements. No surface street traffic alignment changes are proposed as part of this project. There will be no substantially increased hazards due to any design features (e.g., sharp curves or dangerous intersections) or incompatible uses.

Section e: **Less Than Significant Impact With Mitigation Incorporated.** As discussed in Section XIII, above for Public Services, trees must be selected and planted so as to not preclude providing fire or police protection within and around the Creek. If trees preclude providing proper services to structures from the Creek side, a significant impact could occur.

Mitigation Measure:

TR-1 Compliance with mitigation measures PS-1 and PS-2 that requires the fire and police departments to approve vegetation plans along the Creek will ensure that emergency services are not impacted. Compliance with those measures will assure that any potential impacts are reduced to insignificant.

Section f: **Less Than Significant Impact.** Phase I improvements are not expected to increase public usage of the trail system. It is not expected that parking demand would increase and no new parking is part of Phase I improvements, so as to discourage trail use by persons not local to the area.

Section g: **No Impact:** The project is consistent with local planning documentation (Culver City, and the Master Plan for Baldwin Hills Park) that encourage use and development of bicycle trails. No impacts are expected.

Design Elements for Future Phases Requiring Additional Study

Construction modifications to the flood control channel walls could generate a substantial amount of solid waste as concrete is removed and soil is excavated, changing flood walls from their existing configuration to a wider Creek with more vertical walls. Construction haul traffic to take these materials out of the area, with new materials being delivered to the area, including the possibility of cement trucks lining up and staging along local streets, could cause temporary significant constraints to the local street system that may require traffic controls as mitigation. A traffic study may be required as detailed engineering of future phases of the project are developed.

Later phases of the project include enhanced opportunities for public gathering spaces and potentially greater concerns for increased traffic and parking. These proposed public areas include the overlook with waterside access at Slauson; outdoor amenities at the Julia Dixon Library; rest stop at Overland Avenue; Pearson Street overlook and pedestrian access; Creekside terraces near Duquesne Avenue; a rest stop on the south side of the Creek near the Jefferson Storm Drain Channel; the Creek overlook near La Cienega Boulevard, and the alternative Ballona Creek Gateway concept. New south bank trail improvements and north bank trail access points also offer the public new trail opportunities.

While increased traffic would not be expected to be significant, further study should be conducted of potential users. Future increased use of the trail and Creek side amenities attracting persons to the area may result in utilization of parking at public parks, constraining local park parking. While not proposed at present, future planning for these areas needs to take into consideration the attractiveness of these enhancements and possible use by persons outside the local community. With no additional parking, persons from outside the area, curious to see and enjoy the Creek amenities, could park on local streets, potentially causing impacts to local businesses and residences. As design proceeds with these specific areas, additional study is warranted to determine the level of enhancement, types of restrictions necessary to avoid crowding along local streets, and whether additional parking would need to become a consideration. Meetings with property owners could be initiated to discuss options to mitigate impacts that the Creek corridor enhancements may create. Coordination with planned improvements for the Baldwin Hills Park should also be conducted, as the proximity of the two areas of improvements could combine cumulatively to attract visitors to the local area. A parking and pedestrian movement plan would need to evaluate existing and proposed parking controls, cross walks, speed limits, and specific impacts to each neighborhood.

XVI. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a, b: **No Impact.** No water or waste facilities are associated with the Phase I improvements. As such, there will be no exceedance of RWQCB treatment requirements.

Section c: **No Impact.** For Phase I improvements, there would be no changes to the Creek alignment. However, with increased plantings and improvements, included new irrigation, there is a potential for a small increase in runoff into Ballona Creek. Impacts are less than significant. No new or modified stormwater drainage facilities are required.

Section d: **No Impact.** No increased use of the trail is expected that would require a demand for water. No increased or expanded entitlements would occur from Phase I of the project.

Section e: **No Impact.** No increased use of the trail is expected that would require increased wastewater treatment. No new buildings or public structures are part of the project. Some soil and construction debris materials would be expected with Phase I improvements, but the quantity could be easily accommodated by local landfills, and no landfill impacts would occur.

Section f: **Less Than Significant Impact.** Trash receptacles are proposed as part of Phase I improvements. The amount of trash collected would be minor and no impacts to landfill capacity would result.

Section g: **No Impact.** The project does not conflict with solid waste regulations.

Design Elements for Future Phases Requiring Additional Study

Construction modifications to the flood control channel walls could generate a substantial amount of solid waste as concrete is removed and soil is excavated to modify the existing configuration to a wider Creek with more vertical walls. As this is a construction project, the potential impacts on local landfills would be temporary, and it is expected that adequate capacity would be available at regional landfills to handle the solid waste generated by the project. The proposed project would be subject to comply with all federal, state, and local statues and regulations related to solid waste. This issue would need to be evaluated further in subsequent CEQA documentation.

Specific future demonstration projects proposed for the Creek trail may require water, wastewater and solid waste services for drinking fountains, restroom facilities, and trash receptacles proposed along the Creek. Due to the limited scale of these planned improvements, impacts to these services would be anticipated to be below a level of significance.

Project enhancements provide a potential opportunity to underground utilities in conjunction with Creek improvements, to enhance the appearance of the corridor and potentially help to increase property values. The feasibility and appropriateness of undergrounding would need to be evaluated to minimize construction impacts, constraints on landscaping, maintenance access and conflicts with any existing buried lines.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Design Elements That Can Be Implemented in the Short Term

Section a: **Less Than Significant With Mitigation Incorporated.** Phase I of the proposed project will provide enhancement of the environment along the Creek levees. Aesthetically, new trees and shrubs, consistency in fencing, lighting, signage, and generally cleaning up along the Creek will provide a visual enhancement that will be pleasing and inviting to the eye. As such the project will not degrade the quality of the environment.

As described in Section IV Biological Resources, two segments of eucalyptus windrows with possible biological significance were identified along the Ballona Creek Trail corridor within Culver City. Mitigation measures BIO-1 and BIO-2 would ensure that the proposed project impacts associated with construction are below a level of significance. No additional biological resources were identified along the project segment of Ballona Creek. Phase I landscaping improvements would include the use of California native plant species. These improvements would create new habitat along the Creek. New trees may promote more use of the Creek corridor by birds and provide a habitat linkage with Baldwin Hills Park. As such the project will not degrade the quality of the environment.

Phase I of the proposed project would involve the construction of landscaping and lighting improvements that would occur above the top of the channel bank. The areas proposed for these improvements have been previously disturbed as part of the construction of the Creek channel, trail and surrounding development years ago and would not result in a substantial adverse impact to important examples of the major periods of California history or prehistory. As such the project will not degrade the quality of the environment.

Section b: **Less Than Significant Impact.** As described in Section VIII Hydrology and Water Quality irrigation associated with new landscaping along the Creek may result in a slight increase in runoff into the Creek channel. Due to the nature of landscaping activities, runoff from project improvements may contain sediment or chemicals (fertilizers and pesticides) that would contribute incrementally to polluted runoff within the Creek. L.A. County, through its Public Works Department Division, is leading an effort to develop a management plan for the overall Ballona Creek watershed. This effort will address cumulative water quality issues, and provide watershed management recommendations, including ways to improve water quality. Implementation of Phase I of the proposed project will contribute only incrementally to water quality issues as the levees amount to a tiny fraction of the watershed area and is not a significant contributor to water quality. The proposed project is also considered in context with other improvements along Ballona Creek including the Sediment Management Plan proposed by the Army Corps (see Section 3.4, Parallel Efforts of the Strategic Plan). That project when implemented will also help to control sediment and water quality. No significant cumulative impact will occur.

As discussed in a) above, new trees may promote more use of the Creek corridor by birds and provide a habitat linkage with Baldwin Hills Park, providing a beneficial cumulative impact as enhancements also occur within Baldwin Hills.

Section c: **Less Than Significant With Mitigation Incorporated.** Construction activities associated with Phase I improvements would result in temporary increases in noise along the Creek corridor. Mitigation measures proposed in Section XI Noise would reduce adverse effects to below a level of significance.

As discussed in Section XIII Public Services, trees proposed as part of Phase I landscaping may preclude fire or police services from providing protection to the rear of properties facing the Creek. Implementation of mitigation measures in Section VIII and Section XV Transportation/Traffic would ensure that emergency services are not impacted and any potential impacts are reduced to insignificant.

With incorporation of the mitigation measures, Phase I of the proposed project would not result in substantial direct or indirect adverse effects on humans.

Design Elements for Future Phases Requiring Additional Study

Future phases of the proposed project involve the construction of improvements within the concrete channel of the Creek, provision of south bank trails, and overall enhancements through creek reconfiguration combined with beautification. Property acquisition and redevelopment of select areas adjacent to the Creek including optional design considerations along Jefferson Boulevard may be considered. These improvements may affect the channel's ability to carry floodwaters, may result in increased noise levels along certain areas of the Creek corridor, pose public safety considerations for residents along the Creek, and cause temporary construction-related impacts as described in this document. As described in Sections I-XVI, additional evaluation of potential environmental impacts is needed to ensure that potential impacts of future project phases to biological resources, California historical resources, cumulative impacts, and adverse effects on human beings are below a level of significance.

SUMMARY OF PHASE I SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Biological Resources Impacts During Construction to Monarch Butterflies and Breeding Raptors:

Mitigation Measures:

- BIO-1 If construction is expected to occur in the fall and winter months, then surveys for monarch butterflies shall be conducted by a qualified biologist prior to construction activities. If roosting monarchs are observed, then a buffer must be established and Culver City, County of Los Angeles (L.A. County), and California Department of Fish and Game (CDFG) shall be contacted accordingly.
- BIO-2 If construction is expected to occur during the raptor breeding season (March 1 through August 31), then surveys for nesting raptors should be conducted by a qualified biologist prior to construction activities. If nesting raptors are observed, then a buffer must be established and Culver City, L.A. County, and CDFG shall be contacted accordingly.

Short-Term Impacts from Construction Noise:

Mitigation Measures:

- N-1 All construction, servicing of equipment, and deliveries (even that within the City of Los Angeles) shall be subject to the construction hours promulgated by Culver City. However, no construction or equipment maintenance shall take place within 50 feet of any residential unit on Sundays.
- N-2 All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust.
- N-3 Construction equipment shall be maintained properly and tuned-up to minimize noise emissions.
- N-4 Stationary source equipment (e.g., compressors) shall be located so as to maintain the greatest distance from proximate residential dwellings.
- N-5 All equipment servicing shall be performed so as to maintain the greatest distance from the dwellings.
- N-6 The name and telephone number of a contact person shall be posted onsite.

Public Services Impacts to Agencies Accessing the Creek for Maintenance and Operations, Security, and Emergency Response:

Mitigation Measures:

- PS-1 The local fire departments of the cities of Los Angeles and Culver City, and if any areas along the Creek are under L.A. County Fire Department jurisdiction, should be consulted with regards to the selection and plant layout for trees along the Creek. Approval by these agencies prior of the planting plan is required to assure that the trees do not impair their ability to provide services to structures facing the Creek. Trail access should also remain clear to provide unimpeded swift-water rescue operations.
- PS-2 The local police departments of the cities of Los Angeles and Culver City should be consulted with regards to the selection and density of vegetation proposed along the Creek. Approval from these agencies prior to planting is required to assure that dense vegetation will not be a security concern.

- PS-3 Signage should be placed at several locations along the trail clearly delineating the location and jurisdictional responsibility at each location for emergency response services with provision of telephone numbers.
- PS-4 A plan for Creek and trail maintenance and operations is required to be established and agreed to by all parties concerned, with assurance that funding will be provided, prior to the implementation of Phase I improvements. The plan should include opportunistic goals and implementation guidelines to take advantage of improvements such as repairing cracking, controlling graffiti, providing trash receptacles and the like on a project-by-project basis.
- PS-5 Tree canopies must be tall enough to allow maintenance trucks to pass beneath, or trees canopies must be narrow so as not to interfere with moving vehicles. Those agencies determined from measure PS-4 must be involved in approval of trees to ensure no interference with their equipment for maintenance purposes including appropriate trail clearances that meet the local codes of the involved agencies.

Transportation Impacts – Ability to Service Maintenance of Creek:

Mitigation Measure:

- TR-1 Compliance with mitigation measures PS-1 and PS-2 that requires the fire and police departments to approve vegetation plans along the Creek will ensure that emergency services are not impacted. Compliance with those measures will assure that any potential impacts are reduced to insignificant.

REFERENCES

California Resources Agency, Department of Parks and Recreation and Baldwin Hills Conservancy.
2002 Baldwin Hills Park Master Plan.

City of Culver City

2003 Culver City Ballona Creek and Trail Focused Study Strategic Plan. Prepared by RRM Design Group.

1996 City of Culver City General Plan.

1995 Final Draft, Program Environmental Impact Report on the General Plan Update. November 1995.

Everest International Consultants

2002 Initial Flood Protection Evaluation. Paper Prepared for RRM Design Group and Culver City.

U.S. Environmental Protection Agency

1971 Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, Bolt, Beranek, and Newman.