



# INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

## MILTON STREET PARK PROJECT

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## SECTION 1.0 INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

In accordance with the California Environmental Quality Act (CEQA) (*California Public Resources Code* §21000 et seq.) and the CEQA Guidelines (Title 14, *California Code of Regulations* §15000 et seq.), this Initial Study (IS) has been prepared to support the adoption of a Mitigated Negative Declaration (MND) for the proposed Milton Street Park Project (proposed project). This IS/MND evaluates the potential environmental impacts associated with project implementation and identifies the mitigation measures that would reduce or avoid the project's significant adverse impacts on the environment.

Section 15367 of the State CEQA Guidelines defines the Lead Agency as the public agency with the principal responsibility for carrying out or approving a project. The Mountains Recreation and Conservation Authority (MRCA) will be responsible for the approval and construction of the proposed project, as well as for its long-term maintenance. The MRCA is serving as the Lead Agency for the proposed project and is therefore responsible for complying with CEQA and the CEQA Guidelines.

Section 15063(c) of the CEQA Guidelines identifies the purposes of an Initial Study as follows:

- (1) To provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration;
- (2) To enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
- (3) To assist in the preparation of an EIR, if one is required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, explaining the reasons for determining that potentially significant effects would not be significant, and identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects;
- (4) To facilitate environmental assessment early in the design of a project;
- (5) To provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
- (6) To eliminate unnecessary EIRs; and
- (7) To determine whether a previously prepared EIR could be used with the project.

This Initial Study for the proposed project serves these purposes.

In accordance with Section 21082.1(c) of CEQA and Section 15074(b) of the CEQA Guidelines, the MRCA authorized the preparation of this IS/MND and has reviewed and revised, as necessary, all submitted drafts and technical studies to reflect its own independent judgment, including (1) reliance on applicable MRCA technical personnel and (2) review of all technical reports. Data for this IS/MND were obtained from on-site field observations; discussions with affected agencies; review of available technical studies, reports, guidelines, and data; and analysis for the proposed project.

## 1.2 SUMMARY OF IMPACTS AND MITIGATION

The proposed Milton Street Park Project would involve the construction of a linear park that consists of a pedestrian pathway, overlook areas, a 10-foot by 50-foot shade structure, new access gateway, entry stairs and American with Disabilities Act (ADA) accessible ramp, fencing, native landscaping and irrigation, site furnishings, gabion retaining walls, and interpretive panels on a 1.2-acre parcel along Milton Street, between Mascagni Street and Westlawn Avenue in the City of Los Angeles. In addition, the proposed project would turn the abutting segment of Milton Street into a “Green Street”, which would capture and treat wet and dry weather runoff from the street and park through vegetated stormwater curb extensions (VSCEs) along both sides of Milton Street.

As detailed in Section 4.0 of this IS/MND, the proposed project would result in environmental impacts during short-term construction activities. There are existing local, State, and federal regulations and laws that would need to be implemented by the proposed project independent of CEQA review. These regulations are considered regulatory requirements (RRs) and serve to offset or prevent certain environmental impacts. Because RRs are incorporated into the project (either in the project design or as part of project implementation), they do not constitute mitigation measures (MMs) in accordance with CEQA. Section 15370 of the State CEQA Guidelines defines “mitigation” as follows:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

The proposed project would need to comply with applicable regulatory requirements (RRs), as outlined in Section 4.0. In addition, the project would be required to implement MMs to avoid or reduce potentially significant adverse impacts to Biological Resources and Noise. Table 1-1 below identifies the RRs and MMs that would reduce the significant impacts of the project to less than significant levels.

**TABLE 1-1  
REGULATORY REQUIREMENTS AND MITIGATION MEASURES**

Regulatory Requirement/ Mitigation Measure	Implementing Action	Level of Impact after Implementation
<b>Air Quality</b>		
<b>RR 4.3-1</b> Project construction shall comply with the South Coast Air Quality Management District’s (SCAQMD’s) Rule 403, Fugitive Dust, which requires the implementation of best available control measures (BACM) for any activity or man-made condition capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or	The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation during construction activities.	Less than significant

**TABLE 1-1 (Continued)  
REGULATORY REQUIREMENTS AND MITIGATION MEASURES**

Regulatory Requirement/ Mitigation Measure	Implementing Action	Level of Impact after Implementation
<p>heavy- and light-duty vehicular movement. The BACMs shall include, but are not limited to, soil stabilization; watering of surface soils and crushed materials; cover of hauls or provision of freeboard; track-out prevention; limits on vehicle speeds; and wind barriers. Compliance with this rule will result in a reduction in short-term particulate pollutant emissions.</p>		
<b>Biological Resources</b>		
<p><b>MM 4.4-1</b> To the extent feasible, vegetation clearing shall occur prior to February 1. However, if vegetation removal must be initiated between February 1 and August 31, a pre-construction survey for active bird nests shall be conducted by a qualified Biologist three days prior to the commencement of vegetation removal activities. If an active nest is observed, it shall be mapped and a buffer zone shall be designated and identified to protect the nest; the size of the buffer will be determined by the Biologist based on the species nesting and the level of disturbance. Construction/maintenance activities that could result in the failure of the nest site shall be limited within the buffer until the nest is no longer active, as determined by a qualified Biologist. Once the nest is no longer active, construction/maintenance may proceed within the buffer zone.</p>	<p>The MRCA shall include this MM as a note in the Contractor Specifications, and the Contractor shall comply with this MM prior to and during construction activities.</p>	<p>Less than significant</p>
<b>Cultural Resources</b>		
<p><b>RR 4.5-1</b> In the event of the discovery of human remains during ground disturbance and excavation activities, compliance with Section 7050.5 of the <i>California Health and Safety Code</i> is required. This regulation states that, if human remains are found during ground-disturbing activities, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner is contacted. The County Coroner shall be notified within 24 hours of the discovery and, within two working days of notification of the discovery, s/he shall determine the appropriate treatment and disposition of the human remains.</p> <p>If the County Coroner determines that the remains are or are believed to be</p>	<p>The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation upon the discovery of human remains during ground disturbance activities.</p>	<p>Less than significant</p>

**TABLE 1-1 (Continued)**  
**REGULATORY REQUIREMENTS AND MITIGATION MEASURES**

Regulatory Requirement/ Mitigation Measure	Implementing Action	Level of Impact after Implementation
<p>Native American, s/he shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours of the discovery. In addition, Section 5097.98 of the <i>California Public Resources Code</i> states that the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site by the property owner. The property owner shall then determine, in consultation with a designated Native American representative, the final disposition of the human remains (14 California Code of Regulations §15064.5[e]).</p>		
<b>Geology and Soils</b>		
<p><b>RR 4.6-1</b> Project design and construction shall comply with the Chapter IX of the City of Los Angeles Municipal Code (also known as the City's Building Code), which regulates the construction, alteration, moving, demolition, repair, maintenance and use of any building or structure within the City. The Building Code includes various building standards to maintain the structural integrity of any building or structure and to promote public safety. The standards include preparation of a site-specific Geotechnical Report for individual projects by registered design professionals for City approval, along with compliance with the Report recommendations as part of the engineering design and construction.</p>	<p>This RR shall be included in the Engineering Plans and as notes in the Contractor Specifications. The Project Engineer shall design the proposed project in accordance with this regulation, subject to review and approval during the City's plan check process and for implementation by the Contractor.</p>	<p>Less than significant</p>
<b>Hazards and Hazardous Materials</b>		
<p><b>RR 4.8-1</b> Construction and maintenance activities for the project shall comply with existing regulations regarding hazardous material use, storage, disposal, and transport so that no major threats to public health and safety are created. These regulations include the Toxic Substance Control Act, the Hazardous Material Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, the Certified Unified Program Agency, and the California Accidental Release Prevention Program.</p>	<p>The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall comply with applicable hazardous material regulations during construction and maintenance activities for the proposed project.</p>	<p>Less than significant</p>

**TABLE 1-1 (Continued)**  
**REGULATORY REQUIREMENTS AND MITIGATION MEASURES**

Regulatory Requirement/ Mitigation Measure	Implementing Action	Level of Impact after Implementation
<b>Hydrology and Water Quality</b>		
<b>RR 4.9-1</b> Design and construction of the improvements on Milton Street shall comply with the City's Green Street Standard Plans for a vegetated storm water curb extension.	The MRCA shall include this RR as a note in the Project Improvement Plans and in the Contractor Specifications. The Engineer shall design and the Contractor shall construct the improvements on Milton Street in accordance with the City's Green Street Standard Plans	Less than significant
<b>RR 4.9-2</b> Project construction shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002, or the latest approved general permit). This General Permit requires construction activities (including demolition, clearing, grading, excavation, and other land disturbance activities) that result in the disturbance of one acre or more of total land area to file and submit a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement to the State Water Resources Control Board prior to construction. In order to obtain coverage under the General Permit, a project-specific SWPPP shall be prepared, which shall contain BMPs that would be implemented to reduce or eliminate construction-related pollutants in site runoff.	The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall comply with this regulation prior to and during construction activities for the proposed project.	Less than significant
<b>RR 4.9-3</b> Project construction shall comply with Chapter VI, Article 4.4 of the <i>Los Angeles City Municipal Code</i> , which regulates discharges into the storm drain system and receiving waters. It prohibits the discharge of solids, liquids, gases, and other pollutants that are flammable, reactive, explosive, corrosive, or radioactive; that could obstruct flows; that are considered medical, infectious, toxic or hazardous material or waste; that would pose a hazard to human, animal, plant, or fish life; or that would create a public nuisance.	The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall comply with this regulation during project construction activities.	Less than significant
<b>Noise</b>		
<b>RR 4.12-1</b> Project construction shall comply with Section 41.40 of the <i>City of Los Angeles Municipal Code</i> , which	The MRCA shall include this RR as a note in the Contractor Specifications, and the	Less than significant



**TABLE 1-1 (Continued)  
REGULATORY REQUIREMENTS AND MITIGATION MEASURES**

Regulatory Requirement/ Mitigation Measure	Implementing Action	Level of Impact after Implementation
<p>requires that construction using any equipment that makes loud noises that would disturb persons in nearby residences, including the operation, repair or servicing of construction equipment and the job-site delivering of construction materials, be limited to the hours of 7:00 AM to 9:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.</p>	<p>Contractor shall comply with this regulation during construction activities.</p>	
<p><b>RR 4.12-2</b> Project construction shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and telephone number of the contractor and the owner or owner's agent, hours of construction allowed by code, or any discretionary approval for the project site and the telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City of Los Angeles Department of Building and Safety.</p>	<p>The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation during construction activities.</p>	<p>Less than significant</p>
<p><b>MM 4.12-1</b> Prior to the use of diesel engine driven construction equipment on the eastern 200 feet of the project site, the Contractor shall plan the work to minimize noise and vibration impacts by implementing methods that include but are not be limited to (1) selecting quieter and lighter equipment; (2) selecting equipment without an elevated exhaust stack; (3) restricting equipment use so that only one piece of equipment shall operate in the area at any time; (4) limiting noisy equipment operation in the area to 4 hours per day; (5) limiting noisy equipment operation in the area to 3 days in any week; and (6) using manual labor instead of equipment.</p>	<p>The MRCA shall include this MM as a note in the Contractor Specifications, and the Contractor shall implement this MM during construction activities.</p>	<p>Less than significant</p>
<p><b>MM 4.12-2</b> Prior to the initiation of grading, the contractor shall implement the following: a) All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. Mufflers shall be equivalent to or of greater noise</p>	<p>The MRCA shall include this MM as a note in the Contractor Specifications, and the Contractor shall implement this MM during construction activities.</p>	<p>Less than significant</p>

**TABLE 1-1 (Continued)**  
**REGULATORY REQUIREMENTS AND MITIGATION MEASURES**

Regulatory Requirement/ Mitigation Measure	Implementing Action	Level of Impact after Implementation
<p>reducing performance than the manufacturer's standard.</p> <p>b) Stationary equipment, such as generators and air compressors, shall be located as far from local residences and the Marina del Rey Middle School as feasible. Where stationary equipment must be located within 250 feet of a sensitive receptor, the equipment shall be equipped with appropriate noise reduction features (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to an average noise level (<math>L_{eq}</math>) of 65 A-weighted decibels (dBA).</p> <p>c) Equipment maintenance, vehicle parking, and material staging areas shall be located as far away from local residences and the Marina del Rey Middle School as feasible.</p>		
<b>Transportation/Traffic</b>		
<p><b>RR 4.16-1</b> Project construction shall comply with the City's general construction requirements on the implementation of temporary traffic control measures in accordance with Standard Specifications for Public Works Construction (Greenbook) and the City of Los Angeles Department of Public Works' Additions and Amendments to the 2009 Edition of the Standard Specifications for Public Works Construction (Brown Book) which contains standards for traffic and access (i.e., maintenance of access, traffic control, and notification of emergency personnel).</p>	<p>The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall provide temporary traffic control measures in accordance with these requirements during construction activities on Milton Street.</p>	<p>Less than significant</p>
<p><b>RR 4.16-2</b> Project construction shall include the provision of traffic control devices in compliance with the current Manual for Uniform Traffic Control Devices (MUTCD) to ensure traffic safety on streets and highways. The MUTCD includes signs, markings, flagger control, and temporary devices needed to promote pedestrian and worker safety during construction, as well as permanent signs and markings to promote roadway safety and efficiency.</p>	<p>The MRCA shall include this RR as a note in the Project Improvement Plans and in the Contractor Specifications. The Engineer shall design and the Contractor shall construct the improvements on Milton Street in accordance with the MUTCD.</p>	<p>Less than significant</p>

**TABLE 1-1 (Continued)  
REGULATORY REQUIREMENTS AND MITIGATION MEASURES**

Regulatory Requirement/ Mitigation Measure	Implementing Action	Level of Impact after Implementation
<b>Utilities and Service Systems</b>		
<b>RR 4.17-1</b> Waste disposal during project construction shall comply with the City of Los Angeles Construction and Demolition (C&D) Waste Recycling Ordinance, which requires all mixed C&D waste generated within City limits be taken to City certified C&D waste processors.	The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation during construction activities.	Less than significant

### 1.3 PROJECT APPROVALS

A 30-day public review and comment period from July 23, 2012 to August 22, 2012 was established for the IS/MND, in accordance with Section 15073 of the CEQA Guidelines. At the start of this review period, the IS/MND will be provided to responsible and trustee agencies and other interested agencies for review and comment.

In compliance with Section 15072 of the CEQA Guidelines, a Notice of Intent to Adopt the MND will also be published in the Los Angeles Times newspaper on July 23, 2012 and will be filed with the Los Angeles County Registrar-Recorder/County Clerk and sent to the State Governor's Office of Planning and Research (State Clearinghouse). In addition, the IS/MND and associated technical reports shall be made available for public review at the following location:

Mountains Recreation and Conservation Authority  
Los Angeles River Center and Gardens  
570 West Avenue 26, Suite 100  
Los Angeles, California 90065

This document will also be made available for viewing at the Mountains Recreation and Conservation Authority website at <http://www.mrca.ca.gov/>.

During the public review period, the MRCA will be accepting public comments on the IS/MND. Comments on the IS/MND may be sent to:

Ms. Ana Petrlc  
Urban Projects and Watershed Planning Division  
Mountains Recreation and Conservation Authority  
Los Angeles River Center and Gardens  
570 West Avenue 26, Suite 100  
Los Angeles, California 90065  
[ana.petrlc@mrca.ca.gov](mailto:ana.petrlc@mrca.ca.gov)

In accordance with Section 15074 of the CEQA Guidelines, prior to approving the proposed project, the MRCA Board of Directors (Board) must consider the IS/MND together with any comments received during the public review process. The Board will adopt the MND only if it finds that there is no substantial evidence that the project will have a significant effect on the environment.

## 1.4 ORGANIZATION OF IS/MND

This IS/MND is organized into the following sections:

**Section 1.0 – Introduction:** This section provides an introduction to the IS/MND process and a brief overview of the findings of the environmental analysis.

**Section 2.0 – Environmental Setting:** This section provides a description of the proposed project location and the existing environmental setting of the project area.

**Section 3.0 – Project Description:** This section describes the objectives established for the proposed project; provides a project description (i.e., physical and operational characteristics); and identifies the approvals needed for project implementation.

**Section 4.0 – Environmental Analysis:** The completed CEQA checklist form provides the analysis of the potential impacts that may result from implementation of the proposed project. The environmental checklist form also includes “mandatory findings of significance”, in compliance with CEQA requirements. This section contains the analysis of environmental impacts identified in the environmental checklist and identifies the regulatory requirements (RRs) and the mitigation measures (MMs) that would eliminate potentially significant adverse effects or reduce them to less than significant levels.

**Section 5.0 – References:** This section identifies the references used in preparation of the IS/MND.

**Section 6.0 – Preparers:** This section identifies the individuals responsible for preparing the IS/MND.

## **SECTION 2.0 ENVIRONMENTAL SETTING**

### **2.1 PROJECT LOCATION**

The project site for the proposed linear park is a 1.2-acre undeveloped parcel owned by the Baldwin Hills Regional Conservation Authority (BHRCA) located south of Milton Street, between Mascagni Street and Westlawn Avenue in the City of Los Angeles, as shown in Exhibit 2-1, Regional Location and Local Vicinity. The segment of Milton Street abutting the site would also be modified into a “Green Street”, with the provision of vegetated stormwater curb extensions (VSCs) on both sides of the street. Exhibit 2-2, Aerial Photograph, shows the site and the surrounding area.

### **2.2 PROJECT BACKGROUND**

In 2007, the BHRCA acquired the Milton Street property. Upon BHRCA’s acquisition of the property, it entered into an agreement with the Mountains Recreation and Conservation Authority (MRCA) for the MRCA to conduct the project planning and design for the park.

The BHRCA is a Joint Powers Authority (JPA) between the Santa Monica Mountains Conservancy and the County of Los Angeles. It was formed to acquire, expand and improve open space areas within the Baldwin Hills; along Ballona Creek; and in other natural and recreational areas in the Second Supervisorial District of the County of Los Angeles. The MRCA is local public agency exercising joint powers of the Santa Monica Mountains Conservancy, the Conejo Recreation and Park District, and the Rancho Simi Recreation and Park District pursuant to Section 6500 et seq. of the California Government Code.

The BHRCA and the MRCA have implemented a number of projects, including signage, staging areas, fencing, public arts, drinking fountains, seating, native plant landscaping, and other improvements on and along the Ballona Creek Bike Path. The proposed Milton Street Park Project would be an additional improvement that would serve as a staging area and rest stop along the bike path.

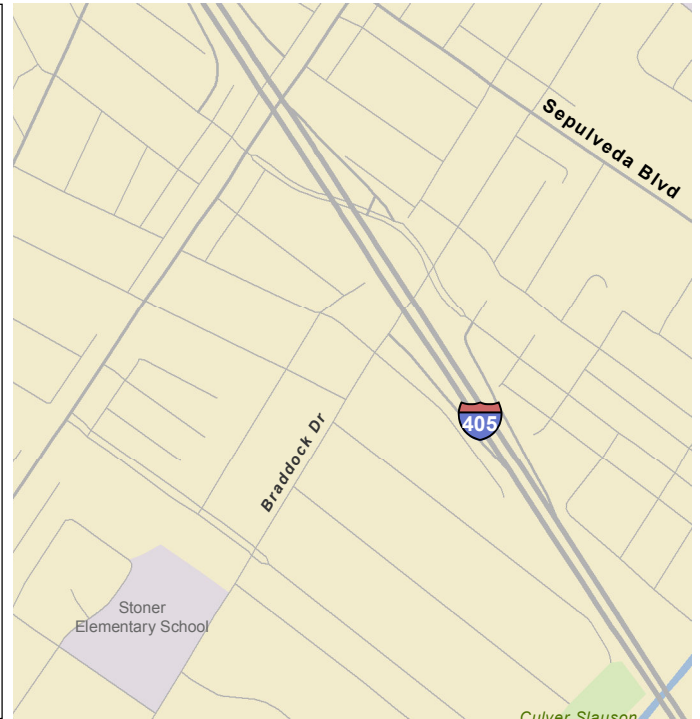
For the proposed Milton Street Park Project, the MRCA has conducted three community meetings to identify the needs of area residents and to address them in the design concepts for the park. Upon approval of the proposed site design, the MRCA would also be responsible for the project management of the construction phase and long-term maintenance of the proposed linear park.

### **2.3 PROJECT SITE CHARACTERISTICS**

The proposed project site is a 1.2-acre linear parcel (45 feet wide and over 1,000 feet long) located within the West Los Angeles area of the City of Los Angeles. The project site currently functions as the north side levee of a portion of Ballona Creek, which is a U.S. Army Corps of Engineers (USACE) facility. The project would also include “Green Street” improvements to approximately 900 linear feet of the public right-of-way of Milton Street that adjoins the BHRCA parcel.

#### **2.3.1 EXISTING LAND USES**

The proposed project site is currently vacant. The southern and eastern ends are bound by a five-foot-high chain-link fence; the northern side is bound by Milton Street; and the western end is not physically demarcated. The site’s southern boundary is adjacent to a paved bike trail

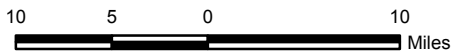


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## Regional Location and Local Vicinity

Exhibit 2-1

Milton Street Park Project



**Bonterra**  
CONSULTING

Project Boundary



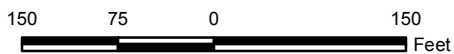
D:\Projects\MRCAU001\mxd\Ex\_aerial.mxd

Aerials: LAR-IAC 2011

# Aerial Photograph

# Exhibit 2-2

Milton Street Park Project



(Rev: 6-22-2012 CJS) Projects\MRCAU001\MND\Ex\_aerial.pdf

along the northern bank of Ballona Creek. Directly north of Milton Street is the Marina del Rey Middle School. The proposed project site supports ornamental and ruderal vegetation, and some areas are devoid of vegetation (i.e., disturbed and developed areas). There is one Eucalyptus (gum) tree at the center of the site and two Eucalyptus trees outside but adjacent to the site's western boundary. The site also contains an informal walking trail along the southern section (between the southern chain-link fence and the bike path), with intervals of chain-link fencing on concrete retaining walls along the northern section. The retaining walls are approximately four feet high, and the chain-link fence that is installed along the top of the walls are also four feet high. Exhibit 2-3 depicts photographs of the proposed project site and surrounding area.

The project site is accessible to the public along Milton Street and at the western end, and an informal trail along the length of the parcel has been established through regular public use of the site. The site slopes up gently to steeply towards the south. Storm water on the project site percolates into the ground and/or drains as sheet flow towards Milton Street, which eventually drains to Ballona Creek. Runoff flows into Milton Street storm drains located on both the east and west sides of Milton Street at the intersections of Westlawn Avenue and Mascagni Street, respectively. A ten-foot-wide drainage easement runs through the eastern end of the site, where a drainage pipe conveys storm water from Westlawn Avenue to Ballona Creek.

Milton Street is an asphalt-paved, two-lane street, with parallel parking available along both sides. There is a five-foot-wide sidewalk and street lights on the north side of Milton Street. A chain-link fence separates the street from the school to the north.

### **2.3.2 ADJACENT LAND USES**

The Marina del Rey Middle School and Performing Arts Magnet is located on the north side of Milton Street, with the open fields and playground of the school abutting Milton Street.

The Ballona Creek Bike Path and Ballona Creek, respectively, are located to the south of the proposed project site. The creek is an approximate 260-foot-wide, concrete trapezoidal channel, with 15-foot-wide levees on each side. The north levee is used as a bike path and is separated from the proposed project site by a chain-link fence. A staging area and rest stop for the bike trail (located west of Centinela Boulevard and south of Culver Drive) is located to the east of the proposed project site. This rest area also provides parking spaces, benches, native landscaping, bike racks, interpretive signs, decorative fencing, gateway and a drinking fountain and serves as an access point to the Ballona Creek Bike Path.

A single-family home abuts the northern boundary of the proposed project site to the northeast. Other single-family residences are located to the northeast along Westlawn Avenue. Single-family residential land uses are also located farther to the west and northwest of the site, and farther south beyond Ballona Creek. State Route (SR) 90 is located approximately 0.15 mile to the south and southwest, and the Centinela Avenue overpass over Ballona Creek is located approximately 0.1 mile to the east (i.e., upstream) of the northern boundary of the project site.





Existing Site Photo: View Looking West



Existing Site Photo: View Looking East

## Site Photographs

*Milton Street Park Project*

Exhibit 2-3

**Bonterra**  
CONSULTING

(Rev 06/27/12 CJS) Projects\MRCAJ001\Ex\_site\_photographs.pdf

## SECTION 3.0 PROJECT DESCRIPTION

### 3.1 PROJECT OBJECTIVES

The BHRCA and MRCA are seeking to accomplish the following objectives with the proposed project:

- To provide an aesthetic enhancement to the public and surrounding area;
- To increase needed open space in Los Angeles County;
- To introduce native vegetation, which will reduce heat island effects, improve air quality, and provide habitat for native species;
- To provide a passive recreational amenity and encourage/support recreation along the Ballona Creek Bike Path;
- To reduce impervious surfaces;
- To incorporate interpretive elements to heighten public education and awareness of area resources;
- To implement green infrastructure techniques and Best Management Practices (BMPs) for water quality improvement; and
- To promote reproducible “Green Street” projects for other agencies/cities.

### 3.2 PROJECT DESCRIPTION

The proposed park design, which was reached through community consensus, includes a pedestrian path; bird watching overlooks; shade structure, interpretive panels, decorative fencing; gateways, entry stairs and ADA ramp, seating areas; bike racks, native landscaping; and habitat for birds, insects, and reptiles. The proposed park design would contour the existing land surface to divert storm water into shallow vegetated swales that will tie into the vegetated pass-through planters to be installed on Milton Street.

Improvements on Milton Street incorporate Best Management Practices (BMPs) for addressing storm water and transforming Milton Street into a “Green Street” by integrating vegetated stormwater curb extensions (VSCEs) and storm drain screen covers.

#### 3.2.1 PHYSICAL CHARACTERISTICS

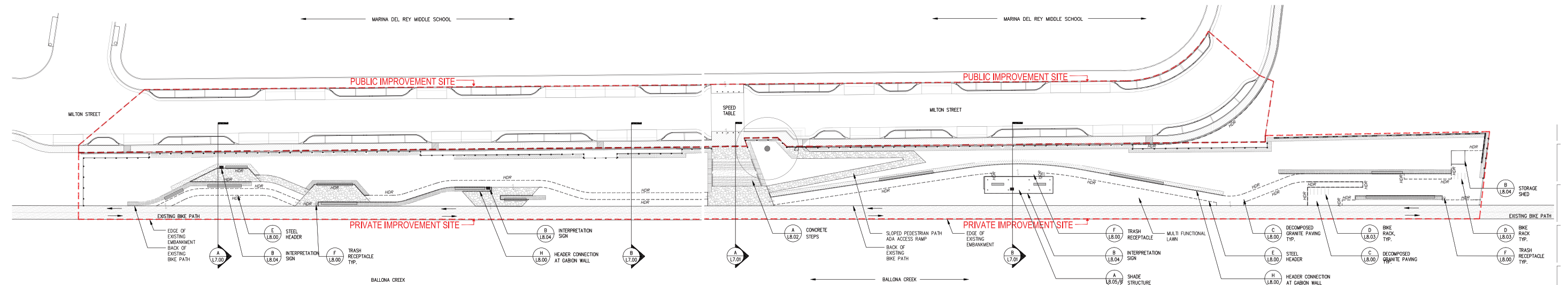
##### Passive Linear Park

The Milton Street Park is proposed as a passive linear park between a Class I bike path and a public street. Exhibit 3-1 is the proposed site plan for the project. Exhibits 3-2 and 3-3 show proposed cross-sections of the project at different locations.

A meandering pedestrian path would be provided at the top of slope along the southern section of the proposed park site. This path would be paved with decomposed granite on 6,542 square feet and flagstone paving on 3,670 square feet. Three overlook areas would be provided beside the pedestrian path, along with seating areas and a bicycle garden (bike racks). Benches would be provided on top of gabion walls along the edges of the pedestrian path.

PAVING LEGEND				SITE AMENITIES LEGEND			
SYMBOL	KEY	DETAIL/SHT	ITEM	SYMBOL	KEY	DETAIL/SHT	ITEM
	P-1	DETAIL C SHEET L8.00	DC PAVING		NA	DETAIL A SHEET L8.00	CONCRETE PAVING CONTROL JOINTS - EXPANSION JOINT
	P-2	DETAIL B SHEET L8.00	CONCRETE PAVING		NA	DETAIL A SHEET L8.00	CONCRETE PAVING CONTROL JOINTS - SAWCUT JOINT
	P-3	DETAIL F SHEET L8.00	GRAVEL PAVING		NA	DETAIL E SHEET L8.00	STEEL HEADER
	P-4	DETAIL D SHEET L8.00	ARCH/ RANDOM PAVING		NA	DETAIL H SHEET L8.00	METAL HEADER AT GABION
	P-5	NA	EXISTING ASPHALT PAVING				
	P-6	DETAIL A/B SHEET L8.07	WOOD DECK				

SITE AMENITIES LEGEND			
SYMBOL	KEY	DETAIL/SHT	ITEM
	NA	DETAIL D SHEET L8.03	BIKE RACK
	NA	DETAIL C SHEET L8.03	TRASH RECEPTACLE
	NA	DETAIL C SHEET L8.04	30.5" X 24.5" DOUBLE PEDESTAL INTERPRETIVE SIGN
	NA	DETAIL B SHEET L8.04	10 x 10 CLASSIC MODERN SHED



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Source: SWA 2012

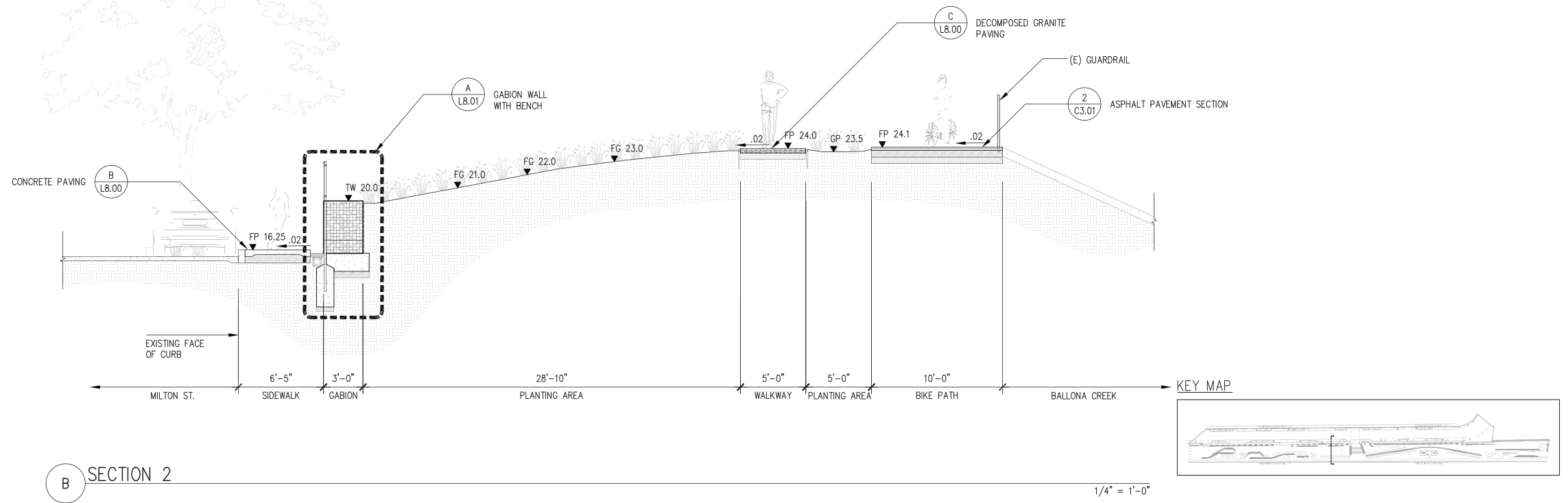
# Illustrative Site Plan

Milton Street Park Project

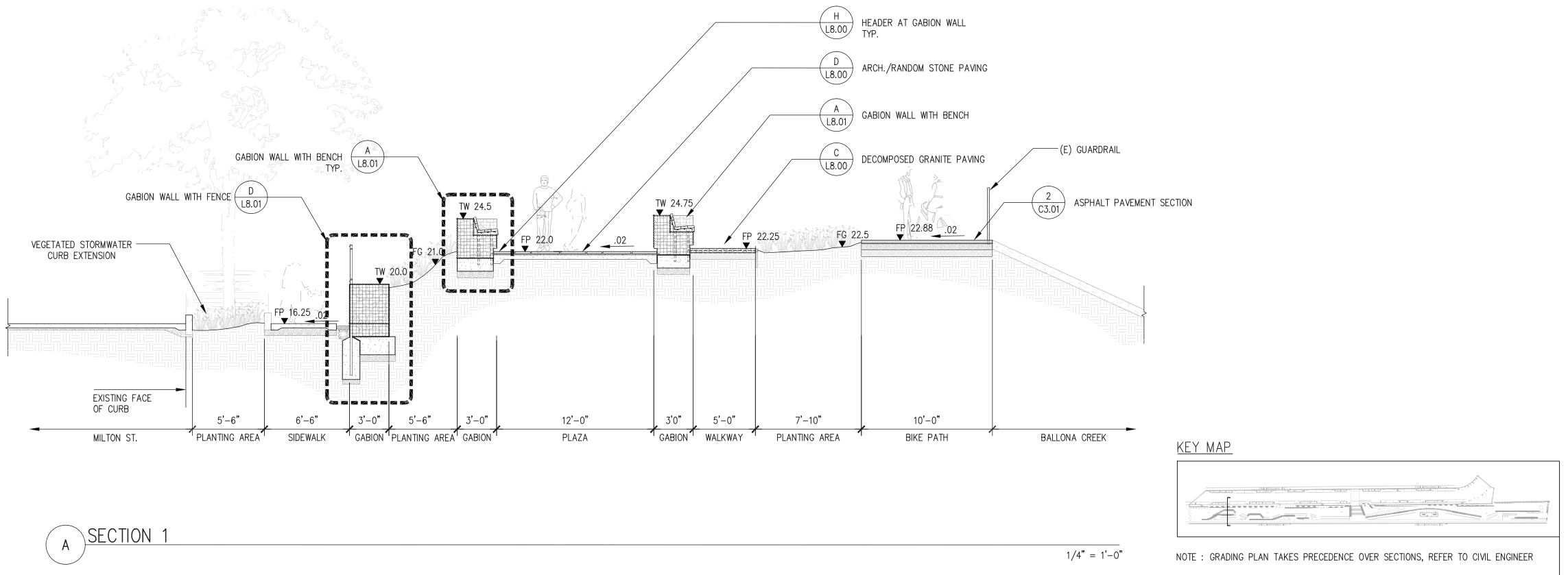
# Exhibit 3-1



(Rev 07/12/2012 CJS) PAS\Projects\MRCA\J001\Graphics\MND\Ex\_Landscape.pdf



B SECTION 2



A SECTION 1

NOTE : GRADING PLAN TAKES PRECEDENCE OVER SECTIONS, REFER TO CIVIL ENGINEER

Proposed Cross Sections

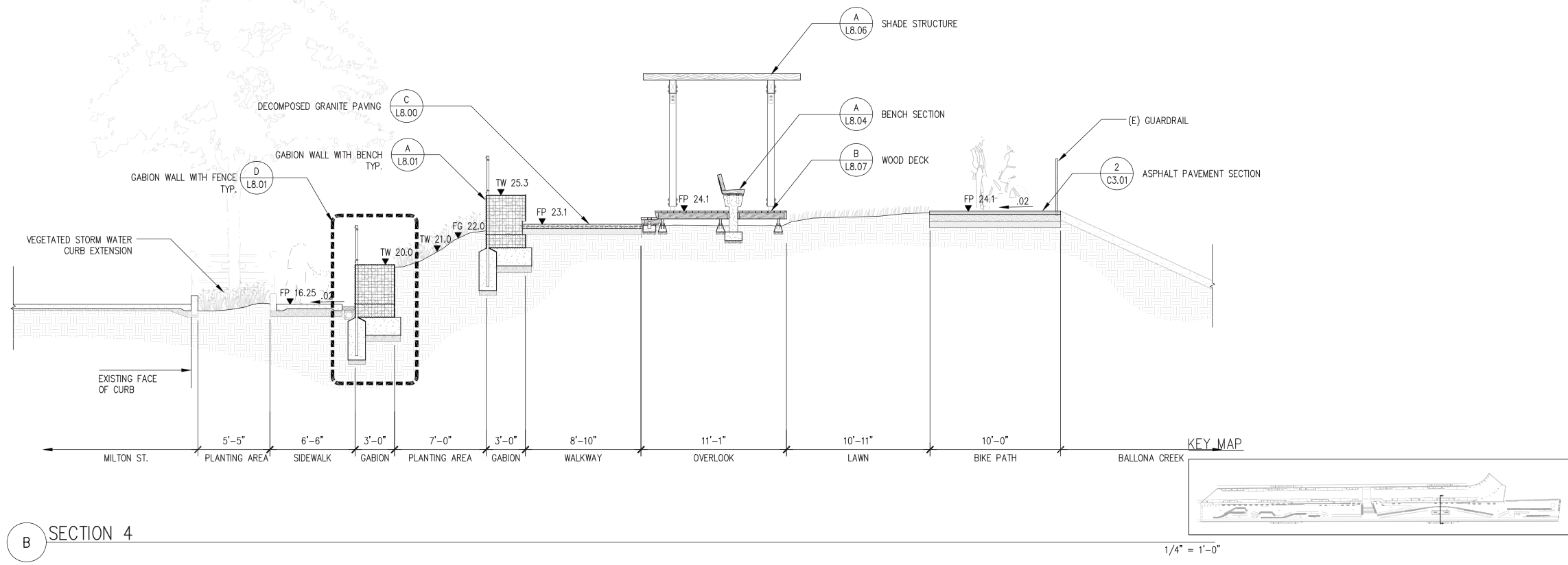
Milton Street Park Project

Exhibit 3-2

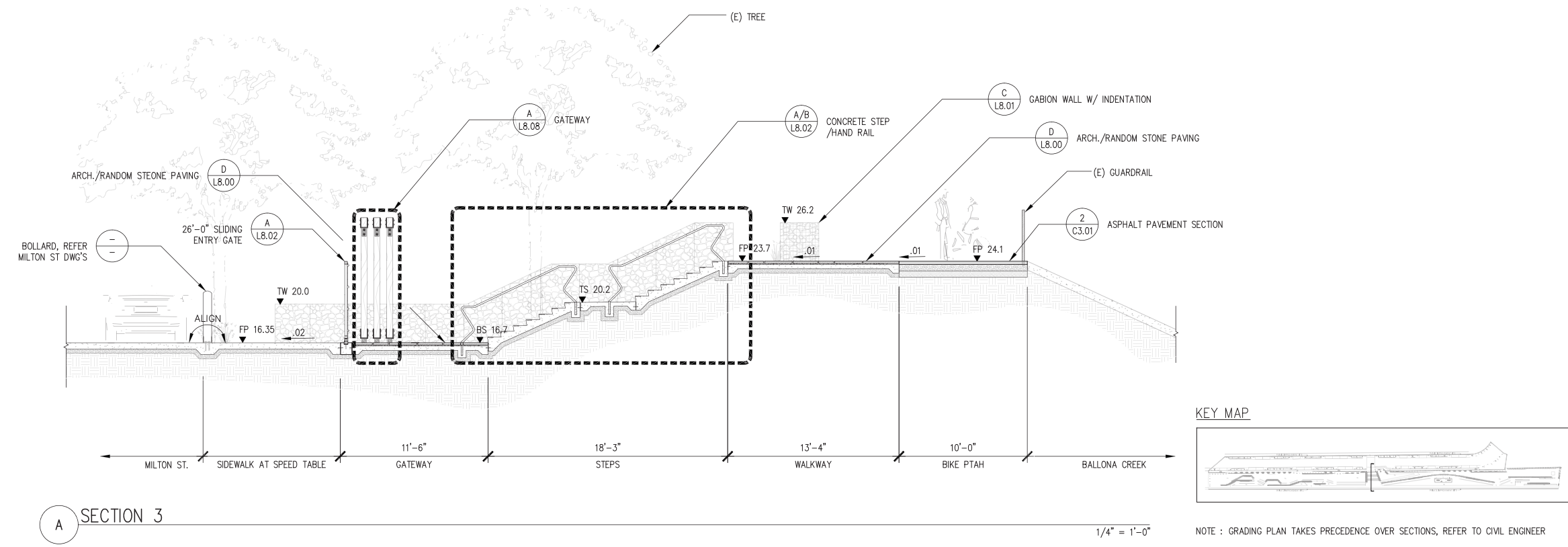


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Source: SWA 2012



B SECTION 4



A SECTION 3

NOTE : GRADING PLAN TAKES PRECEDENCE OVER SECTIONS, REFER TO CIVIL ENGINEER

Source: SWA 2012

# Proposed Cross Sections

Milton Street Park Project

# Exhibit 3-3



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A steel and wood shade structure (approximately 10 feet wide by 50 feet long with decking underneath), seating, an interpretive panel, and bird watching platform would be provided on the eastern portion of the site. Stairs and an ADA accessible ramp with handrails would be provided at the center of the site (covering 1,970 square feet) for direct access from Milton Street to the Ballona Creek Bike Path and would double as an outdoor classroom space. A new public access point to the pedestrian path would also be provided at the eastern end of the proposed project site. Interpretive panels featuring water supply, water quality, local wildlife, the history of Ballona Creek, and the area's coastal resources would be provided in strategic areas of the park.

A new fence is proposed to replace the existing chain-link fence on the retaining wall that extends along the northern border of the property along Milton Street. A decorative sliding entry gate would be placed at the northern end of the stairs and ramp on the site.

Landscaping with native plants would be provided on the slopes; the existing tree would be preserved in place just east of the proposed stairs. In addition, a pre-fabricated storage shed would be located at the far eastern end of the site.

### **Green Street**

Milton Street between Mascagni Street and Westlawn Avenue (approximately 1,000 feet long) would be converted into a "Green Street". Vegetated stormwater curb extensions (VSCEs) are proposed on both sides of the street, which will treat wet and dry weather runoff prior to conveyance into nearby storm drains. The VSCEs would be located along the northern and southern ends of the street at irregular intervals. On-street vehicle parking would continue to be available in areas where no VSCEs are built. Native trees (i.e., western redbud and western sycamore trees), grasses, and shrubs would be planted in these planters. Screen covers would be installed over each storm drain in order to capture trash from the street and surrounding neighborhood that the VSCEs do not capture. City of Los Angeles Green Street standards would be incorporated into the design.

Water from the park site would be diverted (through grading) into the VSCEs on the south side of street for treatment and infiltration.

Crosswalk striping would be provided from the north side to the south side of Milton Street; this crosswalk would directly lead to the stairs and ramp that would be constructed through the site and that would provide direct access to the Ballona Creek Bike Path. A 6.5-foot-wide paved sidewalk would also be provided along the north side of the proposed park (southern side of the street), with a strip along the southern boundary of public right-of-way paved with gravel.

### **3.2.2 CONSTRUCTION ACTIVITIES**

The total site area is 2.23 acres, which includes the 1.20 acres owned by the BHRCA and the 1.03 acres of street right-of-way on Milton Street. Construction activities are expected to start in 2013 and would be completed in early 2014. The existing concrete retaining walls (5 sections totaling approximately 657 linear feet) on the site would be demolished but replaced as part of the proposed project. Also, some demolition wastes (from concrete retaining walls) would be reused to fill the new gabion walls on the site. The proposed three-foot-high walls would also be topped with a three-foot-high decorative fence, which would continue along the entire northern boundary of the site.

Grading would occur for 1 to 2 months and would incorporate approximately 1,500 cubic yards of fill. Paving and construction would then follow, with all surfaces treated with anti-graffiti

coating to facilitate the removal of graffiti. Landscaping would include planting 50 new street trees; preserving the on-site tree; and planting native grasses and perennials. A landscape irrigation system with water conservation measures (i.e., high efficiency multiple stream rotors, flow sensor, smart controller, and rain sensor) would be installed; this landscape irrigation system is expected to use approximately 1,236 gallons of water per day or 451,014 gallons per year.

Electrical service would be provided to the storage shed on the site. Electrical power consumption by the shed is estimated at approximately 123 kilowatt-hours per year.

### **3.3 OPERATIONAL CHARACTERISTICS**

Access to the proposed park would be via Milton Street; the Ballona Creek Bike Path; and the parking area east of the site. The chain-link fence that currently separates the site from the bike path would be demolished. A sliding entry gate would be provided at the bottom of the proposed entry stairs on Milton Street, and a swing gate would be provided along the eastern end of the site. These gates (and other gates along the creek) would be closed by the County Department of Public Works when waters in the creek rise to unsafe levels. This feature would preclude entry into the park and the bike path during unsafe conditions.

The proposed linear park would be used by area residents and passersby. In addition, bicyclists on the Ballona Creek Bike Path would be able to stop at the proposed park for short periods of time or could stage at the park to start their bike trips. Also, the proposed park will be available to area schools to support and demonstrate curriculum regarding the natural environment. As an example, the Marina del Rey Middle School has a Marina Science Academy and the proposed park would provide a location for an outdoor classroom; a place for bird watching; and an opportunity for other learning activities for the Academy.

Maintenance of the proposed linear park would be provided by the MRCA through a contractor who would come to site no more than once every week to perform mowing and landscape maintenance activities.

### **3.4 DISCRETIONARY ACTIONS**

A discretionary action is a decision taken by a government agency that calls for the exercise of judgment in deciding whether to approve or deny a project. For the proposed Milton Street Park Project, the government agencies with discretionary approval authority are the MRCA, BHRCA, and City of Los Angeles. The following discretionary approval would be required (from these agencies):

- Approval of the proposed park improvements and roadway modifications (MRCA, BHRCA, and City of Los Angeles).

Other permits or authorizations needed for the development of the proposed linear park and "Green Street" include:

- A National Pollutant Discharge Elimination System (NPDES) General Permit from the State Water Resources Control Board for construction activities;
- Grading and building oversight from the City of Los Angeles;
- Encroachment permits from the City of Los Angeles; and
- Water service and electrical service connections from the Los Angeles Department of Water and Power (LADWP).

## SECTION 4.0 ENVIRONMENTAL ANALYSIS

This section includes the completed environmental checklist form, which is used to assist in evaluating the potential environmental impacts of the proposed Milton Street Park Project. The checklist form identifies the degree of impacts from the proposed project on various environmental issues, and an explanation of each checklist response is provided under each issue.

1. Project Title: Milton Street Park Project
2. Lead Agency Name and Address: Mountains Recreation and Conservation Authority  
Los Angeles River Center and Gardens  
570 West Avenue 26, Suite 100  
Los Angeles, California 90065
3. Contact Person and Phone Number: Ana Petrlc  
(323) 221-9944, ext.107
4. Project Location: 12500 Milton Street  
Los Angeles, CA 90066  
and the abutting segment of Milton Street, between  
Mascagni Street and Westlawn Avenue in the City  
of Los Angeles, Los Angeles County
5. Project Sponsor's Name and Address: Mountains Recreation and Conservation Authority  
Los Angeles River Center and Gardens  
570 West Avenue 26, Suite 100  
Los Angeles, California 90065
6. General Plan Designation: Residential Single-Family (RS-1) in Community  
Plan; Low Residential in Framework Element of the  
General Plan
7. Zoning: Light Agriculture (A1-1XL)

8. Description of the Project:

The MRCA is proposing the development of a linear park on a 1.2-acre parcel owned by the BHRCA. The proposed park would include a pedestrian walkway, overlook areas, a shade structure, new access gateway, entry stairs and ADA accessible ramp, fencing, native landscaping and irrigation, site furnishings, gabion retaining walls, and interpretive panels. The project would also make a segment of Milton Street a "Green Street", where VSCEs would be constructed to capture and treat wet and dry weather runoff.

9. Surrounding Land Uses and Setting:

Surrounding land uses include the Marina del Rey Middle School play field to the north; residences to the northeast; a dirt road and staging area for the Ballona Creek Bike Path to the east; the Ballona Creek Bike Path and Ballona Creek to the south; and single-family homes and the State Route 90 (Marina Freeway) bridge to the west. Farther to the west and beyond the Marina Freeway are the Ballona wetlands.

10. Other Public Agencies Whose Approval is Required: BHRCA and City of Los Angeles



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetic/Visual                | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning               | <input type="checkbox"/> Mineral Resources                | <input checked="" type="checkbox"/> Noise                   |
| <input type="checkbox"/> Population/Housing              | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic          | <input type="checkbox"/> Utilities/Service Systems        | <input type="checkbox"/> Mandatory Findings Of Significance |

**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 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.

Ana Petrljic  
Signature

7/19/12  
Date

Ana Petrljic  
Printed name

Mountains Recreation and Conservation Authority  
Lead Agency

4.1 <u>AESTHETICS</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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 type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.1.1 ENVIRONMENTAL SETTING



The project site consists of (1) a 1.2-acre linear parcel that is owned by the BHRCA and (2) the public right-of-way of the adjacent, approximate 900-foot-long portion of Milton Street. The project area is located in the highly urbanized area of the City of Los Angeles. The site supports ornamental and ruderal vegetation and disturbed and developed areas (i.e., concrete retaining walls and a chain-link fence). Milton Street is a paved, two-lane, local street with a five-foot-wide sidewalk and widely-spaced street lights located along the northern side. There are no street trees or parkway areas along the street.

Surrounding land uses include the Marina del Rey Middle School and Performing Arts Magnet to the north; a single-family home to the northeast; a staging area and rest stop for the Ballona Creek Bike Path to the east; and the Ballona Creek Bike Path and Ballona Creek, respectively, to the south. Single-family residential land uses are located farther to the west, northwest and northeast of the site, and further south beyond Ballona Creek.

The nearest eligible State Scenic Highway is the portion State Route (SR) 1 (Pacific Coast Highway) running west-northwest along the coast beginning at its intersection with Venice Boulevard and located approximately 2.8 miles west of the project site (Caltrans 2012). The project site is not visible from the Pacific Coast Highway.

The project site is publicly visible by passing motorists and pedestrians on Milton Street; on Mascagni Street and Westlawn Avenue near their intersections with Milton Street; and from the Ballona Creek Bike Path and the Marina del Rey Middle School. The site is privately visible from the nearest single-family residences located to the northeast, northwest, and south (across Ballona Creek). The existing visual character of the project site and surrounding area are depicted in the site photographs provided in Exhibit 4-1, Photo Location Key, and Exhibits 4-2a through 4-2d, Existing Site Views, and described below.

- **View 1 –Milton Street and the site.** The viewshed in this photograph includes the majority of the site and the adjacent Milton Street, as viewed from the sidewalk on the north side of the street. This view is typical of the site from the street level (refer to Exhibit 4-2a).
- **View 2 – Northern section of the site.** The viewshed in this photograph provides a view of the northern slope of the site, including the existing concrete block retaining wall and chain-link fence, as viewed from Milton Street (refer to Exhibit 4-2a).

-  Project Boundary
-  Photo Location and Direction



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Aerials: LAR-IAC 2011

## Photo Key

Milton Street Park Project

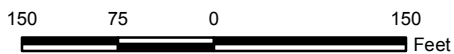


Exhibit 4-1

**Bonterra**  
CONSULTING



View 1 - Milton Street and the site



View 2 - Northern section of the site

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Source: BonTerra Consulting 2012

## Existing Site Views

Exhibit 4-2a

*Milton Street Park Project*

**BonTerra**  
CONSULTING

(Rev 06/27/12 CJS) PAS/Projects/MRCA/J001/Graphics/Ex\_photosA.pdf

- **View 3 – Western section of the site.** The viewshed in this photograph focuses on the western half of the site, as viewed from the top of the slope, at the same elevation as the adjacent Ballona Creek Bike Path, which is visible along the right side of the photograph. The western end of the informal trail on the site is partially visible beside the chain-link fence. This viewshed also includes Milton Street, the eastern portion of the Marina del Rey Middle School outdoor field, and the single-family residences located to the northeast of the site (refer to Exhibit 4-2b).
- **View 4 – View to the northeast and eastern portion of the site.** The viewshed in this photograph includes the eastern end of the site, which is demarcated by a chain-link fence on the south and east and an 8-foot-high concrete block wall covered in vegetation on the north. This viewshed illustrates the location of the nearest residence to the site, located approximately five feet from the intervening block wall, and general views to the east (refer to Exhibit 4-2b).
- **View 5 – View to the northeast of Milton Street.** The viewshed in this photograph focuses on Milton Street and the adjacent land uses to the north and northeast, including the Marina del Rey Middle School field and single-family residences. This view typifies the condition of Milton Street, including the five-foot-wide sidewalk and widely spaced street lights along the north side of the street. The northern edge of the site is visible along the right side of the photograph (refer to Exhibit 4-2c).
- **View 6 – View to the northwest of Milton Street.** The viewshed in this photograph focuses on Milton Street and the adjacent land uses to the west and northwest, including the Marina del Rey Middle School play field and nearby single-family residences. This view includes Milton Street and the northern edge of the site (refer to Exhibit 4-2c).
- **View 7 – View of Ballona Creek and bike path.** This photograph provides a view of the adjacent Ballona Creek and the bike path, as seen from the southern edge of the site. The existing single-family residences located on the south side of the creek are visible in the middleground of the photograph (refer to Exhibit 4-2d).
- **View 8 – View to the west of Milton Street.** The viewshed in this photograph includes the intersection of Milton Street and Mascagni Street and the single-family residences located northwest of the site beyond the intersection, as viewed from the western end of the site within Milton Street. This photograph also provides general views to the west (refer to Exhibit 4-2d).

#### 4.1.2 IMPACT ANALYSIS

##### a) No Impact

There are no historic buildings, or topographic, geologic, biological, or other features on the project site and surrounding area that would contribute to a scenic vista. There are no views of the ocean or mountains from the site. Ballona Creek is channelized adjacent to the site, and the site does not form part of the views of the wetlands and coastal areas at the mouth of the creek. While the site is undeveloped open space, its size and location in a densely urban environment and its highly disturbed condition do not make it part of the scenic vista along the bike path. Also, as discussed under Threshold 4.1(c) below, the proposed project would be beneficial to the existing visual quality of the site and surrounding area and on views along the Ballona Creek Bike Path. Therefore, implementation of the project would not result in any adverse impact to a scenic vista. There would be no impact and no mitigation is required.



View 3 - Western section of the site



View 4 - View to the northeast and eastern portion of the site

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Source: BonTerra Consulting 2012

## Existing Site Views

## Exhibit 4-2b

*Milton Street Park Project*

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View 5 - View to the northeast of Milton Street



View 6 - View to the northwest of Milton Street

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Source: BonTerra Consulting 2012

## Existing Site Views

Exhibit 4-2c

*Milton Street Park Project*

**BonTerra**  
CONSULTING

(Rev 06/27/12 CJS) PAS/Projects/MRCA/J001/Graphics/Ex\_photosC.pdf



View 7 - View of Ballona Creek and bike path



View 8 - View to the west of Milton Street

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Source: BonTerra Consulting 2012

## Existing Site Views

Exhibit 4-2d

*Milton Street Park Project*

**BonTerra**  
CONSULTING

(Rev 06/27/12 CJS) PAS/Projects/MRCA/J001/Graphics/Ex\_photosD.pdf



**b) No Impact**

There are no State-designated or State-eligible scenic highways located near the project site (Caltrans 2012). Due to distance and intervening urban development, the project site is not adjacent to or visible from the Pacific Coast Highway. Therefore, the proposed project would not affect scenic resources along a scenic highway, and no impact would occur.

**c) Less than Significant Impact**

The analysis of visual impacts focuses on the nature and magnitude of changes in the visual character and quality of the project site and its surrounding area as a result of project implementation. This analysis includes visual compatibility with surrounding uses and views from public (not private) vantage points where visual changes would be evident.

The existing visual character of the project site would change as a result of construction of the proposed project. Existing views would be affected by on-site construction activities, and would include views of disturbed soils, construction equipment and vehicles, and staging areas; demolition, grading, and excavation activities; and construction of proposed facilities and landscaping. These impacts to the visual quality of the area would be short-term and temporary, and would not be considered significant.

Implementation of the proposed Milton Street Park Project would substantially alter the visual character of the site and would be considered beneficial to the visual character of the area. As shown in the project plans and cross-sections (Exhibits 3-1 through 3-3), the proposed project would introduce a landscape design with a patterned planting of native, perennial shrubs and grasses that would replace the undistinguished mosaic of the non-native weed species currently present on the site. The sole existing tree on the site, a Eucalyptus tree, would be retained in place. The chain-link fence and retaining wall along the northern portion of the parcel, which is damaged in some locations, would be demolished and replaced with a new wall, including decorative fencing. The chain-link fence along the southern portion of the site would also be demolished.

The project would also introduce hardscape features, which are not currently present on the site. These would include various paving materials (e.g. decomposed granite, stone, and concrete); gabion walls topped with seating benches placed periodically along the proposed pedestrian path; three overlook areas; stairs; and an ADA ramp with handrails. A steel and wood shade structure, interpretive signs, and a bird watching platform would also be provided. The conversion of Milton Street into a "Green Street" would involve planting 50 native trees within proposed vegetated storm water curb extensions. The planting of street trees and the vegetated curb extensions would expand the green space on the site and create a more natural environment. This would contribute positively to the visual character of the project area.

Therefore, while there would be visual changes as a result of the proposed project construction, these changes would improve upon and not degrade the visual character or quality of the site and surrounding area. The proposed project would result in no significant adverse impact related to change in visual character or quality, and no mitigation would be required.

**d) No Impact**

The proposed project would not include the installation of new exterior lighting on site or on Milton Street. Although the shed would have interior lighting, it would not be in use during the nighttime hours. The existing street lights would remain in place. The proposed walls, shade

structure, storage shed and other facilities on the project site would not be constructed of reflective materials, such as glass or glazing materials. Therefore, the project would not result in new sources of light and glare, and there would be no impact.

#### **4.1.3 MITIGATION PROGRAM**

##### **Regulatory Requirements**

None.

##### **Mitigation Measures**

The proposed project would not result in potentially significant adverse impacts related to aesthetics; therefore, no mitigation is required.

<b>4.2</b>	<b><u>AGRICULTURE AND FOREST RESOURCES</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:					
a)	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)	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)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.2.1 ENVIRONMENTAL SETTING

The project site is located in a highly urbanized area in West Los Angeles. There are no agricultural uses on the site, on Milton Street, or surrounding the project site. The California Department of Conservation administers the Farmland Mapping and Monitoring Program (FMMP) pursuant to Section 65570 of the *California Government Code*. Due to the predominance of urban development in the southern and central sections of Los Angeles County (where the site is located), this area was not included in the mapping effort by the FMMP (FMMP 2011).

There is one Eucalyptus tree on the site and two Eucalyptus trees west of the site. The site does not support native trees and is not used for growing or harvesting timber. Thus, the project site is not considered timberland. The project site is not designated as a “Forest” in the Fire and Resource Assessment Program by the California Department of Forestry and Fire Protection (CALFIRE 2003).

#### 4.2.2 IMPACT ANALYSIS

##### a, b, e) No Impact

The proposed project would not directly convert agricultural land to non-agricultural uses because there are no agricultural activities or FMMP-designated Farmland on or near the site. Additionally, the proposed park site, Milton Street, and the surrounding areas are not under a Williamson Act contract. The proposed project would not cause changes in the environment that could indirectly result in the conversion of farmland to non-agricultural uses as there are no agricultural activities on adjacent lands.

**c, d) No Impact**

The site and Milton Street do not contain native trees and are not located in or near a forest. No impact on timberland would occur. Also, no conversion of forest land or impacts on forest resources would occur with the project, and there would be no impact.

**4.2.3 MITIGATION PROGRAM**

**Regulatory Requirements**

None.

**Mitigation Measures**

No impacts related to agricultural or forest resources would occur; therefore, no mitigation is required.

<b>4.3 AIR QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) 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) 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"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in 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) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.3.1 ENVIRONMENTAL SETTING

The project site is located in an urban area of the Los Angeles County portion of the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Both the State of California and the U.S. Environmental Protection Agency (USEPA) have established health-based Ambient Air Quality Standards (AAQS) for air pollutants, which are known as “criteria pollutants”. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. The AAQS for ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), inhalable particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), fine particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>), and lead are shown in Table 4-1 below.

**TABLE 4-1  
CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary <sup>a</sup>	Secondary <sup>b</sup>
O <sub>3</sub>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	—	—
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.075 ppm (147 µg/m <sup>3</sup> )	Same as Primary
PM <sub>10</sub>	24 Hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary
	AAM	20 µg/m <sup>3</sup>	—	Same as Primary
PM <sub>2.5</sub>	24 Hour	—	35 µg/m <sup>3</sup>	Same as Primary
	AAM	12 µg/m <sup>3</sup>	15.0 µg/m <sup>3</sup>	Same as Primary
CO	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	—
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	—
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	—	—

**TABLE 4-1 (Continued)**  
**CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary <sup>a</sup>	Secondary <sup>b</sup>
NO <sub>2</sub>	AAM	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	0.100 ppm (188 µg/m <sup>3</sup> )	—
SO <sub>2</sub>	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )	—	—
	3 Hour	—	—	0.5 ppm (1,300 µg/m <sup>3</sup> )
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	—
Lead	30-day Avg.	1.5 µg/m <sup>3</sup>	—	—
	Calendar Quarter	—	1.5 µg/m <sup>3</sup>	Same as Primary
	Rolling 3-month Avg.	—	0.15 µg/m <sup>3</sup>	
Visibility Reducing Particles	8 hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles ( 0.07 per km – ≥30 miles for Lake Tahoe)	<b>No Federal Standards</b>	
Sulfates	24 Hour	25 µg/m <sup>3</sup>		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )		
<p>O<sub>3</sub>: ozone; ppm: parts per million; µg/m<sup>3</sup>: micrograms per cubic meter; PM10: large particulate matter; AAM: Annual Arithmetic Mean; PM2.5: fine particulate matter; CO: carbon monoxide; mg/m<sup>3</sup>: milligrams per cubic meter; NO<sub>2</sub>: nitrogen dioxide; SO<sub>2</sub>: sulfur dioxide; km: kilometer; —: No Standard.</p> <p><sup>a</sup> National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.</p> <p><sup>b</sup> National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.</p> <p>Note: More detailed information in the data presented in this table can be found at the California Air Resources Board (CARB) website (<a href="http://www.arb.ca.gov">www.arb.ca.gov</a>).</p> <p>Source: CARB 2012a.</p>				

Regional air quality is defined by whether the area has attained or not attained State and federal air quality standards, as determined by air quality data from various monitoring stations. Areas that are considered in “nonattainment” are required to prepare plans and implement measures that will bring the region into “attainment”. When an area has been reclassified from nonattainment to attainment for a federal standard, the status is identified as a “maintenance” area, and there must be a plan and measures established that will keep the region in attainment for the following ten years.

The USEPA designates an area as “Unclassifiable” if, based on available information, the area cannot be classified as either meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant. For the California Air Resources Board (CARB), an “Unclassified” designation indicates that the air quality data for the area are incomplete and do not support a designation of attainment or nonattainment. Table 4-2 summarizes the SoCAB’s attainment status for each criteria pollutant.

**TABLE 4-2  
CRITERIA POLLUTANTS DESIGNATIONS IN THE SOUTH COAST AIR BASIN**

Pollutant	State	Federal
O <sub>3</sub> (1-hour)	Nonattainment	No Standard
O <sub>3</sub> (8-hour)		Extreme Nonattainment
PM10	Nonattainment	Serious Nonattainment <sup>a</sup>
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO <sub>2</sub>	Nonattainment	Attainment/Maintenance
SO <sub>2</sub>	Attainment	Attainment
Lead	Nonattainment/Attainment <sup>b</sup>	Nonattainment/Attainment <sup>b</sup>
All others	Attainment/Unclassified	No Standards

O<sub>3</sub>: ozone; PM10: large particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; CO: carbon monoxide; NO<sub>2</sub>: nitrogen dioxide; SO<sub>2</sub>: sulfur dioxide.

<sup>a</sup> On April 10, 2010, CARB requested that the USEPA designate the SoCAB as an attainment area for the PM10 Federal standard. The USEPA has not acted upon the request.

<sup>b</sup> Los Angeles County is classified as nonattainment for lead; the remainder of the SoCAB is in attainment of the federal and State standards.

Source: CARB 2012b

#### 4.3.2 IMPACT ANALYSIS

##### a) No Impact

The SCAQMD *Final 2007 Air Quality Management Plan (2007 AQMP)* was adopted by the SCAQMD on June 1, 2007. The 2007 AQMP is an update to the 2003 AQMP and incorporates new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. CARB approved the plan when the State Strategy for the State Implementation Plan (SIP) was adopted on September 27, 2007. The Draft SIP has been submitted to the USEPA for review and approval. Until such time that the USEPA approves the SIP, the 2003 AQMP will remain in effect for federal Clean Air Act (CAA) conformity analysis. However, for CEQA analysis, projects must also be considered consistent with the requirements of the 2007 AQMP.

The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State air quality standards. For a project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD CEQA air quality significance thresholds or cause a significant impact on air quality. As discussed under Threshold 4.3(b) below, pollutant emissions from the proposed project would be substantially less than the SCAQMD thresholds and would not result in a significant impact. Further, because the proposed project does not involve a General Plan Amendment or zone change, it does not represent a new development that may be unanticipated in the AQMP. Therefore, no conflict with the AQMP would occur and there would be no impact.

##### b) Less Than Significant Impact

##### Construction Emissions

Construction of the proposed linear park and “Green Street” is anticipated to start in 2013, with completion anticipated in early 2014. Site preparation and grading would require the import of approximately 1,500 cubic yards of soil. Diesel-engine driven construction and material handling equipment would be used to grade the site; to move materials; to install a prefabricated

storage shed and a shade structure; and to install electrical service. Paving would include the pedestrian pathway, concrete for pads, ramps, stairs, and flagstone paving.

**Regional Significance Thresholds/South Coast Air Basin Air Quality**

Criteria pollutant emissions would occur during construction from operation of construction equipment; from generation of fugitive dust from grading and earth-moving activities; from the removal of demolition debris; from the importation of construction materials; and from the operation of vehicles driven to and from the site by construction workers. Project-generated construction emissions were estimated using the California Emission Estimator Model (CalEEMod) Version 2011.1.1 computer program (SCAQMD 2011a). CalEEMod is designed to model construction emissions for land development projects and allows for the input of project- and County-specific information. The CalEEMod model input data were based on the construction assumptions described above. Where specific information was not known, engineering judgment and default CalEEMod settings and parameters were used. The model inputs include estimated equipment use (e.g., forklifts and loaders) for each construction phase and the duration of each phase. The model also includes dust-control measures that correspond to the requirements of SCAQMD Rule 403, Fugitive Dust (see RR 4.3-1) (SCAQMD 2005). Table 4-3 presents the estimated maximum daily emissions for proposed project construction and compares the estimated emissions with the SCAQMD daily mass emission thresholds.

**TABLE 4-3  
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS  
(POUNDS/DAY)**

Year of Construction	VOC	NOx	CO	PM10	PM2.5
2013	4	28	20	5	3
2014	2	11	9	1	1
<i>SCAQMD Thresholds</i>	75	100	550	150	55
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<small>VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less. Source: SCAQMD 2011b (thresholds); CalEEMod data in Appendix A.</small>					

As shown in Table 4-3, construction-related emissions generated by the proposed project would be less than the SCAQMD regional thresholds of significance. Therefore, construction emissions would be less than significant and mitigation is not required. Compliance with SCAQMD Rule 403 is required but is not necessary to avoid a potentially significant adverse impact.

**Localized Significance Thresholds/Ambient Air Quality**

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of NO<sub>2</sub>, CO, PM10, and PM2.5 are examined based on SCAQMD’s localized significance thresholds (LST) methodology. To assess local air quality impacts for development projects without complex dispersion modeling, the SCAQMD developed screening (lookup) tables to assist lead agencies in evaluating impacts.

For the purposes of an LST analysis, the SCAQMD considers receptors where it is possible that an individual could remain for 1 hour for NO<sub>2</sub> and CO exposure and 24 hours for PM exposure. The lookup tables emissions limits are based on the Ambient Air Quality Standards listed in Table 4-1. The closest receptors to the project site are the residence to the northeast



and the play field of the Marina del Rey Middle School, located adjacent to the north side of Milton Street.

Table 4-4 shows the maximum daily on-site emissions from construction activities compared with the SCAQMD thresholds for local pollutants with receptors at 25 meters (82 feet); the SCAQMD methodology prescribes the use of the 25-meter factor for all receptors within 25 meters. The thresholds for a 1.2-acre site have been used since the bulk of the emissions will come from proposed park site, and adding the area affected by the street modifications would provide less conservative thresholds.

**TABLE 4-4  
LOCAL SIGNIFICANCE THRESHOLD CONSTRUCTION EMISSIONS**

	NOx	CO	PM10	PM2.5
	Emissions (lbs/day)			
Construction maximum daily on-site emissions	26	19	3.9	2.6
<i>LST Thresholds (1.2-acre site; 25-meter receptor distance)</i>	<i>112</i>	<i>615</i>	<i>4.4</i>	<i>3.2</i>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<small>NOx: nitrogen oxides; CO: carbon monoxide; PM10: particulate matter with a diameter of 10 microns or less; PM2.5: particulate matter with a diameter 2.5 microns or less; lbs/day: pounds per day; LST: localized significance threshold.            Note: Data is for SCAQMD Source Receptor Area 2, Northwest Coastal Los Angeles County.            Source: SCAQMD 2009 (LST thresholds); CalEEMod data in Appendix A.</small>				

As shown in Table 4-4, the local emissions from construction of the proposed project would be less than the thresholds. Therefore, local construction emissions would be less than significant and no mitigation is required.

**Operational Emissions**

Operational emissions are comprised of energy use, stationary (area), and mobile (i.e., vehicle) source emissions. The Milton Street Park Project would result in very limited new vehicle trips or change in vehicle miles traveled. Residents and passersby are expected to walk through the proposed park, as they currently do. In addition, existing bicyclists on the Ballona Creek Bike Path are expected to stop at the park for a few minutes to rest or to start their bike trips at the park. In addition, students at the Marina del Rey Middle School are expected to walk to the site to use it as an outdoor classroom. Since the project would not require or use natural gas, no emissions from natural gas generation and consumption would occur.

Therefore, operational emissions would be generated by maintenance crew trips to the site (which would occur once every week); the use of limited landscape maintenance equipment during these visits; and the use of products containing volatile organic compounds (VOCs) for cleaning or painting maintenance, as necessary. Long-term emissions were calculated with the CalEEMod model, as discussed above. VOC and CO emissions would be less than one pound per day; the emissions of the other criteria pollutants would be small enough that the model output indicates zero (Appendix A). The impact would be less than significant and no mitigation is required.

**c) Less than Significant Impact**

The Los Angeles County portion of the South Coast Air Basin is a nonattainment area for O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.<sup>1</sup> The proposed project would generate these pollutants during construction. As shown in Table 4-3 above, construction emissions would not approach SCAQMD significance thresholds. Short-term cumulative impacts related to air quality could occur if project construction and nearby construction activities were to occur simultaneously. In particular, with respect to local impacts, cumulative construction particulate (i.e., fugitive dust) impacts are considered when projects are located within a few hundred yards of each other. Since the surrounding area is largely developed and there are no nearby vacant parcels, no construction projects are expected within a few hundred yards of the project site that would occur concurrently with the proposed project. Therefore, construction emissions of nonattainment pollutants would not be cumulatively considerable and project impacts would be less than significant.

**d) Less than Significant Impact**

A significant impact related to toxic air contaminants (TACs) may occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. Exposure of sensitive receptors is addressed for the following situations: CO hotspots; criteria pollutants and TACs from on-site construction; diesel exhaust emissions; and asbestos and lead paint during demolition.

**CO Hotspot**

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. The proposed project would not generate traffic or change long-term traffic conditions. Thus, there is no potential for the creation of a CO hotspot. There would be no impact.

**Criteria Pollutants from On-Site Construction**

Exposure of persons to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions is discussed under Threshold 4.3(b) above, and the LST construction emissions are summarized in Table 4-4. As discussed, there would be limited amounts of pollutant emissions from construction activities, and local residents, students, school employees, passersby, and other nearby users would not be exposed to high concentrations of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. Impacts would be less than significant.

**Toxic Air Contaminant (Diesel Particulate Matter) Emissions from On-Site Construction**

Construction activities would result in short-term, project-generated emissions of diesel particulate matter (diesel PM) from the exhaust of off-road, heavy-duty diesel equipment that will be used for site preparation (e.g., demolition, excavation, and grading); paving; and building construction. CARB identified diesel PM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the

<sup>1</sup> Los Angeles County is also a nonattainment area for lead. However, analysis of lead emissions impacts is limited to projects that emit significant quantities of the pollutant (e.g., battery manufacturers and lead smelters) and is generally not undertaken for park development projects.

exposure of sensitive receptors to TAC emissions) should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with a project.

There would only be few pieces of off-road, heavy-duty diesel equipment in operation at any one time, and the construction period would be short (one year or less) when compared to a 70-year exposure period.<sup>2</sup> When considering these facts, combined with the highly dispersive properties of diesel PM and additional reductions in particulate emissions from the use of newer construction equipment (as required by USEPA and CARB regulations), it can be concluded that TAC emissions during construction of the proposed project would not expose sensitive receptors to substantial emissions of TACs. There would be a less than significant impact.

#### **e) Less than Significant Impact**

The proposed linear park and “Green Street” would not generate objectionable odors, which are generally associated with agricultural activities; landfills and transfer stations; the generation or treatment of sewage; the use or generation of chemicals; food processing; or other activities that generate unpleasant odors.

Construction equipment and activities may generate odors. Potential construction odors include diesel exhaust emissions, painting, and paving operations. There may be situations where construction activity odors would be noticeable by local residents, students, school employees, and other nearby users and passersby, but these odors would not be unfamiliar or necessarily objectionable. The odors would be temporary and would dissipate rapidly from the source with an increase in distance. Therefore, the impacts would be short term and would not be objectionable to a substantial number of people. There would be a less than significant impact and no mitigation is required.

### **4.3.3 MITIGATION PROGRAM**

#### **Regulatory Requirements**

**RR 4.3-1** Project construction shall comply with the South Coast Air Quality Management District’s (SCAQMD’s) Rule 403, Fugitive Dust, which requires the implementation of best available control measures (BACM) for any activity or man-made condition capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement. The BACMs shall include, but are not limited to, soil stabilization; watering of surface soils and crushed materials; cover of hauls or provision of freeboard; track-out prevention; limits on vehicle speeds; and wind barriers. Compliance with this rule will result in a reduction in short-term particulate pollutant emissions.

The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation during construction activities.

#### **Mitigation Measures**

Project implementation would result in less than significant impacts on air quality; therefore, no mitigation is required.

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<sup>2</sup> The equipment assumed for the most intense construction phase (two months of grading) includes one dozer, one grader, one, loader, and one water truck.

<b>4.4    <u>BIOLOGICAL RESOURCES</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, 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) 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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) 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 checked="" type="checkbox"/>	<input type="checkbox"/>





#### **4.4.1 ENVIRONMENTAL SETTING**

A biological resources survey was conducted for the proposed Milton Street Park Project on June 6, 2012, by BonTerra Consulting Biologist Dani Henning. The findings of this survey are provided below.

##### **Vegetation**

Vegetation types on the proposed project site and in surrounding areas include ornamental and ruderal vegetation (i.e., weeds) and disturbed and developed areas (see Exhibit 4-3).

Ruderal vegetation is dominant throughout the project site. These species are weedy plant species that grow following disturbance (such as mowing) and often include non-native annual species. Non-native ruderal species observed in the survey area include slender wild oat (*Avena barbata*), jimson weed (*Daytura wrightii*), wild radish (*Raphanus sativus*), black nightshade (*Solanum nigrum*), castor bean (*Ricinus communis*), and fennel (*Foeniculum vulgare*). Native ruderal species within this vegetation type include goldenrod (*Euthamia occidentalis*). Due to the presence of developed properties abutting the site, several

 Project Boundary  
**Vegetation Types**  
 Ruderal  
 Ornamental  
 Developed



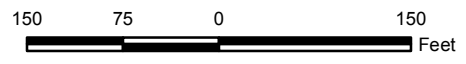
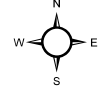
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Aerials: LAR-IAC 2011

### Existing Vegetation

### Exhibit 4-3

Milton Street Park Project



(Rev: 6-22-2012 CJS) Projects\MRCA\J001\MND\Ex\_veg.pdf

ornamental species have become prevalent as well, such as an ornamental aster species, morning glory (*Ipomoea* sp.), and bougainvillea (*Bougainvillea* sp.)

Ornamental vegetation is present in the front yards of neighboring houses and within the school boundaries; examples of this vegetation type include several scattered gum trees (*Eucalyptus* sp.) and non-native grasses.

Developed areas include all paved surfaces, structures, and other mechanically disturbed areas that are generally devoid of vegetation. Disturbed areas include dirt roads, bike trails, paved roads and sidewalks, homes, a school and a concrete-lined channel.

### **Wildlife**

Amphibians require moisture for at least a portion of their life cycle and many require standing or flowing water for reproduction. Although no amphibians were observed during the survey, amphibian species such as the western toad (*Bufo boreas*), bullfrog (*Rana catesbeiana*), and Pacific treefrog (*Pseudacris regilla*) are likely to occur near the Ballona Creek Channel to the south of the project site.

Diversity and abundance of reptiles typically varies with vegetation type and substrate characteristics. The western fence lizard (*Sceloporus occidentalis*) and side-blotched lizard (*Uta stansburiana*) were observed during the survey. Other native reptile species that may occur include southern alligator lizard (*Elgaria multicarinata*) and gopher snake (*Pituophis catenifer*).

Birds utilize nearly all vegetation types; with greater bird variety and at higher densities generally found in natural vegetation communities. While the ruderal vegetation on the site does not provide much nesting habitat, insectivores may utilize the site for foraging. The ornamental trees and streambed outside the project site may provide for nesting habitat. Bird species observed during the survey include the northern rough-winged swallow (*Stelgidopteryx serripennis*), house finch (*Carpodacus mexicanus*), barn swallow (*Hirundo rustica*), northern mockingbird (*Mimus polyglottos*), mallard (*Anas platyrhynchos*), American crow (*Corvus brachyrhynchos*), Canada goose (*Branta canadensis*), and American coot (*Fulica americana*). Other bird species that may occur include the mourning dove (*Zenaidura macroura*), black phoebe (*Sayornis nigricans*), and common raven (*Corvus corax*).

Mammal species that may occur include the following species: California ground squirrel (*Spermophilus beecheyi*), Virginia opossum (*Didelphis virginiana*), and striped skunk (*Mephitis mephitis*).

## **4.4.2 IMPACT ANALYSIS**

### **a) Less Than Significant Impact with Mitigation**

The existing habitat types found on the site do not have the potential to support any sensitive plant or wildlife species identified by local, regional, State or federal regulatory agencies. Construction of the proposed project would impact 1.15 acres of ruderal vegetation (on-site vegetation) 0.04 acre of ornamental vegetation (on-site Eucalyptus tree), and 1.04 acres of developed areas (Milton Street and on-site concrete walls). The proposed project would not involve the removal of native or sensitive vegetation communities.

A literature review utilizing the California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California and the California Department of Fish and Game's (CDFG's) California Natural Diversity Database (CNDDDB) identified the following sensitive plant and wildlife species known to occur within the region:

- aphanisma (*Aphanisma blitoides*; California Rare Plant Rank [CRPR] 1B.2<sup>3</sup>).
- marsh sandwort (*Arenaria paludicola*; CRPR 1B.1).
- Braunton's milk-vetch (*Astragalus brauntonii*; federally Endangered).
- Ventura marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*; federally and State Endangered).
- coastal dunes milk-vetch (*Astragalus tener* var. *titi*; federally and State Endangered).
- South Coast saltscale (*Atriplex pacifica*; CRPR 1B.2).
- Parish's brittlescale (*Atriplex parishii*; CRPR 1B.1).
- Davidson's saltscale (*Atriplex parishii*; CRPR 1B.2).
- Plummer's mariposa lily (*Calochortus plummerae*; CRPR 1B.2).
- Santa Barbara morning-glory (*Calystegia sepium* ssp. *binghamiae*; CRPR 1.B.1).
- Lewis' evening-primrose (*Camissoniopsis lewisii*; CRPR 3).
- southern tarplant (*Centromadia parryi* ssp. *australis*; CRPR 1B.1).
- Orcutt's pincushion (*Chaenactis glabiuscula* var. *orcuttiana*; CRPR 1B.1).
- coastal goosefoot (*Chenopodium littoreum*; CRPR 1B.2).
- salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*; federally and State Endangered).
- San Fernando spineflower (*Chorizanthe parryi* var. *fernandina*; federal Candidate and State Endangered).
- beach spectaclepod (*Dithyrea maritime*; State Threatened).
- many-stemmed dudleya (*Dudleya multicaulis*; CRPR 1B.2).
- island green dudleya (*Dudleya virens* ssp. *insularis*; CRPR 1B.2).
- Santa Monica dudleya (*Dudleya cymosa ovatifolia*; federally Threatened).
- Los Angeles sunflower (*Helianthus nuttallii* ssp. *parishii*; CRPR 1A).
- vernal barley (*Hordeum intercedens*; CRPR 3.2).
- mesa horkelia (*Horkelia cuneata* var. *puberula*; CRPR 1B.1).
- mud nama (*Nama stenocarpum*; CRPR 2.2).
- Gambel's water cress (*Nasturtium gambelii*; CRPR 1B.1).
- spreading navarretia/Morgan's nosegay (*Navarretia fossalis*; State Threatened).

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<sup>3</sup> **CRPR Status Definitions** <sup>1</sup>

- 1A Plants Presumed Extinct in California
- 1B Plants Rare, Threatened, or Endangered in California/Elsewhere
- 2 Plants Rare, Threatened, or Endangered in California But More Common Elsewhere
- 3 Plants About Which We Need More Information – A Review List
- 4 Plants of Limited Distribution – A Watch List

The CNPS Threat Rank is an extension added onto the California Rare Plant Rank and designates the level of endangerment by a 1 to 3 ranking with 1 being the most endangered and 3 being the least endangered.

- prostrate vernal pool navarretia (*Navarretia prostrate*; CRPR 1B.1).
- coast woolly-heads (*Nemacaulis denudate* var. *denudata*; CRPR 1B.2).
- California Orcutt grass (*Orcuttia californica*; federally and State Endangered).
- Lyon's pentachaeta (*Pentachaeta lyonii*; federally and State Endangered).
- South Coast Branching phacelia (*Phacelia stellaris*; CRPR 3.2).
- Brand's star phacelia (*Potentilla multijuga*; CRPR 1B.1).
- Ballona cinquefoil (*Potentilla multijuga*; CRPR 1A).
- white rabbit-tobacco (*Pseudognaphalium leucocephalum*; CRPR 2.2).
- salt spring checkerbloom (*Sidalcea neomexican*; CRPR 2.2).
- San Bernardino aster (*Symphytrichum defoliatum*; CRPR 1B.2).
- El Segundo blue butterfly (*Euphilotes battoides allvni*; federally Endangered).
- Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdeensis*; federally Endangered).
- southern steelhead (*Oncorhynchus mykiss irrideus*; federally Endangered).
- Mohave tui chub (*Siphateles bicolor mohavensis*; federally and State Endangered).
- western snowy plover (*Charadrius alexandrinus nivosus*; federally Threatened).
- southwestern willow flycatcher (*Empidonax traillii extimus*; federally and State Endangered).
- California black rail (*Laterallus jamaicensis coturniculus*; State Threatened).
- Belding's savannah sparrow (*Passerculus sandwichensis beldingi*; State Endangered).
- Pacific pocket mouse (*Perognathus longimembris pacificus*; federally Endangered).
- Coastal California gnatcatcher (*Polioptila californica californica*; federally Threatened).
- California least tern (*Sternula antillarum browni*; federally and State Endangered).

The project site does not provide any habitat for these special status species. Thus, no impacts on special status plant or wildlife species are expected with implementation of the proposed project.

The Migratory Bird Treaty Act (MBTA) protects the nests of all native bird species, including common species. In addition to protecting nests located in native trees and shrubs, the MBTA also protects nests located on bare ground and on structures. If construction were to start within nesting season (i.e., between February 1 and August 31), nests could be directly impacted by equipment and/or human mobility through the site. Additionally, the increased noise and human activity could disturb the birds and may impact their behavior and ultimately the success of their nests. In compliance with the MBTA, vegetation on site should be removed for construction prior to February 1. Otherwise, a pre-construction survey for nesting birds and the protection of active nests shall occur during construction activities (MM 4.4-1). Compliance with this MM would avoid impacts on migratory birds. Impacts would be less than significant after mitigation.

## **b) No Impact**

Existing habitats within and adjacent to the project site include ruderal, disturbed, ornamental, and developed areas (i.e., existing sidewalk, bike trail, foot paths). There is no riparian habitat on the site. The on-site habitats are not considered sensitive for native communities by local,



regional, State, or federal regulatory agencies. The proposed project would remove these low functioning biological vegetation types and would install native vegetation in their place. Therefore, there would be no adverse impact to riparian or other special status habitat as a result of project implementation.

**c) Less than Significant Impact**

There are no existing jurisdictional drainages on the project site. Currently, runoff flows immediately into storm drains to the west and to the northeast of the site. The proposed project plans to convert Milton Street into a “Green Street” by filtering dry and wet weather runoff through native vegetation within VSCEs. By grading the ground surface so that storm water is diverted into shallow swales and eventually tied into vegetated curb extensions in Milton Street, the proposed project will be implementing BMPs to improve storm water quality. Therefore, the project would indirectly impact the Ballona Creek and the Ballona Creek Wetlands by improving water quality entering the creek. Impacts on local, regional, State or federal waters would be less than significant.

**d) Less than Significant Impact**

Although the Ballona Creek Channel may serve as a wildlife corridor, the project site is surrounded by urban development on three other sides and does not support local or regionally important wildlife movement opportunities. No alterations or improvements to the Ballona Creek Channel are proposed as part of the project. Wildlife at the site would be displaced during construction activities but are expected to move into adjacent areas in the short-term. Once developed, the proposed linear park would provide wildlife habitat in the long term, as well as areas (albeit limited) for wildlife movement. The project would not substantially interfere 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. Impacts would be less than significant.

**e) Less than Significant Impact**

The City of Los Angeles Tree Ordinance (*City of Los Angeles Municipal Code*, Chapter IV, Public Welfare; Article 6, Preservation of Protected Trees) identifies oak, Southern California black walnut, western sycamore, and California bay trees as protected trees that cannot be relocated or removed without a permit. There are no protected trees on or near the site that would be affected, removed, or relocated as a result of the project.

The only trees present on and near the project site are Eucalyptus trees, which are not covered by any local or State policy. The existing Eucalyptus tree at the center of the site would be preserved in place as part of the project. The Eucalyptus trees to the west of the site are outside the site boundaries and would not be affected. Therefore, no conflict with a Tree Preservation Ordinance would occur. Impacts would be less than significant.

**f) Less than Significant Impact**

The site is not located within the boundaries of an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). There are no biological resources on site that would otherwise be protected by an HCP or NCCP. Therefore, no conflict with an HCP or NCCP would occur. Impacts would be less than significant.

### **4.4.3 MITIGATION PROGRAM**

#### **Regulatory Requirements**

None.

#### **Mitigation Measures**

**MM 4.4-1** To the extent feasible, vegetation clearing shall occur prior to February 1. However, if vegetation removal must be initiated between February 1 and August 31, a pre-construction survey for active bird nests shall be conducted by a qualified Biologist three days prior to the commencement of vegetation removal activities. If an active nest is observed, it shall be mapped and a buffer zone shall be designated and identified to protect the nest; the size of the buffer will be determined by the Biologist based on the species nesting and the level of disturbance. Construction/maintenance activities that could result in the failure of the nest site shall be limited within the buffer until the nest is no longer active, as determined by a qualified Biologist. Once the nest is no longer active, construction/maintenance may proceed within the buffer zone.

The MCRA shall include this MM as a note in the Contractor Specifications, and the Contractor shall comply with this MM prior to and during construction activities.

<b>4.5 CULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) 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) 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) 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) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.5.1 ENVIRONMENTAL SETTING

The project site is located within the Palms-Mar Vista-Del Rey community, which initially developed in the 1880s as the town of Palms, the Ocean Park Heights area (later Mar Vista), and Barnes City (later named Del Rey and made part of the City of Los Angeles). This community consisted of bean fields and gardens that were subdivided in the late 1920s to support aircraft manufacturing uses and single-family residences. The Palms-Mar Vista-Del Rey community now remains a primarily residential community, with the Venice Japanese Community Center, the Ain housing tract (Mar Vista Houses), the Moreton Bay Fig tree, and the Ivy Substation serving as cultural landmarks.

While Ballona Creek may have been used for transportation and as a source of food for early settlers, it was channelized in 1935, with the construction of a concrete trapezoidal channel. The concrete berms on each side of the channel were built to contain flood waters and to provide access for maintenance vehicles. The northern berm was subsequently striped for public use as a bike path and native landscaping, gates, benches, drinking fountains, and other amenities have been added along the bike path through the years. The project site serves as the northern levee for the Ballona Creek Channel berm.

#### 4.5.2 IMPACT ANALYSIS

##### a) No Impact

The only structures on the site are retaining walls along the northern section and chain-link fencing along the site boundaries. There are no historical structures on or near the site that would be affected by the proposed project. Therefore, no impact on historical resources would occur with implementation of the proposed project.

##### b) No Impact

Previous construction activities associated with the channelization of Ballona Creek, Milton Street, and the on-site retaining walls have disturbed the natural ground and underlying soils. The on-site soils have been highly disturbed as part of channel construction and are expected to consist of dredged materials from the creek channel. Soils underlying Milton Street are also expected to be highly disturbed during past construction of the street. As such, archaeological

resources are not likely to be present, or those that may be remain on-site or under the pavement of Milton Street would not be in situ (in their original location). Such resources are not considered significant archaeological resources. Therefore, significant adverse impacts on archaeological resources would not occur with ground disturbance associated with implementation of the proposed project.

**c) No Impact**

The proposed project would involve the construction of a linear park and “Green Street”. As stated above, ground disturbance would occur in areas that have been subject to previous disturbance. Since the site is part of the levee that was constructed for the Ballona Creek Channel and construction of Milton Street disturbed the underlying soils, excavation for the project is not expected to affect native soils. The limited size of park improvements and street modifications would also limit the required excavation. No impacts to paleontological resources would occur.

**d) Less than Significant Impact**

As indicated, previous construction activities on and near the site and on Milton Street have disturbed the natural ground and there is no indication that human remains are present on or near the site. These previously disturbed areas are not expected to contain human remains. No impact on any known human remains would occur. However, should grading and excavation for construction of the proposed project unearth unknown human remains or unknown burials, compliance with existing regulatory requirements under the *California Health and Safety Code* and the *California Public Resources Code*, as discussed under RR 4.5-1 below, would ensure that potential impacts to human remains would be less than significant.

### **4.5.3 MITIGATION PROGRAM**

#### **Regulatory Requirements**

**RR 4.5-1** In the event of the discovery of human remains during ground disturbance and excavation activities, compliance with Section 7050.5 of the *California Health and Safety Code* is required. This regulation states that, if human remains are found during ground-disturbing activities, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner is contacted. The County Coroner shall be notified within 24 hours of the discovery and, within two working days of notification of the discovery, s/he shall determine the appropriate treatment and disposition of the human remains.

If the County Coroner determines that the remains are or are believed to be Native American, s/he shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours of the discovery. In addition, Section 5097.98 of the *California Public Resources Code* states that the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site by the property owner. The property owner shall then determine, in consultation with a designated Native American representative, the final disposition of the human remains (14 California Code of Regulations §15064.5[e]).

The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation upon the discovery of human remains during ground disturbance activities.

**Mitigation Measures**

With compliance with the *California Health and Safety Code* and the *California Public Resources Code*, project implementation would result in less than significant impacts on cultural resources; therefore, no mitigation is required.

<b>4.6</b> <b><u>GEOLOGY AND SOILS</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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"/>

#### **4.6.1 ENVIRONMENTAL SETTING**

A Geotechnical Design Report was prepared by Shannon and Wilson, Inc. in July 2010, which is provided in Appendix B. The findings of the report are summarized below.

The site is located in the southwestern block of the Los Angeles Basin, which is bound by the Santa Monica Mountains, Long Beach, the Palos Verdes Peninsula, and the Newport-Inglewood fault zone. The southwestern block is underlain by basement rocks, with near surface alluvial deposits and older Quaternary-age (last 2.0 million years) marine terraces found northwest of the project area and Pleistocene-age (1.6 million to 11,000 years ago) marine sediments northeast of the site.

The Newport-Inglewood Fault zone is located approximately 3.0 miles from the site and is responsible for the uplift of the Baldwin Hills. Geologic maps indicate that the project area is underlain by floodplain deposits (alluvial deposits).

The site has elevations of 24 to 25 feet above mean sea level (msl) on the south side and 16 feet above msl on the north side, with a relatively flat area on the southern section and a 7 Horizontal to 1 Vertical slope down to Milton Street on the northern section. Based on five soil borings that were made at the site to identify geologic conditions and constraints, the site was found to be overlain with fill soils up to 12 inches thick and underlain by native soils consisting of alluvial deposits.

Fill was placed on site during the channelization of Ballona Creek and is likely to be dredged materials from the creek channel. Fill was measured at 5 to 12 inches thick in soil borings and consist of very loose to medium dense, silty, slightly gravelly to gravelly, fine to medium sand and fine to medium sandy silt. Alluvial deposits were likely deposited at the site from flooding of the creek prior to channelization. These soils consist of soft to stiff, silty, fine sandy clay and fine sandy silt and very loose to medium density, silty, fine to medium sand. Sand and gravel deposits are common below depths of 40 to 50 feet.

#### **4.6.2 IMPACT ANALYSIS**

##### **a) i. No Impact**

There are no known faults on or near the site, with the nearest fault located 3.0 miles to the northeast. Thus, no fault rupture hazards are present on site. Proposed improvements and street modifications would not be subject to surface rupture hazards and no impacts would occur.

##### **a) ii. Less Than Significant Impact**

As with all of Southern California, the project area is located in a seismically active region. Earthquakes in the region would cause moderate to strong ground shaking at the site. The probabilistic seismic hazard analysis for the site indicates that the peak ground acceleration at the site could be as much as 0.35 g (g = acceleration of gravity) with a 10 percent chance of being exceeded in 50 years. This could occur from earthquake events on the Hollywood Fault zone, the Palos Verdes Fault zone, or the Newport-Inglewood Fault zone.

Ground shaking could affect the stability of the proposed retaining walls, overlook areas, and shade structure proposed on the site. However, the project would comply with the City of Los Angeles Building Code (RR 4.6-1), which would ensure the stability of the proposed improvements. Compliance with pertinent provisions of the City's Building Code would protect the proposed improvements from hazards associated with seismic ground shaking. Impacts from ground shaking would be less than significant.

##### **a) iii. Less Than Significant Impact**

While the California Department of Conservation, Division of Mines and Geology has identified the site as having liquefaction hazards in the Seismic Hazard Zones Map for the Venice quadrangle (CDMG 1999), a more site-specific liquefaction analysis was performed at the site using blow counts. Based on this analysis, the liquefaction potential of the alluvial deposits found at the site was determined to be low. Thus, the proposed project would not be exposed to liquefaction hazards, and there would be less than significant impacts related to liquefaction.

##### **a) iv. Less Than Significant Impact**

The slopes on the site are supported by retaining walls, which would be replaced with new retaining walls in the same locations. Also, the 9- to 10-foot elevation difference from the north

to the south side and the narrow width of the site (45 feet) precludes the potential for any major landslide. Therefore, impacts from landslides would be less than significant.

**b) Less Than Significant Impact**

Ballona Creek is channelized and there is no potential for erosion along the creek during high flows. Thus, areas along the creek would not be exposed to erosion hazards. The proposed pedestrian pathway, seating, overlook areas, and other impervious surfaces that would be created on site would reduce long-term erosion at the proposed park. Proposed landscaping would also reduce the potential for erosion on the slopes. The VSCEs on Milton Street would promote the infiltration of storm water and would not lead to erosion hazards.

In the short term, ground disturbance associated with construction of the project may lead to the erosion of disturbed slopes. However, erosion control and sediment control BMPs would be implemented as part of the Storm Water Pollution Prevention Plan (SWPPP) for the project (as outlined in RR 4.9-2 in Section 4.9, Hydrology and Water Quality). Therefore, impacts related to erosion would be less than significant.

**c) Less Than Significant Impact**

Ground settlement may occur in loose granular soils above the groundwater. Based on the review of the potential for settlement at the site, this hazard was considered low during design seismic events.

No significant slope instability was observed along the levee on both sides of the crest. Based on the lack of field distress, levee slope geometry, and low potential for liquefaction, slope instability at the site is considered low.

The site is not located in an area with known subsidence, as associated with fluid (groundwater or petroleum) withdrawal or peat oxidation. Also, on-site soils are moderately to mildly corrosive to ferrous metals and the sulfate attack to Portland cement concrete is negligible.

Compliance with the City of Los Angeles Building Code (RR 4.6-1) would ensure the structural integrity of the proposed improvements and street modifications and would avoid geological hazards associated with ground settlement, slope instability, subsidence, and liquefaction. Impacts would be less than significant.

**d) Less Than Significant Impact**

The fill soils underlying the site have low to moderate expansive potential. Also, the surficial soils on the site consist of clay soils that contain a significant portion of sand. Sandy clay soils are not considered to have high expansion potential. Therefore, impacts associated with soil expansion would be less than significant.

**e) No Impact**

The proposed project would not generate any wastewater that would require septic tanks or alternative wastewater disposal systems. Therefore, no impacts associated with soils that are incapable of supporting septic tanks or alternative wastewater disposal systems would occur.



### 4.6.3 MITIGATION PROGRAM

#### Regulatory Requirements

**RR 4.6-1** Project design and construction shall comply with the Chapter IX of the City of Los Angeles Municipal Code (also known as the City's Building Code), which regulates the construction, alteration, moving, demolition, repair, maintenance and use of any building or structure within the City. The Building Code includes various building standards to maintain the structural integrity of any building or structure and to promote public safety. The standards include preparation of a site-specific Geotechnical Report for individual projects by registered design professionals for City approval, along with compliance with the Report recommendations as part of the engineering design and construction.

This RR shall be included in the Engineering Plans and as notes in the Contractor Specifications. The Project Engineer shall design the proposed project in accordance with this regulation, subject to review and approval during the City's plan check process and for implementation by the Contractor.

#### **From Section 4.9, Hydrology and Water Quality**

**RR 4.9-2** Project construction shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002, or the latest approved general permit). This General Permit requires construction activities (including demolition, clearing, grading, excavation, and other land disturbance activities) that result in the disturbance of one acre or more of total land area to file and submit a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement to the State Water Resources Control Board prior to construction. In order to obtain coverage under the General Permit, a project-specific SWPPP shall be prepared, which shall contain BMPs that would be implemented to reduce or eliminate construction-related pollutants in site runoff.

The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall comply with this regulation prior to and during construction activities for the proposed project.

#### Mitigation Measures

With compliance with the City of Los Angeles Building Code and NPDES General Permit, project implementation would result in less than significant impacts; therefore, no mitigation is required.

<b>4.7 GREENHOUSE GAS EMISSIONS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.7.1 ENVIRONMENTAL SETTING

Climate change refers to any significant change in climate (such as average temperature, precipitation, or wind patterns) over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth’s surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere which, in turn, increases the Earth’s surface temperature. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion, in conjunction with other human activities, appears to be closely associated with global warming (OPR 2008).

Table 4-5 shows the magnitude of GHG emissions on the global, national, State, and regional scales.<sup>4</sup>

**TABLE 4-5  
COMPARISON OF WORLDWIDE GHG EMISSIONS**

Area and Data Year	Annual GHG Emissions (MMTCO <sub>2</sub> e)
World (2006)	29,000
United States (2008)	6,950
California (2008)	478
Los Angeles County (2008)	93
MMTCO <sub>2</sub> e: million metric tons of CO <sub>2</sub> e; GHG: greenhouse gas(es) Source: WRI 2009; USEPA 2010; CARB 2010; SCAG 2008.	

<sup>4</sup> GHG emissions for project-level analyses are commonly expressed in metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e). Larger quantities of emissions, such as on the State or world scale, as shown in Table 4-5, are expressed in million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e). (Metric tons may also be stated as “tonnes”.) The carbon dioxide equivalent (CO<sub>2</sub>e) for a gas is derived by multiplying the tons of the gas by the associated Global Warming Potential (GWP) such that MMTCO<sub>2</sub>e = (million metric tons of a GHG) x (GWP of the GHG). For example, the GWP for CH<sub>4</sub> is 21. This means that emissions of 1 million metric tons of CH<sub>4</sub> are equivalent to the emissions of 21 million metric tons of CO<sub>2</sub>.

GHGs, as defined under California's Assembly Bill (AB) 32—the California Global Warming Solutions Act of 2006—include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). General discussions about climate change often include water vapor, ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by regulatory bodies (such as CARB) or climate change groups (such as the California Climate Action Registry [CCAR]) as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, ozone, or aerosols is provided herein.

GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both its potency and lifespan in the atmosphere, as compared to CO<sub>2</sub>. For example, since CH<sub>4</sub> and N<sub>2</sub>O are approximately 21 and 310 times more powerful than CO<sub>2</sub>, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 21 and 310, respectively (CO<sub>2</sub> has a GWP of 1). Carbon dioxide equivalent (CO<sub>2</sub>e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the emission rate of that gas to produce the CO<sub>2</sub>e emissions.

AB 32 recognizes that California is the source of substantial amounts of GHG emissions. The statute states that:

Global warming poses a serious threat to the economic well being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

In order to avert these consequences, AB 32 establishes a State goal of reducing GHG emissions to 1990 levels by the year 2020, which is a reduction of approximately 28 percent from forecasted emission levels, with further reductions to follow.

#### **4.7.2 IMPACT ANALYSIS**

##### **a) Less than Significant Impact**

The City of Los Angeles has not adopted or established a quantitative GHG emissions significance criterion to date. Beginning in April 2008, the SCAQMD convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold of 10,000 metric tons of CO<sub>2</sub> equivalent per year (MTCO<sub>2</sub>e/yr) for projects where the SCAQMD is the lead agency (SCAQMD 2008). In September 2010, the Working Group presented a revised tiered approach to determining GHG significance for residential and commercial projects, which is discussed below (SCAQMD 2010). However, these proposals have not yet been considered by the SCAQMD Governing Board.

At Tier 1 of the proposed approach, GHG emissions impacts would be less than significant if the project qualifies under a categorical or statutory CEQA exemption. At Tier 2, for projects that do not meet the Tier 1 criteria, the GHG emissions impact would be less than significant if the project is consistent with a previously adopted GHG reduction plan that meets specific requirements.<sup>5</sup> At Tier 3, the Working Group proposes to extend the 10,000 MTCO<sub>2</sub>e/yr screening threshold that is currently applicable to industrial projects where the SCAQMD is the lead agency, described above, to other lead agency industrial projects. For residential and commercial projects, the Working Group proposes the following Tier 3 screening values: either (1) a single 3,000 MTCO<sub>2</sub>e/yr threshold for all land use types or (2) separate thresholds of 3,500 MTCO<sub>2</sub>e/yr for residential projects, 1,400 MTCO<sub>2</sub>e/yr for commercial projects, and 3,000 MTCO<sub>2</sub>e/yr for mixed use projects. There have been no proposals for recreation or infrastructure projects.

Construction GHG emissions from the project were calculated by using CalEEMod Version 2011.1.1, discussed in Section 4.3, Air Quality, above. Construction GHG emissions would be generated by vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commute trips. Construction assumptions are described in Section 4.3 and in Appendix A.

The total estimated construction GHG emissions for the proposed project would be 169 MTCO<sub>2</sub>e. For estimating long-term annual GHG emissions, the SCAQMD has recommended amortizing construction emissions over the life of a project, and a common value for project life is 30 years (SCAQMD 2008). Therefore, the 30-year amortized construction emissions would be 5.6 MTCO<sub>2</sub>e/year.

Operational GHG emissions for the proposed project are estimated by including purchased electricity; the electricity embodied in water consumption; and the energy associated with solid waste disposal. The project would generate limited new vehicle trips by once weekly maintenance visits.

On the other hand, the proposed project would include the planting of approximately 50 new trees and additional vegetation, which would result in terrestrial carbon sequestration.<sup>6</sup> The GHG emissions associated with estimated water use, solid waste disposal, and sequestration were calculated with CalEEMod. GHG emissions from estimated electricity use were calculated manually. GHG emissions from vegetation sequestration, like construction emissions, are amortized over 30 years.

Estimated annual GHG emissions for the proposed project were calculated and are shown in Table 4-6 below.

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<sup>5</sup> The GHG reduction plan must (a) quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities in a defined geographic area; (b) establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable; (c) identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area; (d) specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level; (e) establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and (f) be adopted in a public process following environmental review (Section 15183.5 of the CEQA Guidelines).

<sup>6</sup> This is the process through which CO<sub>2</sub> from the atmosphere is absorbed by trees, plants and crops through photosynthesis, and stored as carbon in biomass (tree trunks, branches, foliage, and roots) and soils.

**TABLE 4-6  
ESTIMATED ANNUAL GHG EMISSIONS**

Source	Emissions MTCO <sub>2</sub> e/yr
Electricity use	0.1
Water use	2.8
Solid waste	0.1
Maintenance vehicle trips	0.2
Construction emissions – amortized over 30 years	5.6
<i>Subtotal</i>	8.8
Carbon Sequestration – amortized over 30 years	-2.1
<b>Total</b>	<b>6.7</b>
MTCO <sub>2</sub> e/yr: Metric tons of carbon dioxide per year	
Note: Detailed calculations provided in Appendix A.	

As shown in Table 4-6, the estimated annual GHG emissions, including amortized construction emissions and amortized carbon sequestration, is estimated at 6.7 MTCO<sub>2</sub>e/yr. As discussed above, the SCAQMD Working Group has proposed alternative Tier 3 screening thresholds of 3,000 MTCO<sub>2</sub>e/yr for all land use types and 1,400 MTCO<sub>2</sub>e/yr for commercial projects. However, these screening values have not been adopted by SCAQMD and a determination of the preferred Tier 3 screening value has not been determined. The proposed project's GHG emissions are minimal when compared to these thresholds and to Countywide emissions in 2008. Thus, impacts would be less than significant and no mitigation is required.

**b) No Impact**

The California Legislature adopted the public policy position that global warming is “a serious threat to the economic well-being, public health, natural resources, and the environment of California” (*California Health and Safety Code* §38501). Further, the State Legislature has determined that:

The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra Nevada snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious disease, asthma, and other human health-related problems.

These public policy statements became law with the enactment of AB 32 in September 2006. AB 32 is now codified as Sections 38500–38599 of the *California Health and Safety Code*. Thus, the principal State plan and policy adopted for the purpose of reducing GHG emissions is AB 32. The quantitative goal of AB 32 is to reduce statewide GHG emissions to 1990 levels by the year 2020. Statewide plans and regulations, such as GHG emissions standards for vehicles and the Low Carbon Fuel Standard, are being implemented, but compliance by individual projects is not addressed. Therefore, the proposed project would not conflict with these plans and regulations.

As described in Section 3.2 of this IS/MND, some demolition wastes from the removal of existing concrete walls would be reused in project construction. Thus, construction activities associated with project implementation would be consistent with one of the goals of AB 32,

which is to reduce GHG emissions through increased recycling. Further, GHG emissions from the project would be minimal.

In summary, the proposed project would not conflict with the State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. No impact would result and no mitigation is required.

#### **4.7.3 MITIGATION PROGRAM**

##### **Regulatory Requirements**

None.

##### **Mitigation Measures**

Project implementation would not result in significant impacts related to GHG emissions; therefore, no mitigation is required.

4.8 <b><u>HAZARDS/HAZARDOUS MATERIALS</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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) 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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) 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"/>

#### 4.8.1 ENVIRONMENTAL SETTING

The California Department of Toxic Substance Control (DTSC) maintains the Envirostor Database, which compiles hazardous material sites and generators that have been identified for clean up or that are permitted to handle hazardous materials by various regulatory agencies. The U.S. Environmental Protection Agency (USEPA) maintains the Envirofacts Database, which compiles lists of facilities subject to permitting for their potential environmental hazards to air, water, waste, land, toxics, radiation, facility, regulatory compliance, and other.

Review of the Envirostor and Envirofacts databases show that hazardous material users and hazardous waste generators are generally located in nearby industrial areas to the south and west of the site, with the nearest hazardous waste generator (Reynolds Industries) located approximately 1,100 feet west of the site on McConnell Avenue.

The nearest airport to the project site is the Los Angeles International Airport, located at 1 World Way in Los Angeles. This airport has eight runways and serves as a base for six aircraft, including jet airplanes and military aircraft. It had an average of 1,187 aircraft operations per day in 2011 (AirNav 2012). The Airport Influence Area for this airport does not include the project site, Milton Street, or immediately surrounding areas (ALUC 2003).

There are no hazardous liquid or high-pressure gas transmission lines on or near the site. The nearest hazardous material pipelines are crude oil and gas pipelines running in Inglewood Boulevard, approximately 2,100 feet east of the site (PHMSA 2010).

The Geotechnical Design Report indicates that the site is located within the Methane Hazard Zone, as designated by the City of Los Angeles; and that this zone is likely associated with the nearby Playa Del Rey oilfield, located west of the site.

#### **4.8.2 IMPACT ANALYSIS**

##### **a, d) No Impact**

There is no existing long-term hazardous materials use at the site, and no major hazardous materials use or storage would occur with the proposed linear park and “Green Street” project. The site is not listed in government databases as a hazardous materials user or hazardous waste generator. Also, Milton Street is not located near a site listed in government databases as a hazardous materials user or hazardous waste generator. Therefore, no impact associated with hazardous materials users or hazardous waste generators would occur with the proposed project.

##### **b) Less Than Significant Impact**

Construction activities would involve the use of hazardous materials such as paints, thinners, solvents, acids, curing compounds, grease, oils, fertilizers, herbicides, pesticides, and other chemicals, which could pose risks to construction workers or lead to soil and groundwater contamination, if not properly stored, used, or disposed. To prevent environmental hazards, the handling of hazardous materials used in equipment would have to be made in accordance with existing regulations (RR 4.8-1). These regulations include the transport of hazardous materials; on-site storage and use of hazardous materials; and procedures to implement in the event of a spill. In addition, under RR 4.9-2, the project would be implementing an SWPPP that would include BMPs for hazardous materials management, as discussed in Section 4.9, Hydrology and Water Quality.

Maintenance activities at the proposed linear park are likely to utilize hazardous materials in limited quantities, such as paints, thinners, cleaning solvents, fertilizers, herbicides, pesticides, motor oil, and automotive substances. These hazardous materials would be brought to the site by the maintenance crew or stored at the on-site storage shed, which will be locked. Compliance with RR 4.8-1 on the storage, use, and disposal of hazardous materials would prevent the creation of significant impacts. With project compliance with existing regulations, no significant hazard to the environment would occur.

Since no enclosed structures that could lead to high concentrations of methane are proposed with the linear park and “Green Street”, no hazards associated with methane exposure or combustion would occur with the project. Impacts would be less than significant.



**c) Less than Significant Impact**

The Marina del Rey Middle School is located just north of the site and Milton Street. However, the proposed project would not pose a significant hazard to the students and faculty of this school due to the limited use of routine hazardous materials associated with the maintenance of the proposed linear park and “Green Street” and compliance with hazardous materials regulations (RR 4.8-1) during construction and maintenance activities. Therefore, less than significant impacts on the nearby school would occur.

**e, f) No Impact**

As discussed above, the nearest airport to the project site is Los Angeles International Airport. The site and Milton Street are not located within the airport influence area of Los Angeles International Airport. Therefore, the proposed project would not adversely affect aircraft or airport operations, and there would be no impact.

**g) Less than Significant Impact**

The proposed project would involve construction on Milton Street, a public roadway used for emergency response or evacuation. During the construction phase, this road could be partially blocked by construction equipment but would remain available to serve as an evacuation route for the construction crew. Access to the school and adjacent residences would also remain available on adjacent streets. The nearest residence is located to the northeast of the site and, as such, the periodic partial blocking of Milton Street would impede access to this residence from the west. However, access from the north on Westlawn Avenue would be maintained at all times.

The proposed project would implement RRs 4.16-1 and 4.16-2, which require traffic control devices to ensure the safe flow of traffic during construction activities and are discussed further in Section 4.16, Traffic and Transportation. Impacts would be less than significant and no mitigation is required.

**h) No Impact**

The site is located in a highly urbanized area where no wildfire hazards are present. Therefore, the proposed project would not be exposed to wildfire hazards, nor would the project create wildfire hazards to the surrounding developments. No impact would occur.

### **4.8.3 MITIGATION PROGRAM**

#### **Regulatory Requirements**

**RR 4.8-1** Construction and maintenance activities for the project shall comply with existing regulations regarding hazardous material use, storage, disposal, and transport so that no major threats to public health and safety are created. These regulations include the Toxic Substance Control Act, the Hazardous Material Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, the Certified Unified Program Agency, and the California Accidental Release Prevention Program.

The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall comply with applicable hazardous material regulations during construction and maintenance activities for the proposed project.

## **From Section 4.9, Hydrology and Water Quality**

**RR 4.9-2** Project construction shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002, or the latest approved general permit). This General Permit requires construction activities (including demolition, clearing, grading, excavation, and other land disturbance activities) that result in the disturbance of one acre or more of total land area to file and submit a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement to the State Water Resources Control Board prior to construction. In order to obtain coverage under the General Permit, a project-specific SWPPP shall be prepared, which shall contain BMPs that would be implemented to reduce or eliminate construction-related pollutants in site runoff.

The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall comply with this regulation prior to and during construction activities for the proposed project.

## **From Section 4.16, Transportation/Traffic**

**RR 4.16-1** Project construction shall comply with the City's general construction requirements on the implementation of temporary traffic control measures in accordance with Standard Specifications for Public Works Construction (Greenbook) and the City of Los Angeles Department of Public Works' Additions and Amendments to the 2009 Edition of the Standard Specifications for Public Works Construction (Brown Book), which contains standards for traffic and access (i.e., maintenance of access, traffic control, and notification of emergency personnel).

The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall provide temporary traffic control measures in accordance with these requirements during construction activities on Milton Street.

**RR 4.16-2** Project construction shall include the provision of traffic control devices in compliance with the current Manual for Uniform Traffic Control Devices (MUTCD) to ensure traffic safety on streets and highways. The MUTCD includes signs, markings, flagger control, and temporary devices needed to promote pedestrian and worker safety during construction, as well as permanent signs and markings to promote roadway safety and efficiency.

The MRCA shall include this RR as a note in the Project Improvement Plans and in the Contractor Specifications. The Engineer shall design and the Contractor shall construct the improvements on Milton Street in accordance with the MUTCD.

## **Mitigation Measures**

The proposed project would result in less than significant impacts related to hazards and hazardous materials with compliance with existing regulations; therefore, no mitigation is required.

<b>4.9 HYDROLOGY AND WATER QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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 that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) 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) 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) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.9.1 ENVIRONMENTAL SETTING

The project site is located just north of Ballona Creek, which is a concrete-lined trapezoidal channel, generally running in a southwesterly direction and ending in the Pacific Ocean at Santa Monica Bay. The site is located approximately 2.7 miles upstream of the mouth of the creek, where water levels in the creek are highly influenced by tidal conditions and seasonal rainfall. Water levels are approximately 20 to 25 feet below the levee crest.

Ballona Creek drains the western portion (over 130 square miles) of the Los Angeles Basin and was channelized in 1935 by the U.S. Army Corps of Engineers (USACE). A system of underground drains conveys storm water into the 9-mile-long flood-control channel. A 24-inch reinforced concrete pipe (RCP) runs from the catch basin at the northeast corner of Milton Street and Mascagni Street, south toward a catch basin on the south side of Milton Street

and into the Ballona Creek Channel. A 21-inch RCP runs south from the catch basin on the northwest corner. These catch basins and storm drainage lines are located outside the project site.

A 36-inch RCP runs from the catch basin at the northeast corner of Milton Street and Westlawn Avenue, west to another catch basin at the northwest corner. A 42-inch RCP runs south from this second catch basin to the Ballona Creek Channel through a 10-foot-wide easement through the site.

The Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties outlines the standards and programs to preserve and enhance water quality and to protect beneficial uses of waters in both counties. The existing beneficial uses of Ballona Creek include non-contact water recreation and wildlife habitat. The potential beneficial uses include municipal and domestic supply, water contract recreation, and warm freshwater habitat (LARWQCB 1995).

Ballona Creek is listed as a Section 303(d) impaired water body due to high levels of coliform bacteria, dissolved copper, cyanide, lead, selenium, shellfish harvesting advisory, toxicity, trash, enteric viruses, and zinc. Total Maximum Daily Loads (TMDLs) have been adopted for all these pollutants. Downstream of the creek, the Ballona Creek Estuary and the Ballona Creek Wetlands are also listed as impaired water bodies (LARWQCB 2009).

The Federal Emergency Management Agency (FEMA) has identified the Ballona Creek Channel (up to the levee crest) as Zone A – areas within the 100-year floodplain (subject to inundation by the 1 percent annual chance flood where the base flood elevation has not been determined). Areas along the levee crest are located within Zone X – areas outside the 500-year floodplain and thus, not subject to inundation by the 0.2 percent annual chance flood (FEMA 2008). Exhibit 4-4 shows flood hazards in the project area.





Groundwater levels in the area have been mapped at 5 to 10 feet below the ground surface or approximately 6 to 11 feet above msl. Groundwater was encountered at 21 feet below the surface during soil borings at the site. This was at an elevation of 2 feet above mean sea level.

The City of Los Angeles established the GreenStreets L.A. program in 2007 to capture, clean and store storm water from public streets and sidewalks through the implementation of bioretention measures such as infiltration planters, curb inlets, trenches, bioswales, vegetated curb extensions, pervious concrete pavement, porous concrete pavers, grass pavers, and/or recycled rubber sidewalks. A number of pilot projects have been implemented and others are under construction, with separate plans for the greening of the City's alleys.

## **4.9.2 IMPACT ANALYSIS**

### **a, f) Less Than Significant Impact**

No long-term adverse change in storm water runoff quality would occur with the proposed project. The proposed linear park and "Green Street" would not generate discharges that may affect long-term storm water quality from the site or the street. Rather, increase in impervious surfaces would reduce loose soils and organic materials that may flow down the slope into catch basins on Milton Street and Westlawn Avenue.

-  Project Boundary
-  A - Area inundated by 100-year flooding
-  X - Area that is determined to be outside the 100- and 500-year floodplains
-  X500 - Area inundated by 100 and 500-year flooding

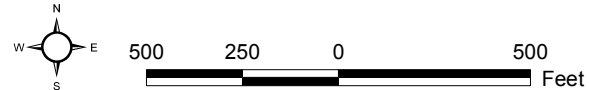


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## Flood Hazards

Exhibit 4-4

Milton Street Park Project



(Rev: 7-12-2012 CJS) \PASI\Projects\MRCAJ001\Graphics\MND\Ex\_RL\_LV.pdf

The City of Los Angeles has adopted Green Street standard plans that incorporate storm water BMPs into new streets or for improving existing streets. The standards include designs and construction details for parkway swales, vegetated storm water curb extensions, and interlocking pavers.

The project proposes the creation of a “Green Street” on Milton Street to increase ground infiltration of storm water. The project would include contouring the site to divert storm water into shallow swales that will then tie into the VSCEs on Milton Street. The planters will help to reduce the amount of pollutants in storm water entering into Ballona Creek through ground percolation of runoff; removal of pollutants by vegetation; and settlement of pollutants in the vegetated planters. The improvements on Milton Street would need to comply with the City’s Green Street standards (RR 4.9-1). Thus, improvements in storm water quality are expected with the project, consistent with the water quality objectives for Ballona Creek. Long-term improvements in storm water quality would lead to incremental improvements in water quality in the Ballona Creek Channel, the Ballona Creek Estuary, and the Ballona Creek Wetlands. Beneficial impacts would occur with the project.

Construction of the proposed project would have the potential to contribute sediment and pollutants in Ballona Creek. Grading and excavation activities would generate loose soils that may enter local storm drains and the creek. In addition, construction equipment could result in potential leaks of oil and grease, vehicle fluids, and other solvents into the ground, which may then be washed down into the creek. This could add to temporary water quality impairment in the creek channel.

Since construction of the proposed project would disturb more than one acre, it would be subject to the Statewide Construction General Permit (Order 2009-0009-DWQ, see RR 4.9-2). The project would also need to comply with the City’s regulations for storm water discharges, as contained in Chapter VI, Article 4.4 of the Los Angeles City Municipal Code (RR 4.9-3). Therefore, any construction debris and other construction-related substances that could be released into area storm drains and Ballona Creek would be reduced. Compliance with these regulations require the implementation of erosion-control and sediment-control measures; tracking-control measures; hazardous material and waste management measures; and other BMPs during all phases of construction. These BMPs may include the installing sand bag berms and/or silt fences; scheduling construction activities outside the rainy season; conducting equipment washing and repair off site; storing materials away from runoff flows; and completing a Sampling and Analysis Plan (SAP) for the contractor to monitor, clean up, and report any hazardous material discharges that may contaminate surface waters. Compliance with these regulations would reduce potential water quality impacts during construction to a less than significant level.

**b) Less Than Significant Impact**

The project site overlies the coastal subbasin of the Santa Monica Groundwater Basin. The proposed project would not directly impact the underlying groundwater supplies since excavation activities are not expected to be deep enough to affect groundwater resources. Also, the project would not interfere with groundwater recharge since the site does not serve as a recharge basin for the Santa Monica Groundwater Basin. Increase in impervious surfaces associated with the proposed pedestrian path, stairs, ramps, overlook areas and walls would decrease ground percolation of storm water, but vegetated swales and vegetated pass-through planters would increase percolation of runoff.

The project would provide landscape irrigation estimated at 1,236 gallons per day or 451,014 gallons per year, which would present a long-term demand for potable water<sup>7</sup> and groundwater supplies. However, this water demand would represent a minor amount (less than 0.003 percent) of the total water supply provided by the Los Angeles Department of Water and Power (LADWP), which amounted to 168 billion gallons during the 2010–2011 fiscal year, of which, 11 percent was from local groundwater resources (LADWP 2012).

Water for construction activities would be used for dust control and incidental cleaning and would be a limited amount and temporary. Due to the limited size of the project and the proposed improvements, impacts on groundwater resources would be less than significant.

**c, d, e) Less Than Significant Impact**

The proposed project would result in changes in the drainage patterns through the site due to proposed grading and the introduction of impervious surfaces. However, changes would be relatively minor since the majority of the site would still slope to the north where runoff would be directed into vegetated pass-through planters that would treat runoff flows and allow ground percolation. Overflows from the VSCEs would be directed into area storm drains, as occurs in the existing condition.

A portion of the site slopes toward the south, and this area would continue to slope south, with storm water percolation into landscaped areas for ground percolation. Overflows would be directed into a vegetated swale located along the southern edge of the site. No increase in runoff volume would occur with the project and no change in the course of water flows in Ballona Creek would occur. The project would reduce sources of pollutants in the runoff in the long term, and pollutants during short-term construction would be reduced through BMPs that would be implemented as specified in the SWPPP for the project (RR 4.9-2). Impacts would be less than significant.

**g, h) No Impact**

The proposed linear park would not place habitable structures or housing within a 100-year flood hazard area, as mapped on Flood Insurance Rate Maps by FEMA, or other flood hazard delineation map. No increase in the potential for exposure to flooding would occur with the project. There would be no impact related to flooding.

**i) Less than Significant Impact**

The project site is located within the inundations area of the Stone Canyon Dam, Lower Franklin Dam, and the Mulholland Dam (LACDRP 1990). Failure of either of these dams would lead to inundation of the site. However, implementation of the Emergency Action Plans for these dams—which identify actions for warning, evacuation, and post-disaster recovery that will be followed in the event of dam failure—would warn users of the park and allow for evacuation to areas outside the inundation zones. The project site is also located more than eight miles from any of these dams and thus, park users would have time to evacuate prior to floodwaters reaching the site. Thus, prevention, warning and emergency actions are in place, which would reduce hazards to persons and property on the site in the event of dam failure. Impacts relating to dam inundation would be less than significant.

<sup>7</sup> There are no existing or proposed recycled water lines near the project site (City of Los Angeles 2006).

**j) Less than Significant Impact**

Water within Ballona Creek is not expected to pose seiche hazards to the site because water levels are generally 20 to 25 feet below the levee crest. Also, no major slopes are present in the area that may generate mudflows in the event of major storms. The Tsunami Inundation Map for Los Angeles County shows that the western edge of the site would be subject to inundation in the event of a tsunami, with gradual dropping in elevation as the run-up dissipates in the Ballona Creek Channel (CalEMA 2009). Exhibit 4-5 shows tsunami inundation in the project area. This tsunami run-up would be seen as a rapid increase in the water levels in the channel, but is not anticipated to overtop the levee. Inundation of the linear park is not expected to damage on-site improvements or result in public safety hazards since park users can readily leave the site and the inundated areas. There would be a less than significant impact.

**4.9.3 MITIGATION PROGRAM**

**Regulatory Requirements**

**RR 4.9-1** Design and construction of the improvements on Milton Street shall comply with the City's Green Street Standard Plans for a vegetated storm water curb extension.

The MRCA shall include this RR as a note in the Project Improvement Plans and in the Contractor Specifications. The Engineer shall design and the Contractor shall construct the improvements on Milton Street in accordance with the City's Green Street Standard Plans.

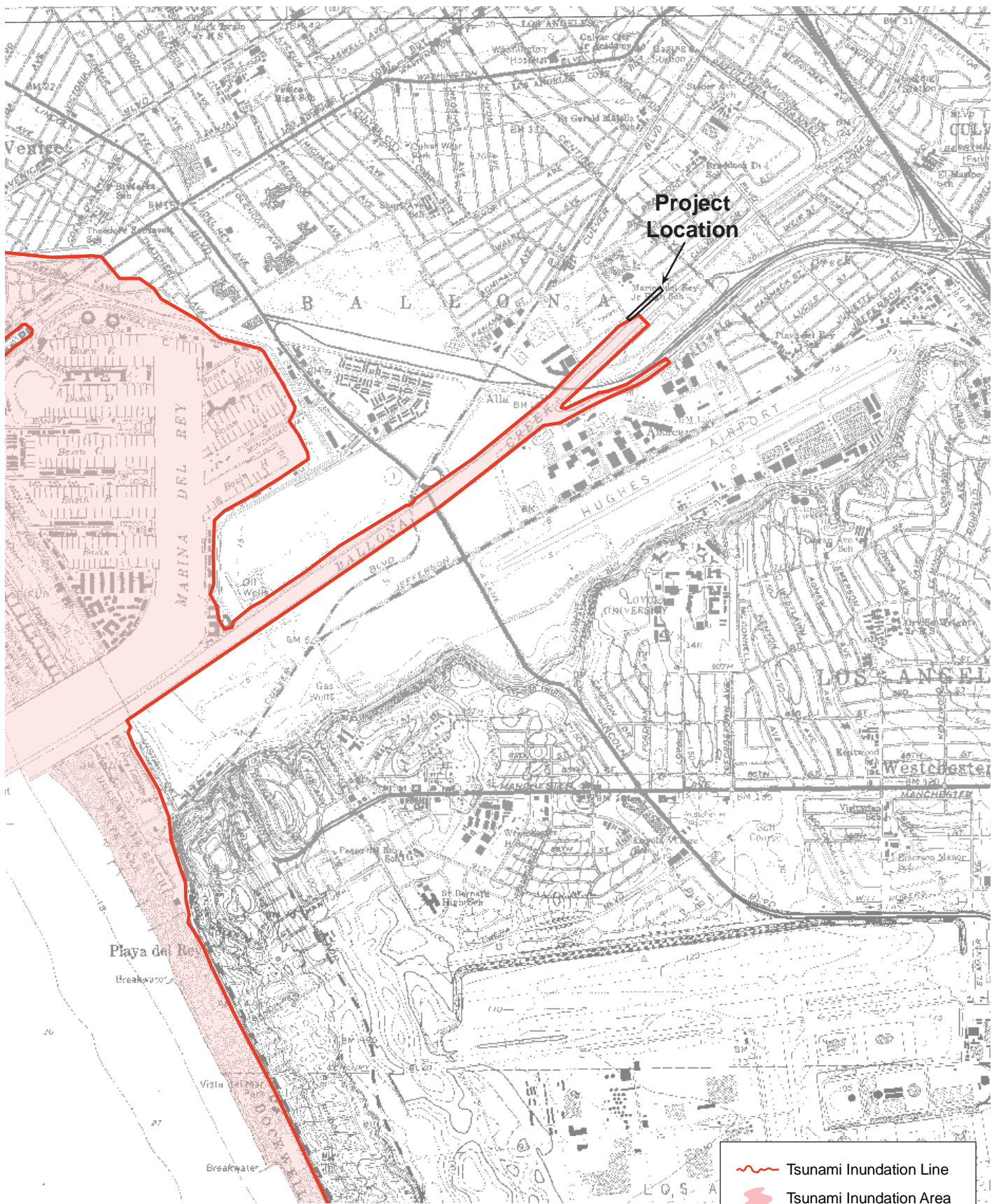
**RR 4.9-2** Project construction shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002, or the latest approved general permit). This General Permit requires construction activities (including demolition, clearing, grading, excavation, and other land disturbance activities) that result in the disturbance of one acre or more of total land area to file and submit a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement to the State Water Resources Control Board prior to construction. In order to obtain coverage under the General Permit, a project-specific SWPPP shall be prepared, which shall contain BMPs that would be implemented to reduce or eliminate construction-related pollutants in site runoff.



The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall comply with this regulation prior to and during construction activities for the proposed project.

**RR 4.9-3** Project construction shall comply with Chapter VI, Article 4.4 of the *Los Angeles City Municipal Code*, which regulates discharges into the storm drain system and receiving waters. It prohibits the discharge of solids, liquids, gases, and other pollutants that are flammable, reactive, explosive, corrosive, or radioactive; that could obstruct flows; that are considered medical, infectious, toxic or hazardous material or waste; that would pose a hazard to human, animal, plant, or fish life; or that would create a public nuisance.



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	Tsunami Inundation Line
	Tsunami Inundation Area

# Tsunami Inundation

Milton Street Park Project

Exhibit 4-5



The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall comply with this regulation during project construction activities.

**Mitigation Measures**

With compliance with existing regulations, proposed project construction would not result in significant adverse impacts related to hydrology and water quality; therefore, no mitigation is required.

<b>4.10 LAND USE AND PLANNING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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) 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"/>

#### 4.10.1 ENVIRONMENTAL SETTING

The project site is surrounded by urban development, with Milton Street and a middle school to the north; a bike trail and Ballona Creek to the south; single-family homes to the northeast; a dirt road and staging area for the bike trail to the east; and open space and single-family homes to the west and northwest.

The site is located within the Palms-Mar Vista-Del Rey Community Plan, which is a 5,257-acre area in West Los Angeles. The site is designated as Residential Single-Family (RS-1) in the Community Plan, with an Open Space designation to the south (Ballona Creek), Public Facilities to the north (Marina del Rey Middle School), and Residential Single-Family to the northeast and northwest (City of Los Angeles 1997).

The site is also located within the Los Angeles Coastal Transportation Corridor Specific Plan. This Specific Plan identifies the transportation infrastructure needs of the area and sets a mechanism to fund the needed improvements (City of Los Angeles 1993).

#### 4.10.2 IMPACT ANALYSIS

##### a) No Impact

The site is located at the southern end of a residential area and is surrounded by residential uses that make up the Del Rey neighborhood. The proposed linear park and “Green Street” project would not involve the demolition of existing housing units and would not divide the residential uses located near the site. Therefore, the project would not divide an established neighborhood and no impact would occur.

##### b) No Impact

The proposed project would change the existing land use at the site from undeveloped land to a park. The Residential Single-Family (RS-1) designation of the site in the Community Plan corresponds to the Low Residential designation in the General Plan’s Framework Element. The RS-1 designation allows single-family residential development and supporting uses, such as parks. The site’s Light Agriculture (A1-1XL) zone allows for the development of parks owned and operated by the government agency. Therefore, the project would not conflict with the RS-1

land use designation in the Community Plan, the Low Residential land use designation, or the A1-1XL zoning of the site. The project is consistent with the site's land use and zoning designations and would not require a General Plan amendment or zone change.

*The Palms-Mar Vista-Del Rey Community Plan Update* identifies the lack of parks in the community and the need to acquire, expand, and improve local parks. Objective 4-2 in the Community Plan states that the City seeks to provide facilities for specialized recreational needs by utilizing existing public lands such as flood-control channels, utility easements, or Department of Water and Power property. The supporting policy states that flood-control channels and other appropriate public lands should be considered for open space and recreational purposes. Objective 5-1 states that the City seeks to preserve existing open space resources and, where possible, develop new open space. The supporting policy states that the City should encourage continuous efforts by federal, State, and County agencies to acquire vacant land for publicly owned open space. Objectives and policies for the provision of bicycle and pedestrian routes are also included in the Community Plan. The project would implement these objectives and policies and thus, is consistent with the Community Plan.

The project would not conflict with the Los Angeles *Coastal Transportation Corridor Specific Plan*, since this specific plan addresses the coastal transportation corridor and does not regulate land uses on the site. Government and public facilities, such as the proposed linear park, are exempt from the Transportation Impact Assessment fee under this Specific Plan.

The proposed project would not conflict with the Southern California Association of Governments' (SCAG's) regional plans, policies, or regulations related to land use, including the Regional Comprehensive Plan (RCP), the Regional Housing Needs Assessment (RHNA), and the Regional Transportation Plan (RTP); and other regional plans since the proposed project would not require a General Plan Amendment or zone change and would not generate additional population, housing, or employment for the area. There would be no adverse impacts.

**c) No Impact**

The project area is highly urbanized and no Habitat Conservation Plans (HCP) or Natural Community Conservation Plans (NCCP) has been adopted for the project area. Therefore, no impact related to an HCP or NCCP would occur.

**4.10.3 MITIGATION PROGRAM**

**Regulatory Requirements**

None.

**Mitigation Measures**

No adverse impacts related to land use and planning would occur; therefore, no mitigation is required.

<b>4.11 MINERAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.11.1 ENVIRONMENTAL SETTING

The project site is not located near known gas or geothermal fields, but is located about one mile northeast of the Playa Del Rey oilfield (DOGGR 2001). The nearest well is a dry hole located approximately 4,000 feet southwest of the site (DOGGR 2010). There are no aggregate resources (sand and gravel resources) at the site or in the surrounding area, as identified by the California Department of Conservation (CGS 2006). There are no mining activities in or near the project site.

#### 4.11.2 IMPACT ANALYSIS

##### a, b) Less than Significant Impact

The site has not been used for mineral recovery or mining activities, and no regionally significant mineral resources have been identified on or near the site. Limited impervious areas are proposed on-site that may preclude future access to underlying mineral resources. Also, construction of the Milton Street Park Project would only require minor amounts of sand, gravel, and other aggregate resources due to the size and type of project. Thus, the proposed project would not result in any measurable loss of availability of regional or locally important mineral resources. Impacts would be less than significant.

#### 4.11.3 MITIGATION PROGRAM

##### Regulatory Requirements

None.

##### Mitigation Measures

Impacts related to mineral resources would be less than significant; therefore, no mitigation is required.

<b>4.12 NOISE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project result in:				
a) 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) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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) 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 two 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"/>

#### 4.12.1 ENVIRONMENTAL SETTING

Noise-sensitive receptors generally refer to humans who are engaged in activities or who are utilizing land uses that may be subject to the stress of significant interference from noise. Residential dwellings are the primary noise-sensitive land uses because of the potential for increased and prolonged exposure to excessive, disturbing, or offensive interior or exterior noise levels that could interfere with sleeping, relaxation, and other daily activities. Hospitals, schools, places of worship, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The closest sensitive noise receptor is a residence on Westlawn Avenue, located immediately adjacent to the northern boundary of the project site, at the site's eastern end (see Exhibits 2-2 and 4-2b). A block wall, approximately eight feet high, separates the side yard of the house from the project site. Other residences are located along Westlawn Avenue and Mascagni Street to the northeast and northwest. The Marina del Rey Middle School is located on Milton Street across from the project site. The outdoor athletic fields of the school are adjacent to Milton Street, but the closest school building is approximately 375 feet from the project site, with all other buildings more than 500 feet away.

There is no noise currently generated on the project site. The primary noise sources in the vicinity come from vehicle traffic on Milton Street and voices from activities on the Marina del Rey Middle School athletic fields. Background noise may be heard from traffic on the Marina Freeway (State Route 90).

## **Applicable Regulations**

Chapter XI, Noise Regulation, of the City of Los Angeles Municipal Code is the City's noise ordinance. Section 112.03 of the noise ordinance, Construction Noise, states, "Noise due to construction or repair work shall be regulated as provided by Section 41.40 of this Code". Section 41.40(a) and 41.40(c) specify the prohibited hours of construction, as follows:

- (a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified...
  
- (c) . . . No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter 1 of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specified. The provisions of this subsection shall not apply to persons engaged in the emergency repair of:
  - 1. Any building or structure.
  - 2. Earth supporting or endangering any building or structure.
  - 3. Any public utility.
  - 4. Any public way or adjacent earth.

Section 112.05 of the noise ordinance, Maximum Noise Level of Powered Equipment or Powered Hand Tools, includes the following:

Between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- (a) 75dB(A) [A-weighted decibels] for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

Section 112.05 also states:

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Section 111.03 of the noise ordinance presumes that daytime noise levels in a residential area are 50 A-weighted decibels (dBA).

#### 4.12.2 IMPACT ANALYSIS

##### a, d) Less Than Significant Impact With Mitigation

Construction noise generation from the project would be related primarily to the use of diesel-engine driven heavy equipment. During construction activities, the highest noise levels would occur with the operation of heavy construction equipment such as dozers, loaders, and backhoes, which, when operating at full power, can generate noise levels of up to 85 dBA  $L_{max}$ <sup>8</sup> at 50 feet. Because this equipment generally operates at full power approximately 40 percent of the time, the loudest average noise levels ( $L_{eq}$ ) would be approximately 81 dBA at 50 feet. Due to geometric spreading, these noise levels would diminish with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 81 dBA measured at 50 feet from the source to the receptor would be reduced to 75 dBA at 100 feet, 69 dBA at 200 feet, and 61 dBA at 500 feet. Where the noise path is less than 10 feet above a planted area, such as the middle school athletic field, the noise level would be further reduced.

The proposed Milton Street Park is a linear park that would be approximately 1,000 feet long. Construction equipment would move along the project alignment, being occasionally within 10 feet of the nearest residence, but usually at a greater distance. The noisiest construction period would occur during initial site preparation and rough grading, which would last from one to two months.

When construction would occur on the easternmost 200 feet of the project site (south of the nearest residence on Westlawn Avenue), noise levels on the property line of the adjacent residence could exceed 85 dBA. The noise in the side yard and at the home would be reduced by the existing wall and garage, but still may be excessive, depending on the type of equipment that would be in use. In order to avoid a significant noise impact, MM 4.12-1 would be implemented during construction activities at the eastern section of the site.

Also, average construction noise levels at other nearby residences may range from less than 60 dBA to 75 dBA  $L_{eq}$ , depending on the location of the work. Construction noise at the school buildings is anticipated to be less than 60 dBA  $L_{eq}$ . However, the loudest noise levels could be considered disturbing.

Noise from project construction would be heard at nearby residences and at the school. Construction activities would be limited to the daytime hours defined by the City of Los Angeles Municipal Code (RR 4.12-1). In order to further minimize noise impacts to sensitive receptors, mitigation measure MM 4.12-2 would be implemented. MM 4.12-2 requires that construction

<sup>8</sup>  $L_{max}$  means the maximum A-frequency-weighted sound level (decibels) during a stated time period.



equipment has prescribed mufflers and that stationary equipment, staging areas, and parking areas are located as far from sensitive receptors as feasible. Also, RR 4.12-2 would be implemented to provide residents with a process for reporting noise complaints.

Upon completion of rough grading, the frequency and duration of equipment use would be reduced, with the equipment being used for excavating small foundations and utility trenches, materials handling, and placement of project elements. Noise from these activities would be relatively less than noise from heavy equipment use.

Construction noise would temporarily increase the ambient noise levels in the project vicinity. However, because of the limited duration for the loudest noise activities, compliance with RRs 4.12-1 and RR 4.12-2 and implementation of MMs 4.12-1 and 4.12-2 would reduce noise impacts to less than significant levels after mitigation.

**b) Less than Significant Impact**

Groundborne vibration generated by construction projects is usually highest during pile driving and rock blasting. There would be no pile driving or rock blasting needed for construction of the proposed project. Construction activities would involve the use of construction equipment that may cause vibration, although this vibration is rarely perceived at distances greater than 25 feet.

For most receptors, except the residence adjacent to the eastern end of the project site, there would be no vibration impacts. Due to the type of improvements proposed, construction of the proposed project would not be using equipment that is heavy enough to cause structural damage to the residence adjacent to the eastern end of the project site. However, some vibration may be perceptible at this residence when equipment is working close to the property line. The implementation of MM 4.12-1 would assure that vibration impacts would be less than significant.

**c) Less than Significant Impact**

The proposed Milton Street Park Project would generate limited vehicle traffic from maintenance visits scheduled once every week. Therefore, there would be no measurable increase in ambient noise levels due to mobile sources. Noise would be generated by park users, and the primary noise would be the voices of the users. Raised voices, which could be 65 dBA at 5 feet, would be less than 50 dBA at 100 feet and would not result in a substantial increase in ambient noise levels. Noise would also be generated by the use of landscape maintenance equipment during the performance of intermittent park maintenance tasks. This noise would be similar to maintenance noises currently occurring at the residences and the middle school, and would not result in a substantial increase in ambient noise levels. The impact would be less than significant; no mitigation would be required.

**e, f) No Impact**

The nearest airport to the site is the Los Angeles International Airport, which is located approximately 2.3 miles south of the site. The Airport Influence Area for this airport does not include the project site, Milton Street, or surrounding areas (ALUC 2003). The proposed project would not include the development of noise-sensitive uses. While aircraft overflights would be audible at the proposed park and "Green Street", users of the park and Milton Street would not be exposed to excessive aircraft noise levels. No impact would occur.

### 4.12.3 MITIGATION PROGRAM

#### Regulatory Requirements

**RR 4.12-1** Project construction shall comply with Section 41.40 of the *City of Los Angeles Municipal Code*, which requires that construction using any equipment that makes loud noises that would disturb persons in nearby residences, including the operation, repair or servicing of construction equipment and the job-site delivering of construction materials, be limited to the hours of 7:00 AM to 9:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation during construction activities.

**RR 4.12-2** Project construction shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and telephone number of the contractor and the owner or owner's agent, hours of construction allowed by code, or any discretionary approval for the project site and the telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City of Los Angeles Department of Building and Safety.

#### Mitigation Measures

**MM 4.12-1** Prior to the use of diesel engine driven construction equipment on the eastern 200 feet of the project site, the Contractor shall plan the work to minimize noise and vibration impacts by implementing methods that include but are not be limited to (1) selecting quieter and lighter equipment; (2) selecting equipment without an elevated exhaust stack; (3) restricting equipment use so that only one piece of equipment shall operate in the area at any time; (4) limiting noisy equipment operation in the area to 4 hours per day; (5) limiting noisy equipment operation in the area to 3 days in any week; and (6) using manual labor instead of equipment.

The MRCA shall include this MM as a note in the Contractor Specifications, and the Contractor shall implement this MM during construction activities.

**MM 4.12-2** Prior to the initiation of grading, the Contractor shall implement the following:

- a. All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. Mufflers shall be equivalent to or of greater noise reducing performance than the manufacturer's standard.
- b. Stationary equipment, such as generators and air compressors, shall be located as far from local residences and the Marina del Rey Middle School as feasible. Where stationary equipment must be located within 250 feet of a sensitive receptor, the equipment shall be equipped with appropriate noise reduction features (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to an average noise level ( $L_{eq}$ ) of 65 A-weighted decibels (dBA).

- c. Equipment maintenance, vehicle parking, and material staging areas shall be located as far away from local residences and the Marina del Rey Middle School as feasible.

The MRCA shall include this MM as a note in the Contractor Specifications, and the Contractor shall implement this MM during construction activities.

<b>4.13 POPULATION AND HOUSING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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) 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"/>

#### 4.13.1 ENVIRONMENTAL SETTING

The project site is an undeveloped area between Milton Street and Ballona Creek. There are no housing units or businesses on the site. There is one single-family home that abuts the northern boundary of the site at the site's eastern edge. Other single-family homes are present farther to the northeast, northwest and west of the site.

#### 4.13.2 IMPACT ANALYSIS

##### a) No Impact

The proposed project would not involve housing or business development and would not lead to the introduction of permanent residents or employees into the site or the surrounding area. Also, no extension of utility services or roadways is proposed as part of the project.

Area residents are expected to utilize the proposed park for passive recreational activities (i.e., walking through, sitting, and bird watching) and bicyclists on the Ballona Creek Bike Path would stop at the proposed park for short periods or start their bike trips at the park. Maintenance visits would be scheduled about once every week and would not generate a demand for local goods or services, nor would it induce any growth in the area. No impacts related to direct or indirect population growth would occur with the proposed project.

##### b, c) No Impact

The single-family home abutting the site's northeastern boundary would not be displaced or demolished as part of the project. Also, no businesses or employees would be displaced. No impact related to displacement would occur.

#### 4.13.3 MITIGATION PROGRAM

##### Regulatory Requirements

None.

##### Mitigation Measures

No impacts related to population or housing would occur; therefore, no mitigation is required.

<b>4.14 PUBLIC SERVICES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.14.1 ENVIRONMENTAL SETTING

The Los Angeles City Fire Department provides fire protection services in the project area. The site is located within Division 2, Battalion 4 of the Los Angeles City Fire Department. It is served by Fire Station 67, which is located at 5451 Playa Vista Drive, approximately 1.13 miles southwest of the site.

The Los Angeles City Police Department provides law enforcement and police protection services in the project area. The site is located within the West Bureau of the Los Angeles City Police Department, within the Pacific Division and Reporting District 1455. The Pacific Community Police Station is located at 12312 Culver Boulevard, approximately 1.27 miles northeast of the site.

The Marina del Rey Middle School and Performing Arts Magnet is located just north of the site and Milton Street. This school is operated by the Los Angeles Unified School District and serves grades 6 through 8. Aside from this school, the Braddock Drive Elementary School and Venice High School also serve the site.

The nearest public library to the site is the Playa Vista Library located at 6400 Playa Vista Drive, approximately 1.4 miles southwest of the project site. The undeveloped project site does not currently generate a demand for schools, parks, or libraries.

#### 4.14.2 IMPACT ANALYSIS

##### a) i. and ii. Less than Significant Impact

The proposed project would not involve the construction of habitable structures, nor would the project lead to a permanent population at the proposed park that could generate new demand for fire and police protection services. The proposed park improvements and street modifications would not have flammable, combustible, or explosive materials. Protective fences

would be provided around the park to control access to the site and the Ballona Creek Bike Path. In addition, vehicle access to the site would be restricted. The improvements to the site and proposed street modifications would not generate increased demand for fire and police protection services. However, the increase in the number of users of the site may indirectly generate a potential for crime (i.e., graffiti and vandalism) and a corresponding demand for fire and police protection services. Anti-graffiti coating would be provided on all surfaces and a sliding entry gate would be closed to prevent entry into the site when creek waters rise. Signs will be posted on-site stating that the park is only open from sunrise to sunset. These project features would reduce the demand for fire and police protection services on site.

No new or physically altered fire or police protection facilities would be required to provide fire and police protection services to the proposed park. Impacts would be less than significant.

**a) iii. through v. No Impact**

As discussed in Section 4.13, Population and Housing, the proposed project would not lead to an increase in population or housing stock on or near the site. Therefore, no demand for schools, libraries, or other public facilities would be generated by the proposed project. The proposed project is also not expected to have any impacts on school services at the Marina del Rey Middle School and Performing Arts Magnet. The site would continue to be used as a walking trail for area residents and students, and the proposed park would provide an outdoor classroom for students to observe wildlife and discuss water supply, water quality, local wildlife, the history of Ballona Creek, and coastal resources. There would be no adverse impact.

#### **4.14.3 MITIGATION PROGRAM**

##### **Regulatory Requirements**

None.

##### **Mitigation Measures**

The proposed project would not result in significant adverse impacts related to public services; therefore, no mitigation is required.

<b>4.15 RECREATION</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 of 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"/>

#### 4.15.1 ENVIRONMENTAL SETTING

The site is located immediately north of the Ballona Creek Bike Path, which is a Class 1 bikeway that runs along the north levee of the Ballona Creek. This bike path starts at Syd Kronenthal Park in Culver City and connects to other bike lanes and bike routes throughout the Los Angeles, Marina del Rey, and Culver City areas, as well as to the Marvin Braude Bike Path along the Pacific coast. To the east of the site is a staging area and rest stop for the bike path (located west of Centinela Boulevard and south of Culver Drive). This rest area provides parking spaces, benches, native landscaping, bike racks, interpretive signs, decorative fencing, gateway and a drinking fountain and serves as an access point to the Ballona Creek Bike Path.

Nearby parks to the site include Glen Alla Park on 4601 Alla Road (0.64 mile to the west); Mar Vista Gardens and Recreation Center at 4901 Marionwood Drive (0.55 mile to the northeast); and Culver/Slauson Park at 5050 Slauson Avenue in Culver City (0.90 mile east of the site).

#### 4.15.2 IMPACT ANALYSIS

##### a, b) Less than Significant Impact

The proposed linear park will increase open space areas in the Palms-Mar Vista-Del Rey community, and the proposed “Green Street” will act as an extension of the park. As discussed in Section 4.13, Population and Housing, the proposed project would not lead to an increase in the area’s population, either directly or indirectly. The proposed park is not expected to serve as a destination park. Rather, it will mainly serve existing users of the bike path along the Ballona Creek Channel, area residents, and the students at the Marina del Rey Middle School. Users of the adjacent bike path would have the opportunity to stop at the proposed park for a short rest or could use the park as the staging area for their bike rides. Students of the nearby school are also expected to use the site for educational purposes (i.e., bird watching and outdoor discussions on water supply, water quality, local wildlife, the history of Ballona Creek, and biological and coastal resources). These future uses of the park will not increase the use of nearby parks.

Also, the increase in the use of the Ballona Creek Bike Path due to the project is not likely to be substantial since there is an existing staging area just east of the site that is now used by current bicyclists/local residents to access the bike path. Therefore, the proposed project would provide an alternative staging area for existing bikers, and no major increase in bike users on the Ballona Creek Bike Path is expected with the availability of a new and nearby staging area.

During construction of the project, the site would not be available as an informal walking trail for area residents. During this time, sidewalks on Milton Street and/or nearby roads would be used as alternative pedestrian paths. It is also anticipated that the abutting portion of the Ballona Creek Bike Path would be partially closed during certain construction activities (i.e. removal of chain-link fence and guard rail construction along southern end of the linear park) to ensure public safety. This could lead to obstructions of the bike path at times when construction is ongoing at the southern edge of the site. These obstructions would be temporary and would not be considered significant impacts to recreation.

In the long term, the project would provide additional passive recreational areas for residents of the surrounding community, as well as encourage and support use of the Ballona Creek Bike Path. These would be beneficial impacts on recreation. The proposed project would not lead to a measurable increase in demand for local or regional recreation facilities or the physical deterioration of these facilities. There would be no significant adverse impact.

#### **4.15.3 MITIGATION PROGRAM**

##### **Regulatory Requirements**

None.

##### **Mitigation Measures**

No significant impacts related to recreation would occur; therefore, no mitigation is required.



<b>4.16 TRANSPORTATION/TRAFFIC</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system. Including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreased the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.16.1 ENVIRONMENTAL SETTING

Local access to the site is provided by Milton Street, on Mascagni Street and Westlawn Avenue. These roadways are identified as “local” streets in the *Palms-Mar Vista-Del Rey Community Plan*, which is part of the *City of Los Angeles General Plan*. There is no Congestion Management Program (CMP) designated highway or intersection near the site or Milton Street. The nearest CMP highway is SR-90 (Marina Freeway), which has an onramp at Centinela Avenue 0.6 road mile from the site.

The site’s southern boundary is adjacent to the Ballona Creek Bike Path. It is accessible at the western end, and an informal pedestrian trail along the length of the site has been developed through some public use. There are no existing or proposed bicycle routes on Milton Street near the site, and there is no public transportation service in the immediate vicinity. The Los Angeles County Metropolitan Transportation Authority (Metro) operates a bus line along South Centinela Avenue, approximately 0.1 mile to the east, and both Culver CityBus Line 7 and the Los Angeles Department of Transportation (LADOT)’s Community Express Route 437 run on Culver Boulevard north of SR-90, approximately 0.3 mile to the northwest (Metro 2012b; Culver City 2012; LADOT 2012).

## 4.16.2 IMPACT ANALYSIS

### a, b) Less Than Significant Impact

#### **Construction Traffic**

Construction of the proposed project would generate vehicle trips to and from the site associated with worker commutes; construction equipment and materials transport; and import of fill soil. These vehicle trips would add to existing traffic volumes on local and regional roadways. Construction of the proposed project would require the import of approximately 1,500 cubic yards (cy) of soil, and truck trips associated with soil import. Assuming the use of 20-cy trucks, this soil import would involve approximately 75 round-trip truck trips over the course of approximately 2 months. Apart from the initial transport of construction equipment and materials, this would be the major source of construction-period traffic. Because of the small scale of the project, daily trips associated with worker commutes would be relatively low.

Construction of the “Green Street” element of the proposed project would involve activities within City right-of-way. However, Milton Street is a local street and is therefore not heavily used. Also, the segment proposed for conversion into a “Green Street” does not provide driveway access to any development in the area. Therefore, the temporary partial or total closure, if necessary, of this portion of Milton Street would not result in lack of access to the existing residences to the northwest and northeast. Due to the dense network of surface streets in the area, these homes could all be accessed via alternate local streets without extensive detours.

As set forth in RR 4.12-1, non-emergency construction activities will be prohibited between the hours of 7:00 PM and 7:00 AM on weekdays and from 5:00 PM to 8:00 AM on Saturdays, and at any time on Sundays or Federal holidays, in compliance with the *City of Los Angeles Municipal Code*. Therefore, construction traffic would be limited to the daytime hours on weekdays and Saturdays, except federal holidays. Construction of the proposed project would also comply with the Standard Specifications for Public Works Construction (Greenbook), and the City of Los Angeles Department of Public Works’ Additions and Amendments to the 2009 Edition of the Standard Specifications for Public Works Construction (Brown Book), which contains standards for traffic and access (i.e., maintenance of access, traffic control, and notification of emergency personnel) during roadway construction (RR 4.16-1). The City also requires the provision of traffic control devices in compliance with the current Manual for Uniform Traffic Control Devices (MUTCD) to ensure traffic safety on streets and highways (RR 4.16-2). Like RR 4.16-1, these guidelines require the provision of signs, flag persons, and other measures to maintain access to all properties and to facilitate traffic flow along Milton Street and other roads in the vicinity during construction.

Compliance with these regulatory requirements would reduce conflicts with regular traffic on roadways and freeways that would be utilized by equipment coming to and from the site. With compliance with RR 4.12-1, RR 4.16-1 and RR 4.16-2, impacts on existing traffic and congestion levels would be minimized. Vehicle trips during construction would also be temporary and short-term. Construction traffic would be considered a less than significant impact.

#### **Operational Traffic**

Implementation of the Milton Street Park Project is not anticipated to result in a substantive increase in vehicle trips. The proposed linear park would be a passive recreational facility intended primarily for use by existing users of the site and the Ballona Creek Bike Path, by local

area residents, and by area school students as an educational facility. These users would walk or bike to the site, rather than use vehicles. The proposed Milton Street Park would not function as a destination park, like a regional park or active recreational facilities. The improvements to the site, particularly the provision of seating and overlook platforms, would be expected to increase visitation. However, due to the park's small size and lack of active recreational facilities, this increase would come from area residents that would typically walk to the site. Use of the site by bicyclists on the Ballona Creek Bike Path are expected to be made by existing bicyclists that use the staging area to the east and by local residents who need not utilize vehicles to come to the site. Also, maintenance activities are expected to be confined to one round trip (one trip to the site and one trip from the site) by maintenance crew who would come once every week. Thus, project-generated vehicle trips would represent a small percentage of existing traffic volumes in the project area that would not occur during peak hours and thus, would not result in substantial traffic congestion. No measurable impact on SR-90 or other CMP-designated highways would occur. Impacts would be less than significant and no mitigation is required.

**c) No Impact**

The project site and Milton Street are not located within the boundaries of an airport land use plan. The nearest airport (Los Angeles International Airport) is located 2.3 miles to the south of the site. The proposed park and street modifications would not generate air traffic or require air transportation. Therefore, the proposed project would not change air traffic levels at the Los Angeles International Airport and would not create safety risks or obstructions to air navigation. There would be no impact.

**d) No Impact**

The proposed project would alter Milton Street by installing VSCEs planted with native trees, shrubs and grasses within the right-of-way at irregular intervals along the on-street parking lanes. Vehicle parking would continue to be available in the street right-of-way in areas where no pass-thru planters are built. There would be no alterations to the driving lanes that would affect the thoroughfare. There are no proposed curves, driveways, or other design features that would substantially increase hazards. There would be no impact and no mitigation is required.

**e) Less than Significant Impact**

The proposed project would not be located on a public roadway used for emergency response or evacuation. Milton Street is not identified as a "Selected Disaster Route" in the *City of Los Angeles General Plan's Safety Element* (City of Los Angeles 1996). As discussed above, construction of the "Green Street" would involve activities within the Milton Street right-of-way. As noted above, the temporary partial or total closure, if necessary, of the portion of Milton Street included in the proposed project would not result in lack of access to the existing residences to the northwest and northeast. Due to the dense network of surface streets in the area, these homes could all be accessed via alternate local streets without extensive detours. Also, the proposed project would implement RRs 4.16-1 and 4.16-2, discussed above, to provide appropriate traffic control devices during construction. Therefore, impacts to emergency access would be less than significant with compliance with RR 4.16-1 and RR 4.16-2.

**f) No Impact**

New vehicle trips to the project site would occur during the construction phase. These construction-generated vehicle trips are unlikely to involve substantial public transit due to the distance of the nearest bus line of 0.1 mile (that may be utilized by the construction crew) and the need for trucks for construction equipment, building materials, and soil import. The Ballona

Creek Bike Path is located adjacent to the southern boundary of the BHRCA parcel. As such, the portion of the path near the project site may be temporarily affected by construction noise; creation of dust; and the presence of heavy construction equipment. However, this would be considered a short-term impact, and would be temporary. Also, operation of the proposed project is intended to benefit pedestrian and bicycle users, and local project-generated trips are expected to utilize bicycles or involve walking to and from the site. Therefore, no impact on alternative transportation systems or conflicts with alternative transportation policies, plans, or programs would occur with the project.

### **4.16.3 MITIGATION PROGRAM**

#### **Regulatory Requirements**

**RR 4.16-1** Project construction shall comply with the City's general construction requirements on the implementation of temporary traffic control measures in accordance with Standard Specifications for Public Works Construction (Greenbook) and the City of Los Angeles Department of Public Works' Additions and Amendments to the 2009 Edition of the Standard Specifications for Public Works Construction (Brown Book), which contains standards for traffic and access (i.e., maintenance of access, traffic control, and notification of emergency personnel).

The MRCA shall include this RR as a note in the Contractor Specifications. The Contractor shall provide temporary traffic control measures in accordance with these requirements during construction activities on Milton Street.

**RR 4.16-2** Project construction shall include the provision of traffic control devices in compliance with the current Manual for Uniform Traffic Control Devices (MUTCD) to ensure traffic safety on streets and highways. The MUTCD includes signs, markings, flagger control, and temporary devices needed to promote pedestrian and worker safety during construction, as well as permanent signs and markings to promote roadway safety and efficiency.

The MRCA shall include this RR as a note in the Project Improvement Plans and in the Contractor Specifications. The Engineer shall design and the Contractor shall construct the improvements on Milton Street in accordance with the MUTCD.

#### **From Section 4.12, Noise**

**RR 4.12-1** Project construction shall comply with Section 41.40 of the City of Los Angeles Municipal Code, which requires that construction using any equipment that makes loud noises that would disturb persons in nearby residences, including the operation, repair or servicing of construction equipment and the job-site delivering of construction materials, be limited to the hours of 7:00 AM to 9:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation during construction activities.

#### **Mitigation Measures**

With compliance with RRs 4.12-1, 4.16-1 and 4.16-2, the proposed project would result in less than significant impacts related to transportation and traffic; therefore, no mitigation is required.

<b>4.17 UTILITIES AND SERVICE SYSTEMS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) 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) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate 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) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.17.1 ENVIRONMENTAL SETTING

There is an eight-inch water line along the west side of Westlawn Avenue that ends at the single-family residence abutting the northeast corner of the site. An 8-inch sewer line runs along the east side of Westlawn Avenue and ends approximately 100 feet north of the northeastern corner of the site.

Storm drains are located at the northeastern and northwestern corners of the Milton Street's intersections with Westlawn Avenue and Mascagni Street, respectively. Storm water in these storm drains is conveyed into storm drain pipes for discharge into the Ballona Creek Channel. A 24-inch RCP runs from the northeastern corner of Milton Street and Mascagni Street southerly into a storm drains just west of the site and into Ballona Creek. A 10-foot-wide easement to the City of Los Angeles has been provided where the 42-inch RCP cuts through the eastern section of the site.

Solid waste collection services in the project area are provided by the City's Bureau of Sanitation for disposal at the Sunshine Canyon Landfill. The Bureau also provides hazardous waste collection and recycling services. The Sunshine Canyon Landfill is located at 14747 San Fernando Road in Sylmar and covers 1,306 acres. This landfill accepts 12,100 tons of wastes per day and has a remaining capacity of 112.3 million cubic yards, as of July 2007. It is expected to remain in operation until the end of 2037. The City also operates the Central Los Angeles Recycling and Transfer Station at 2201 East Washington Boulevard. This facility processes 2,500 tons of wastes per day.

## 4.17.2 IMPACT ANALYSIS

### **a, e) No Impact**

The proposed project would not provide restroom facilities at the linear park and therefore, no sewage generation would be generated by the proposed project. No impact on sewer line capacity, wastewater treatment requirements, or wastewater treatment facilities would occur with the project.

### **b, d) Less than Significant Impact**

The proposed project would generate a demand water for irrigation of the proposed landscaped areas. Extension of the existing water line from Westlawn Avenue to the vegetated pass-through planters and the park site would be made as part of construction activities. It is estimated that water use for landscape irrigation would be approximately 1,236 gallons of water per day or 451,014 gallons per year. As indicated earlier, this water demand would represent a minor amount (less than 0.003 percent) of the 168 billion gallons of water provided by the Los Angeles Department of Water and Power (LADWP) during the 2010–2011 fiscal year. Water use for dust control and incidental cleaning during the construction phase would also be limited and temporary. No new water supplies or treatment facilities would be needed by the project. Impacts would be less than significant.

### **c) No Impact**

The proposed project would introduce impervious surfaces on the site, but would also provide VSCEs that would increase ground percolation of runoff and treat storm water. No increase in storm water runoff would occur with the project and no expansion of existing storm drain facilities is needed to serve the proposed park and “Green Street”. The proposed project would have no adverse impact on storm drain facilities.

### **f, g) Less than Significant Impact**

The proposed project would use concrete rubble from demolition of the existing retaining walls as aggregate fill for the new walls on the site. Vegetation and soils from land clearing activities would also be reused or recycled. Also, construction and demolition (C&D) wastes from the project would have to be brought to a certified waste recycling processor for sorting and recycling (RR 4.17-1). Therefore, the project would result in the generation of minor amounts of construction wastes that could require disposal at the Sunshine Canyon landfill or other nearby landfills. There is capacity at the Sunshine Canyon Landfill (112.3 million cubic yards of remaining capacity and 12,100 tons per day) to serve the short-term construction wastes from the project (CalRecycle 2012).

Long term waste generation would be limited to organic wastes from landscape maintenance and trash in receptacles provided on site. This would not result in any significant waste generation that would require additional landfill capacity. Since the project would comply with applicable solid waste regulations, impacts would be less than significant.

### **4.17.3 MITIGATION PROGRAM**

#### **Regulatory Requirements**

**RR 4.17-1** Waste disposal during project construction shall comply with the City of Los Angeles Construction and Demolition (C&D) Waste Recycling Ordinance, which requires all mixed C&D waste generated within City limits be taken to City certified C&D waste processors.

The MRCA shall include this RR as a note in the Contractor Specifications, and the Contractor shall comply with this regulation during construction activities.

#### **Mitigation Measures**

With compliance with existing regulations, the proposed project would not result in significant impacts related to utilities or service systems; therefore, no mitigation is required.

4.18 <b><u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	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 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"/>

**4.18.1 IMPACT ANALYSIS**

**a) Less than Significant Impact With Mitigation**

As discussed in Section 4.4, Biological Resources, the proposed project would have temporary impacts on migratory birds, but mitigation has been provided to reduce these impacts to less than significant levels. After mitigation, the project would not 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; or reduce the number or restrict the range of Rare or Endangered plants or animals.

As discussed in Section 4.5, Cultural Resources, impacts on human remains would be less than significant with compliance with existing regulations. No impacts on archaeological or paleontological resources would occur due to the presence of highly disturbed soils on site. The proposed project would not eliminate important examples of the major periods of California history or prehistory.

Implementation of mitigation to protect nesting birds and compliance with existing regulations on the disposition of human remains found during excavation would result in less than significant impacts.

**b) Less than Significant Impact**

The impacts of the proposed linear park and "Green Street" would be limited in both intensity and scope due to the size and type of improvements proposed. Since project impacts would be less than significant after mitigation and would be minimal in scale, impacts associated with the proposed project are not considered cumulatively considerable.



**c) Less than Significant Impact With Mitigation**

Project construction and operation would not have the potential to generate significant adverse impacts on human beings, either directly or indirectly. Mitigation measures have been developed for potentially significant impacts on sensitive receptors related to noise. Compliance with existing regulations and implementation of the mitigation measures would reduce potential environmental impacts to less than significant levels.

## SECTION 5.0 REFERENCES

The following references were used in the preparation of this IS/MND and are available for review at the MRCA offices at the Los Angeles River Center and Gardens, 570 West Avenue 26, Suite 100, Los Angeles, California 90065 or at the offices of BonTerra Consulting at 225 South Lake Avenue, Suite 1000, Pasadena, California 91101 during normal business hours.

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