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**RESOLUTION NO. 2020-R\_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY (1) ADOPTING THE BICYCLE AND PEDESTRIAN ACTION PLAN, WHICH UPDATES AND SUPERSEDES THE 2010 BICYCLE AND PEDESTRIAN MASTER PLAN; (2) FINDING THE BICYCLE AND PEDESTRIAN ACTION PLAN TO BE EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTIONS 15061 (b)(3) AND 15301(c); AND (3) RESCINDING RESOLUTION NO. 2010-R078.**

WHEREAS, on November 8, 2010, pursuant to Resolution No. 2010-R078, the City Council adopted the 2010 Bicycle and Pedestrian Master Plan (“2010 BPMP”); and

WHEREAS, as almost 10 years has passed since the adoption of the 2010 BPMP, there is a need to update and expand on this guiding document for the City’s long-term vision for improving walking and bicycling in Culver City; and

WHEREAS, on July 12, 2017 the City’s Department of Public Works (“Department”) held a kickoff meeting to discuss updating the 2010 BPMP; and

WHEREAS, on July 20, October 9, and November 16, 2017, and March 28 and September 16, 2019, the Department presented details of the draft Bicycle and Pedestrian Action Plan (“BPAP”) and solicited public comments in duly noticed public meetings of both City Council and the Bicycle and Pedestrian Advisory Committee (“BPAC”); and

WHEREAS, the proposed BPAP establishes policies, programs and design guidelines intended to make bicycling and walking in Culver City safe, comfortable, convenient, and enjoyable. The BPAP provides a citywide vision and policies necessary to achieve a balanced mobility system by facilitating safe bicycling and walking as viable travel options for both work and non-work trips; expands on the 2010 BPMP by providing new and updated infrastructure, program and policy recommendations; builds on new,

1 innovative solutions to guide the City in prioritizing resources when implementing future  
2 projects and programs; and assists with the City's eligibility for grant opportunities; and

3 WHEREAS, on June 8, 2020, the City Council held a duly noticed public  
4 meeting, fully considering the proposed BPAP and related staff report, including all  
5 pertinent facts, information, proposals, recommendations, environmental information;  
6 hearing all testimony expressed at the public meeting; and providing a full opportunity for  
7 public input and participation respecting all parts of the BPAP; and

8 WHEREAS, in accordance with the California Environmental Quality Act  
9 ("CEQA"), the City Council determined the BPAP is exempt from CEQA, as set forth in this  
10 Resolution.

11  
12 NOW, THEREFORE, the City Council of the City of Culver City resolves as  
13 follows:

14 1. Pursuant to the foregoing recitations, the City Council finds the Bicycle and  
15 Pedestrian Action Plan ("BPAP") to be exempt from the California Environmental Quality  
16 Act ("CEQA"), based on the following:

17 A. CEQA Guidelines Section 15061(b)(3), as it can be seen with certainty  
18 there is no possibility the proposed BPAP will have a significant effect  
19 on the environment. The BPAP, by itself, does not result in any  
20 physical changes in the environment because it is a guiding document  
21 and plan that establishes policies, programs and design guidelines  
22 intended to make bicycling and walking in Culver City safe,  
23 comfortable, convenient, and enjoyable, and is not in conjunction with  
24 any specific approval of a physical project. Therefore, any project  
25 implemented under the proposed BPAP, would be subject to  
26 appropriate CEQA analysis at the time of project implementation; and

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B. CEQA Guidelines 15301 (c), as the proposed BPAP consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Such facilities include existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).

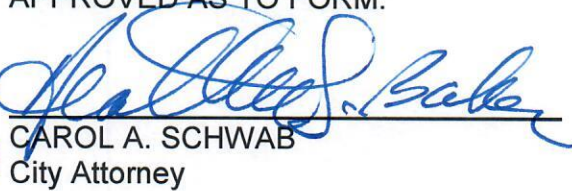
2. Pursuant to the foregoing recitations and environmental findings, the City Council here approves the Bicycle and Pedestrian Action Plan ([www.culvercity.org/BPAP](http://www.culvercity.org/BPAP)), which is incorporated herein by this reference.

- 3. Resolution No. 2010-R-78 is hereby rescinded.
- 4. This Resolution shall take effect immediately upon its adoption.

APPROVED and ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
GÖRAN ERIKSSON, MAYOR  
City of Culver City, California

ATTEST:  
  
\_\_\_\_\_  
JEREMY GREEN  
City Clerk

APPROVED AS TO FORM:  
  
\_\_\_\_\_  
CAROL A. SCHWAB  
City Attorney

A20-00223