

MEETING DATE: 05/03/10

AGENDA ITEM: (1) Adoption of a Mitigated Negative Declaration; (2) Approval of the Final Plans and Specifications; and (3) Authorization to Advertise for Bids for the Ballona Creek Bikeway and Landscaping Project (Overland Avenue to Pedestrian Bridge), P-900 - American Recovery and Reinvestment Act (Federal Stimulus Funds), Federal Aid Project No. ESPL-5240 (021).

ATTACHMENTS

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2	Final Construction Plans and Specifications (To conserve resources, these documents are not attached but are on file with City Clerk's office)	—
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CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION - CULVER CITY, CALIF.

BALLONA CREEK DUKWAY PROJECT, P-800
FEDERAL AID PROJECT NO. ESHL-5640 (001)

LOCATION MAP

Drawing No. 0200
Sheet 6 OF 37 Sheets



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NO.	REVISION	BY	APPR	DATE
1	LOGGED / LACOPM REVIEW COMMENTS	BLH		3/11/10
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PROJECT NAME
CULVER CITY
DATE
3/11/10

**MITIGATED
NEGATIVE DECLARATION
AND INITIAL STUDY**

FOR

**BALLONA CREEK BIKEWAY PROJECT, P-900
Federal Aid Project No. ESPL-5240 (021)**

Prepared for:
City of Culver City
Public Works Department
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March 30, 2010
Revised April 5, 2010

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PREFACE

This revised Initial Study updates the Environmental Checklist Form previously presented in the Mitigated Negative Declaration and Initial Study for Ballona Creek Bikeway Project, P-900 Federal Aid Project No. Espl-5240 (021), dated March 30, 2010 (Existing Initial Study). The updates consist of the following:

1. Add new item f) "Otherwise substantially degrade water quality?" to Section IX (Hydrology and Water Quality), and renumber subsequent items of Section IX "h" through "j".
2. Change the wording of item a) of Section XVI (Transportation/Traffic) from: "Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?" to "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?"
3. Change the wording of item b) of Section XVI (Transportation/Traffic) from: "Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?" to "Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?"
4. Delete item f) of Section XVI (Transportation/Traffic) that read: "Result in inadequate parking capacity?"
5. Change the numbering and wording of item g) of Section XVI (Transportation/Traffic) from: "Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?" to new numbered item f) "Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?"

The updated Environmental Checklist Form wording and numbering matches that found in the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000– 15387) available from <http://leginfo.ca.gov> as of January 1, 2010. This updated Environmental Checklist Form wording and numbering is published by the State of California to present "a sample form and may be tailored to satisfy individual agencies' needs and project circumstances" (Association of Environmental Professionals 2010 CEQA Guidelines Appendices; CEQA Guidelines Section 15063(f)).

The updated wording for Hydrology and Water Quality and Transportation/Traffic items was not included in the Existing Initial Study because issues regarding water quality, congestion management compliance and adopted bicycle facility policies are fully addressed in the applicable sections of the Existing Initial Study.

The Environmental Checklist Form presented in this revised Initial Study conforms to the City of Culver City's current CEQA Checklist format. This revised Initial Study does not result in a substantial change to the project, mitigation measures, or findings regarding potentially significant impacts. This revised Initial Study

merely makes insignificant modifications to the Existing Initial Study. Consequently, pursuant to 15073.5 of the CEQA Checklist, recirculation of the Initial Study and Mitigated Negative Declaration is not required.

ENVIRONMENTAL CHECKLIST FORM

EXECUTIVE SUMMARY:

This Initial Study assesses the potential environmental impacts of construction and operation of the Ballona Creek Bikeway Improvement Project, located along the north side of the Ballona Creek between Overland Avenue and the Pedestrian Bridge which crosses from Ocean Avenue, within Culver City. This Initial Study finds that the proposed project could have a significant adverse impact on biological resources related to compliance with the Migratory Bird Treaty Act (MBTA). The project proposes to remove 14 existing trees to accommodate bikeway improvements. The trees could contain nesting birds, the disturbance of which could violate the MBTA. To ensure that removal of the existing trees do not impact nesting birds, Mitigation Measure BIO-1 is recommended for inclusion to the project. This measure would reduce potential impacts to migratory bird species to a less than significant level. Consequently, a Mitigated Negative Declaration will be prepared for the project.

PURPOSE AND SCOPE

This Initial Study serves as the environmental review of the proposed project, as required pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. The proposed project is Ballona Creek Bikeway Project, located along the north side of the Ballona Creek between Overland Avenue and the Pedestrian Bridge in the City of Culver City.

In accordance with Section 15378(a)(1) of the Guidelines for Implementation of CEQA (CEQA Guidelines), the City of Culver City (City) is required to prepare an Initial Study to determine if the proposed project may have a significant adverse effect on the environment. This Initial Study is intended to be an informational document providing the Culver City City Council, other public agencies, and the general public with an objective assessment of the potential environmental impacts that could result from the implementation of the proposed project.

PROJECT DESCRIPTION:

1. Project title: **Ballona Creek Bikeway Project, P-900, Federal Aid Project No. ESPL-5240 (021)**
2. Lead agency name and address: **Culver City Public Works Department; P.O. Box 507; 9770 Culver Boulevard, Culver City, CA 90232-0507.**
3. Contact person and phone number: **Lee Torres, Associate Engineer, Public Works / Engineering Division: (310) 253-5623.**
4. Project location: **The Ballona Creek Bikeway travels through Culver City in an east/west direction, connecting to the coastal bike path in Marina del Rey. The bikeway project is located along the north side of the Ballona Creek between Overland Avenue and the Pedestrian Bridge which crosses from Ocean Avenue approximately 960 feet to the west of Overland Avenue. (See Exhibit I, Project Location Map, below.)**

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5. Project sponsor's name and address: **Culver City Public Works Department; P.O. Box 507; 9770 Culver Boulevard; Culver City, CA 90232-0507**
6. General Plan Designation: **Ballona Creek Special Study Area – Open Space.**
7. Zoning: **Open Space.**



Exhibit 1: Project Location Map

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)

The bikeway segment to be improved is approximately 960 feet long and 35 feet wide. The proposed improvements are intended to enhance the path segment's layout and appearance and create a pleasing environment for both cyclists and pedestrians moving along this segment of the path. Path users are expected to include library patrons, school students, nearby residents, and other persons traveling along the bikeway.

The project would include the following components:

- Removal of concrete embankment along the upslope side of the bike path (between the bike path and the school properties). Other materials, including concrete strips and fencing, also would be removed.
- Removal of non-native plantings (including various trees, shrubs and groundcover) along the Julian Dixon Public Library and adjacent County service roadway. A total of 14 trees would be removed, all of which are located at the bikeway east entrance adjacent to Overland. These trees to be removed consist of 7 Cypress, 6 Eucalyptus, and 1 Podocarpus. (Other existing trees would be retained in place).
- Installation of a decomposed granite (DG) pedestrian path, with concrete installed at East entrance adjacent to Overland to accommodate the slope of the path in this location.
- Installation of pedestrian handrails at the easternmost segment to accommodate slope.
- Installation of river rock veneer retaining wall of up to 4-feet along the length of the path adjacent to the upslope.
- Installation of various concrete curbs and mowstrips around new plantings areas.
- Installation of irrigation in planting areas. Irrigation will be low-volume water conserving system, powered by one controller, one backflow preventer, and a new water meter. Water meter will be located on Overland, and the controller and backflow preventer will be adjacent to the library.
- Planting of drought tolerant and Southern California native plants appropriate to the creek habitat. Plants will include a variety of trees, shrubs, groundcovers and hydroseed mix.
- Installation of enhanced 6-foot tall fencing between the service roadway and creek channel, and between the bike path and creek channel.
- Relocation and enhancement of the entry gate at the service roadway entrance to the creek located off of Overland Avenue and adjacent to the library building.
- Repair or repaving of the bike path along this portion of the bike path.
- Installation of lighting, emergency "call-boxes," and security cameras along this portion of the bike path.
- Installation of educational displays regarding the creek and the project.
- Installation of drainage devices and a bio-swale to capture storm run-off.

Exhibits 2 through 7 depict the proposed bikeway improvements graphically. Exhibit 2 presents the concept plan, including path and landscape improvements. Exhibit 3 overlays the proposed bikeway improvements on an aerial photograph of the project site, showing locations of new fencing, decorative gate, pedestrian path, bike path, interpretive signage, caution signage, lights, "Call-boxes," security camera, vegetation and bioswale/infiltration areas. Exhibit 4 is a cross-section of the proposed path, including the 12-foot asphalt bikeway, 3-foot decomposed granite pedestrian path, river rock retaining wall, and planted slope within native trees, shrubs and groundcover. Exhibit 5 presents a view simulation of the proposed entry gate, showing before and after conditions. Exhibit 6 presents a view simulation of the proposed project, including the asphalt bike path, decomposed granite pedestrian path, river rock retaining wall, vegetation and tubular steel fencing; existing conditions also are shown.

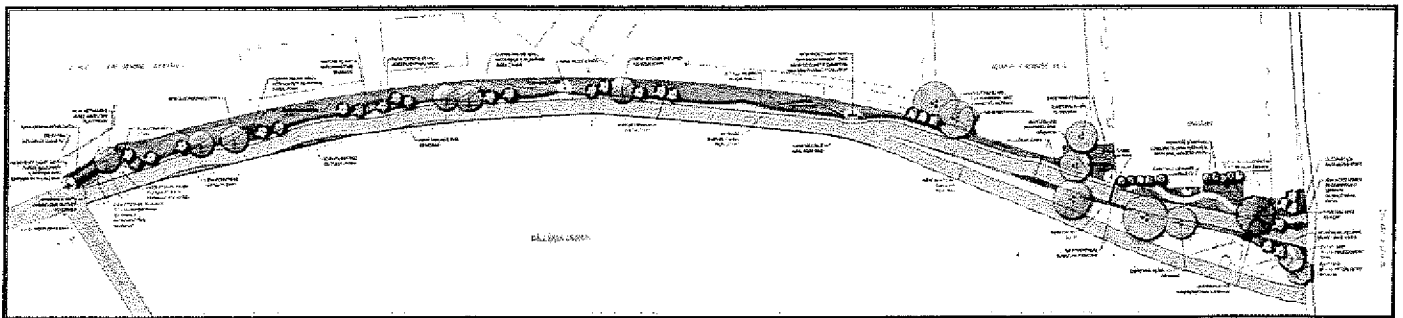


Exhibit 2: Project Concept Plan

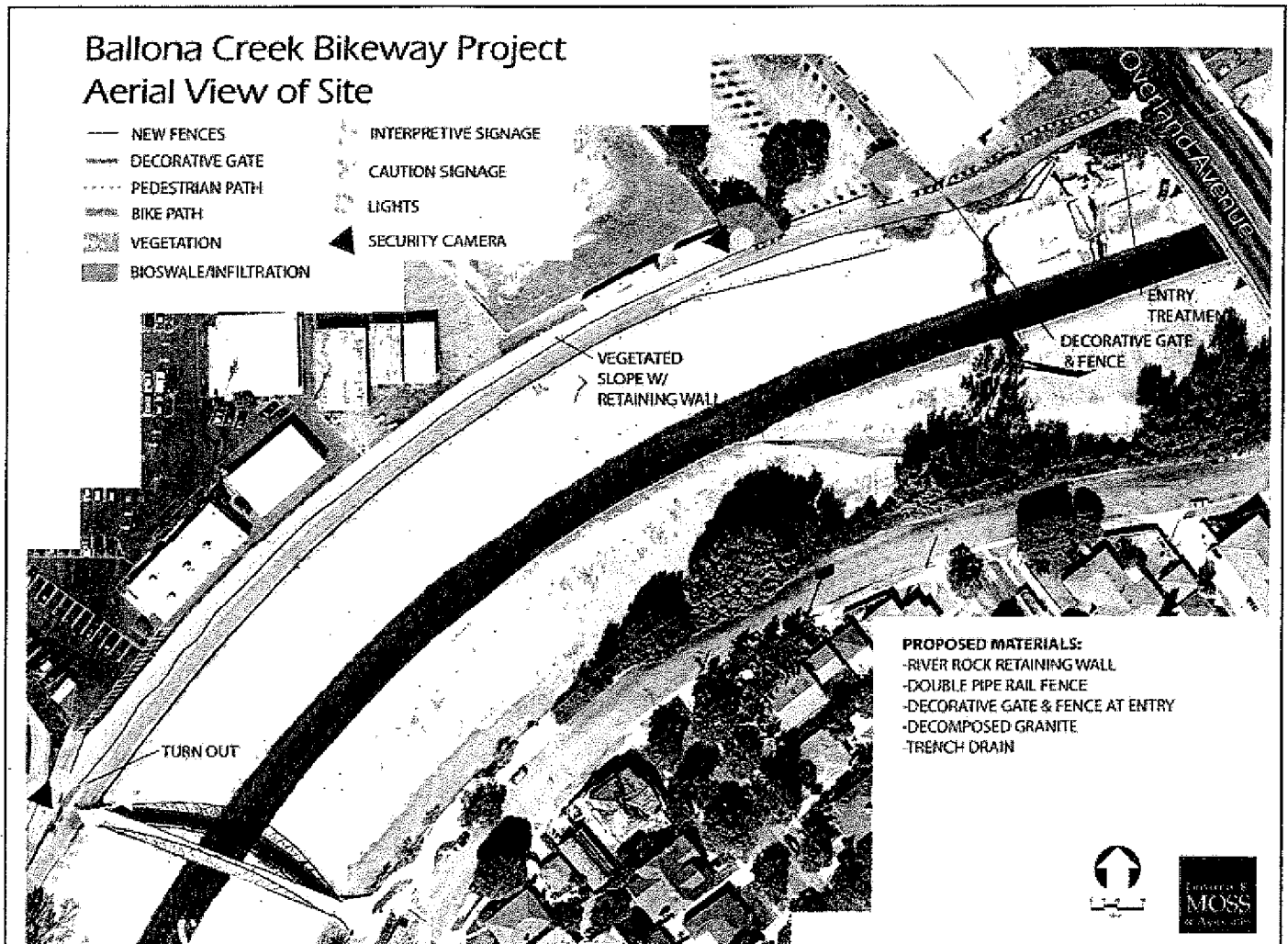


Exhibit 3: Proposed Improvements Over Aerial Photo

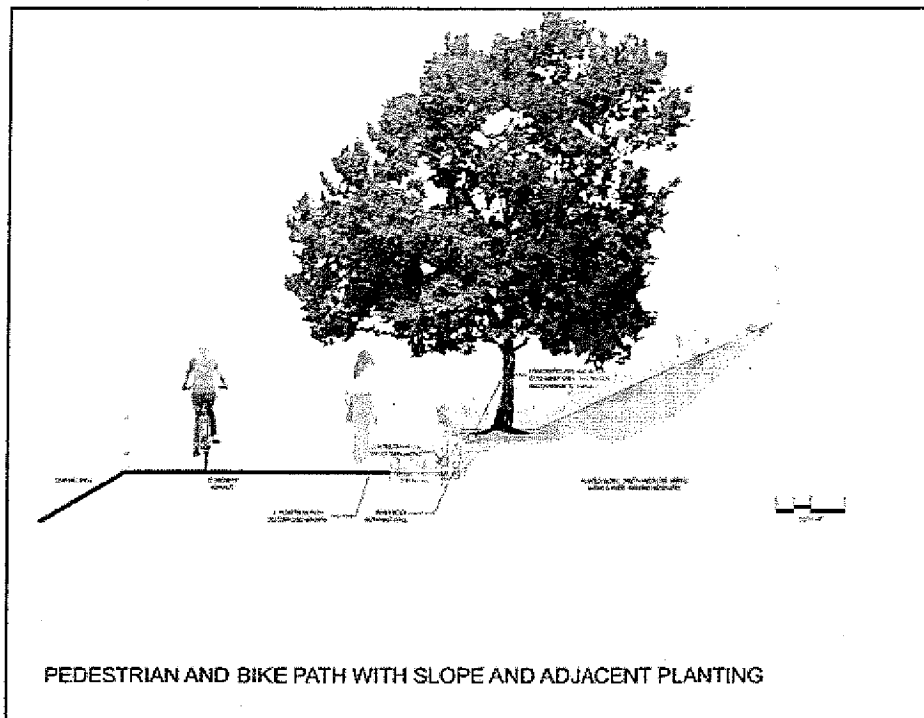


Exhibit 4: Proposed Cross-Section of Path

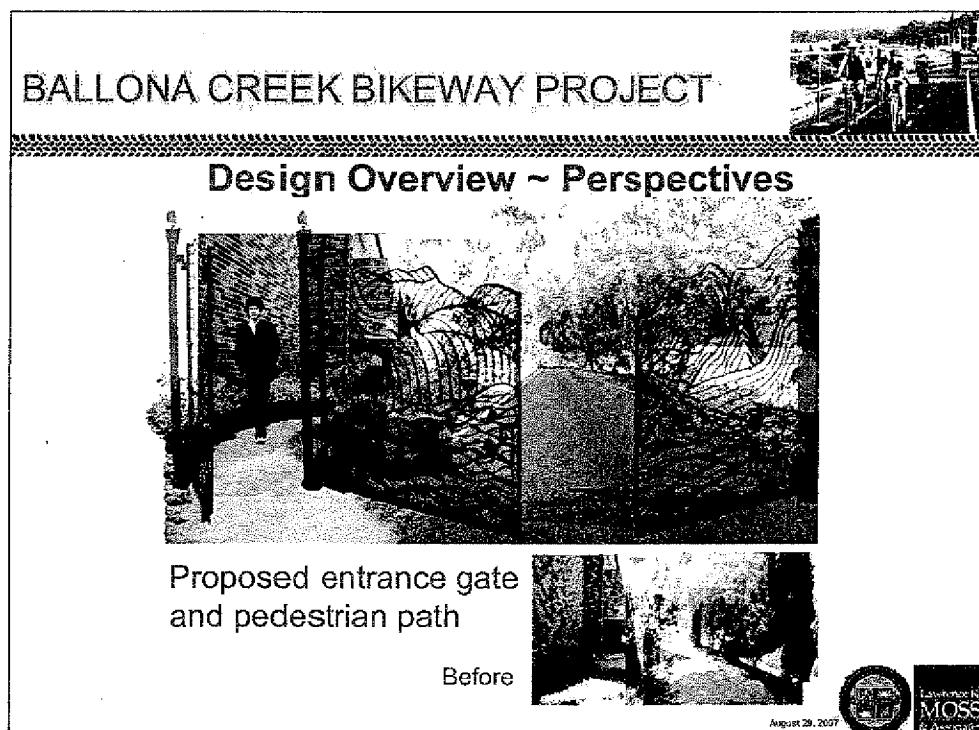


Exhibit 5: View Simulation of Entry Gate

BALLONA CREEK BIKEWAY PROJECT



Design Overview ~ Perspectives



Proposed bike path improvements



Before



Exhibit 6: View Simulation of Project

9. Existing land uses on the project site: (Briefly describe the project's existing features)

Before settlement of the City of Los Angeles, Ballona Creek was a natural waterway. As the Los Angeles area urbanized, flooding of the creek became a hazard to the surrounding community. In the late 1930's, the U.S. Army Corps of Engineers (Army Corps) built a concrete-lined flood control channel along the creek to control the flooding. Today, Ballona Creek is a 9-mile long flood protection channel that drains the Los Angeles basin, from the Santa Monica mountains on the north, the Harbor Freeway (110) on the east, and the Baldwin Hills on the south. In the 1970's and 1980's the bikeway was included within the creek channel to provide recreation opportunities. The Ballona Creek Bikeway system is an approximately 10- to 12-foot wide paved Class I path along the north bank of the channel with transition ramps to the path at key intersections of major streets (Slauson Avenue, Sawtelle Boulevard, Sepulveda Boulevard, Overland Avenue, Duquesne Avenue, and National Boulevard). The path starts at Syd Kronenthal Park just upstream from National Boulevard and traverses southwest along the entire length of Ballona Creek to the Santa Monica Bay.

Currently, the bikeway segment to be improved through this project (Ballona Creek between Overland Avenue and the Pedestrian Bridge) consists of a concrete embankment, an approximately 12 foot wide asphalt paved path, separated from the creek and adjacent land uses with chain link fencing. (See Exhibit 7, Existing Path Photograph, below. Also reference "Before" photos in Exhibits 5 and 6, above.)



Exhibit 7: Existing Path Condition Photo

10. Surrounding land uses and setting: (Briefly describe the project's surroundings)

The bikeway project is directly north of Ballona Creek west of Overland Avenue. It is directly south of the Julian Dixon County Public Library, Culver City High School, Culver City Middle School, Farragut Elementary School.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

Construction of the Project is proposed to be funded by the American Recovery and Reinvestment Act and State of California Resource Agency Environmental Enhancement and Mitigation Program. Permits and permission to construct the project must be obtained from the Los Angeles County Department of Public Works, Los Angeles County Public Library and the Culver City Unified School District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|---|
| ☐ Aesthetics | ☐ Hazards & Hazard Materials | ☐ Recreation |
| ☐ Agriculture Resources | ☐ Hydrology/Water Quality | ☐ Transportation/Traffic |
| ☐ Air Quality | ☐ Land Use and Planning | ☐ Utilities/Service Systems |
| ☐ Biological Resources | ☐ Mineral Resources | ☐ Mandatory Findings of Significance |
| ☐ Cultural Resources | ☐ Noise | |
| ☐ Geology/Soils (Liquefaction) | ☐ Population/Housing | |
| | ☐ Public Services | |

DETERMINATION: (To be completed by the Lead Agency)

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.
X	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 the mitigation measures described on the attached pages have been added to the project. 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 significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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 legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Lee S. Torres

Date: 4/6/2010

Printed Name: LEE TORRES

Title: ASSOC. ENGR/ PROJ. MGR.

EVALUATION OF ENVIRONMENTAL IMPACTS:

An Environmental Checklist Form (Form) has been used to evaluate the potential environmental impacts associated with the proposed project. The Form has been prepared by the Resources Agency of California to assist local governmental agencies, such as Culver City, in complying with the requirements of the Statutes and Guidelines for implementing the California Environmental Quality Act. In the Form, environmental effects are evaluated as follows:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in its response. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is "Potentially Significant", "Less Than Significant With Mitigation", or "Less Than Significant". "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from an "Earlier Analyses," as described in #5 below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - (a) The significance criteria or threshold, if any, used to evaluate each question.
 - (b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
<i>l. a),b). No Impact.</i> The project site is located in an existing bikeway adjacent to a concrete channel. It is an urbanized area surrounded by public and residential land uses. The site and its surrounds are generally flat. Fourteen trees would be removed to accommodate project improvements. These trees to be removed consist of 7 Cypress, 6 Eucalyptus, and 1 Podocarpus. None of these trees are protected by existing City policies or otherwise recognized as a scenic resource. There are no designated scenic vistas or resources on or adjacent to the site. Consequently, the project would not have a substantial adverse effect on a scenic vista or resource.				
c) Substantially degrade the existing visual character and quality of the site and its surroundings?				X
<i>l. c). No Impact.</i> The project would improve the appearance and function of the bikeway. As illustrated in Exhibits 5 and 6, the project would substantially enhance the visual appearance of the path and the adjacent embankment. Consequently, the project would benefit, not substantially degrade, the existing visual character and quality of the site and its surroundings.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
<i>l. d). Less Than Significant.</i> The project includes new pole mounted lighting fixtures and in-ground uplighting to illuminate the path. There would be 9 pole mounted lights; each would be 16 feet high, spaced approximately 100 feet apart, and located just behind (north of) the proposed retaining wall. The up lights would be 12 inches in diameter and 2.94 inches high. Both the pole and up lights would operate from dusk (5 – 6:00 pm) to 11 pm. and from 4 – 5:00 am to dawn. The lights would provide visibility and security to nighttime and early morning users. All project lights would be directed toward the path, and away from adjacent properties or streets. Adjacent land uses, which include the library and schools, are primarily daytime operations, and are not expected to be affected by the nighttime and early morning lighting. Consequently, project impacts related to the creation of a new source of substantial light or glare would be less than significant.				
II. AGRICULTURAL AND FOREST RESOURCES. 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X
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?				X
II. a), b), c). <i>No Impact.</i> The project site is located in an existing bikeway adjacent to a concrete channel. It is an urbanized area surrounded by public and residential land uses. No agricultural uses or forests occur on or adjacent to the site. Neither the site nor surrounding properties are identified as a Prime Farmland, Unique Farmland, or Farmland of Statewide Importance ("Farmland"); neither the site nor surrounding properties contain Williamson Act contracts. The project site is not zoned for agricultural uses or forest. Therefore, there is no identified potential for the project to impact agricultural or forest resources.				
III. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
III. a). <i>No Impact.</i> Culver City and the project site are within the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the south and west and mountains to the north and east. Air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District (SCAQMD). The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP) to achieve the standards. The SCAQMD prepares the basin's air quality management plans with technical and policy inputs from the U.S. Environmental Protection Agency (EPA), the California Air Resource Board (CARB), and the Southern California Association of Governments (SCAG), updating the plans every three years. The most recent plan is the 2007 AQMP. The project would improve an existing bikeway that is identified in the City of Culver City General Plan as the Ballona Creek Focused Special Study Area. The proposed improvements are consistent with the established General Plan provisions for the area. The improvements are intended to enhance bicycle and pedestrian travel for existing trail recreational users, students, library patrons, and nearby residents. The Project is designed to help restore natural habitat, enhance the creek and bike path environment, and create educational opportunities for users of the bike path. The project would not increase population, and consequently would have no growth-inducing impacts and would not exceed established regional population or growth projections. The project is consistent with the Air Quality Management Plan, as well as the goals of Culver City. It would not conflict with or obstruct implementation of the applicable air quality plan.				
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
III. b). <i>Less Than Significant.</i> Relative to the bikeway project, air quality impacts would occur during construction, which would include demolition, grading and site preparation and construction activities. Major sources of emissions during construction include exhaust emissions generated by heavy equipment and vehicles, fugitive dust generated as a result of soil and material disturbance during demolition and grading activities, and the emission of reactive organic compounds during site paving and painting of structures. SCAQMD recommends use of the URBEMIS2007 Version 9.2.2 model to estimate project construction air emissions. The URBEMIS model evaluates emissions for a number of pollutants which the SCAQMD has developed suggested significance thresholds based on the volume of pollution emitted. According to SCAQMD, any construction project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact: - ROG (reactive organic gases) (75 lbs./day during construction) - NOx (oxides of nitrogen) (100 lbs./day during construction) - CO (carbon monoxide) (550 lbs./day during construction) - PM-10 (respirable 10-micron diameter particulate matter) (150 lbs./day during construction) - PM- 2.5 (respirable 2.5-micron diameter particulate matter) (55 lbs./day during construction). The URBEMIS model also measures CO₂ (carbon dioxide) emissions, for which thresholds of significance have not yet been established. CO₂ is a primary gas that contributes to global warming and is largely caused by human use of fossil fuels. (Reference Greenhouse Gas discussion, Section VII.) To mitigate construction related air quality impacts, SCAQMD has established Rule 403 that governs fugitive dust emissions from construction projects. This rule sets forth a list of control measures that must be undertaken for all construction projects to ensure that no dust emissions from the project are visible beyond the property boundaries. Adherence to Rule 403 is mandatory and as such, does not denote mitigation under CEQA. The URBEMIS model run presented in this analysis assumes the use of the minimal measures specified in Rule 403. These measures include: soil stabilizers shall be applied to all disturbed, inactive areas; ground cover shall be quickly applied in all disturbed areas; active construction site shall be watered twice daily; soil transfer shall be controlled; stockpiles shall be covered with tarps; and unpaved haul roads shall be watered twice daily. The URBEMIS model run assumes that construction occurs over an approximately 6 month period. Because, at this time, it is not known if construction will occur during summer or winter months, both scenarios were calculated. Table 1 presents the findings of the model run assuming most of the construction occurs during summer months; and Table 2 presents the findings of the model run assuming most of the construction occurs during winter months. As shown in the tables, construction emissions generated by the project would be well below SCAQMD established thresholds regardless of whether construction occurs during summer or winter months.				

TABLE 1
COMPARISON OF PROJECT CONSTRUCTION EMISSIONS (Ballona Creek Bikeway)
TO SCAQMD THRESHOLDS
(LB./DAY) [I] Summer

	ROG	CO	NOx	Particulates (PM10)	Particulates (PM2.5)	CO2
CONSTRUCTION EMISSIONS	2.95	13.27	24.27	5.02	1.91	2,349.49
SCAQMD THRESHOLDS	75.00	550.00	100.00	150.00	55.00	150.00
Amount in Excess of or Below (-) Thresholds	-72.05	-536.73	-75.73	-144.98	-53.09	2,199.49

TABLE 2
COMPARISON OF PROJECT CONSTRUCTION EMISSIONS (Ballona Creek Bikeway)
TO SCAQMD THRESHOLDS
(LB./DAY) [I] Winter

	ROG	CO	NOx	Particulates (PM10)	Particulates (PM2.5)	CO2
CONSTRUCTION EMISSIONS	2.95	13.27	24.27	6.23	1.12	2,349.49
SCAQMD THRESHOLDS	75.00	550.00	100.00	150.00	55.00	150.00
Amount in Excess of or Below (-) Thresholds	-72.05	-536.73	-75.73	-143.77	-53.88	2,199.49

Operational emissions include mobile source emissions generated by vehicles driving to and from the proposed land uses, and area source emissions generated by project heating and electrical systems. Because the project is a bike and pedestrian path, vehicular emissions would be limited to maintenance vehicles that would visit the path approximately 52 times per year. The proposed plants would be drought tolerant and lighting would be solar-activated. Electrical energy required to operate the call-boxes and cameras is expected to be less than significant. Consequently, operation emissions associated with the project would be nominal, and no significant adverse air quality impacts from operational activities are expected to occur.

The project's potential to violate any air quality standard or contribute to an existing or projected air quality violation is less than significant.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions with exceed quantitative thresholds for ozone precursors)?

X

III. c). *Less Than Significant.* In accordance with SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values does not add significantly to a cumulative impact. The project is of a size and type such that it does not result in emissions above SCAQMD thresholds; and consequently, the project's cumulative impact to air quality would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?			X	
<i>III. d). Less Than Significant.</i> Sensitive receptors include residential uses, schools, child care centers, acute care hospitals, and long-term health care facilities. These are facilities whose inhabitants are typically more sensitive to air pollutant emissions either because of the duration of exposure or because of the inhabitant's age or infirmity. Sensitive receptors near the bikeway include Culver City High School, Culver City Middle School, Farragut Elementary School and Julian Dixon County Public Library. In addition to the daily SCAQMD thresholds presented above, project construction has the potential to raise localized ambient pollutant concentrations. According to SCAQMD established criteria, this could present a significant impact if these concentrations were to exceed the daily thresholds. As presented in Tables 1 and 2, project construction emissions are all below the established thresholds. Consequently, project impacts relative to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.				
e) Create objectionable odors affecting a substantial number of people?				X
<i>III. e). No Impacts.</i> Although emissions are associated with project construction, these impacts would be short-term and are not expected to generate odors that would be objectionable to a substantial number of people. No other odors are associated with the proposed path improvements. Therefore, no significant adverse impacts related to creation of objectionable odors affecting substantial numbers of people are expected to occur.				
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as 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		X		
<i>IV. a). Less Than Significant with Mitigation.</i> The project site is located within an urbanized area. Ballona Creek is a concrete channel. Review of project site aeriels and field surveys by project landscape architects indicate that no native vegetation occurs on or adjacent to the project site. As part of the project, new native drought-tolerant landscaping would be planted adjacent to the path. The site itself does not contain species identified as 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. However, 14 existing trees would be removed to accommodate project improvements. These trees to be removed consist of 7 Cypress, 6 Eucalyptus, and 1 Podocarpus. Although each of these trees is non-native, they are of adequate height and foliage to attract nesting birds. The federal Migratory Bird Treaty Act (MBTA) protects nesting birds. First enacted in 1916, the MBTA prohibits any person to: "pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, offer for sale, sell, offer to barter, barter, offer to purchase, purchase....." any migratory bird. The statute was extended in 1974 to include parts of birds and eggs and nests. It is illegal under MBTA to directly kill, or destroy a nest of any migratory bird species. Activities that result in removal or destruction of an active nest (a nest with eggs or young being attended by one or more adults) would violate the MBTA. Removal of unoccupied nests would not represent violations of the MBTA. Nesting activity typically occurs from February 15 to August 15. The removal of the existing trees during the breeding season is considered a potentially significant impact of the proposed project. However, to ensure that removal of the existing trees do not impact nesting birds, Mitigation Measure BIO-1 is recommended for inclusion to the project. This measure, provided below, would reduce potential impacts to migratory bird species to a less than				

significant level.

BIO-1: Mitigation for the potential impacts to nesting birds will be accomplished in one of two ways. First, efforts will be made to schedule all vegetation removal activities outside the nesting season to avoid potential impacts to nesting birds. The nesting season is typically February 15-August 15. This would insure that no active nests would be disturbed and that tree removal could proceed rapidly. Secondly, if initial vegetation removal occurs during the nesting season, all trees to be removed will be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected, a buffer of at least 100 feet (as determined by the monitoring biologist) will be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor to minimize impacts.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife?				X
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

IV. b), c), d), e), f). *No Impact.* The project site is located within an urbanized area. Ballona Creek is a concrete channel. No existing natural waterway or native vegetation occurs on the project site. The site does contain species identified as 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. The site does not contain identified riparian habitats or other sensitive natural communities. The site does not function as a wildlife corridor or wildlife nursery. There are no local policies, ordinances or habitat conservation plans applicable to the site. Consequently, the project would not significantly impact sensitive habitats or wildlife movement or nurseries, nor conflict with preservation policies or plans.

V. CULTURAL AND RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significant of a historical resource as defined in §15064.5?				X
V. a). <i>No Impact.</i> The project site is an existing paved path adjacent to an existing concrete channel. No structures occur on the site. Consequently, the site does not contain any potential historic resources. Therefore, the project would not cause a substantial adverse change to a significant historical resource.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains including those interred outside of formal cemeteries?			X	
V. b), c), d). <i>Less Than Significant.</i> The project would involve the construction of landscaping and path improvements that would occur above the top of the channel bank. The areas proposed for these improvements have been previously disturbed as part of the construction of the creek channel, bike path, and surrounding development years ago. The project proposes minimal grading (154 cubic yards (CY) of cut, and 451 CY of fill). Consequently, the project's potential to cause a substantial adverse impact to archaeological resources is less than significant. The Culver City General Plan EIR identified that past geologic and hydrologic conditions have created a significant deposit of alluvium within some areas of the City. The associated expectation of fossilized marine and terrestrial remains within these deposits indicates a moderate to high likelihood of discovering paleontological resources within these areas. However, proposed landscaping and path improvements would require minimal ground disturbing activities. Excavation would occur only within the uppermost few feet of soil, where there has been previous disturbance; and consequently, the project's potential to cause a substantial adverse impact to paleontological resources is less than significant. Given the extensive previous development of the area and the minimal excavation involved in the project, it is unlikely that human remains would be encountered during construction. Consequently, the project's potential to disturb human remains is less than significant.				
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
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.				
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	

iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
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?			X	
VI. a),b),c),d). <i>Less Than Significant.</i> According to the City General Plan, the project site is not located within an Alquist Priolo Fault Zone, but it is on top of the Overland Fault, which is a potentially active fault. The project proposes minimal grading, 154 CY of cut and 451 CY of fill with fill being used mainly to backfill the slope behind the retaining wall. Design and construction of the path is required to comply with standard City codes and standards. Further, because the project does not include any structures, potential impacts relative to seismic hazards is considered less than significant. No other conditions have been identified in past records or studies that indicate unstable earth conditions or changes in geological substructures. Consequently, project impacts to the above listed geology and soils topics are considered less than significant.				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
VI. e). <i>No Impact.</i> No septic facilities are associated with the project. Therefore, soils capacity to support the use of septic tanks or alternative wastewater disposal systems is not relevant to the project.				
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
VII. a). <i>Less Than Significant.</i> The main greenhouse gases (GHG) in the atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone. GHG trap heat, causing a "greenhouse effect" or heating at the surface of the earth or moon.¹ Global warming, a recent warming of the earth's temperature, is believed to be the result of an enhanced greenhouse effect mostly due to human-produced increases in atmospheric GHG. Development activity most directly contributes to carbon dioxide (CO₂). Project construction activities would include truck and machinery operation, both of which would consume fuel. The burning of fuel emits CO₂ and generates greenhouse gas. As shown in Tables 1 and 2, project construction would generate 2,349.49 pounds (or 0.001 ton) per day of CO₂. According to the 2007 AQMP, by year 2010, emission levels for the state of California				

¹ Intergovernmental Panel on Climate Change Fourth Assessment Report, "What is the Greenhouse Effect?", Cambridge University Press, 2001.

are estimated to reach 568.4 million tons of CO₂ equivalent per year (or 1,561,538 tons per day). Project construction at 0.001 ton of CO₂ per day would represent 0.000000001 (0%) of the state's 2010 daily total, a negligible contribution to statewide GHG.

Operation of the bikeway would involve primarily bike and pedestrian activities, neither of which would consume fuel nor generate notable amounts of CO₂ or other GHG. Vehicular emissions from project operation would be limited to maintenance vehicles that would visit the path approximately 52 times per year. The proposed landscaping would be drought tolerant, requiring minimal amounts of water; and the proposed lighting would be solar-activated. Electrical energy required to operate the call-boxes and cameras is expected to be nominal. By encouraging bike and pedestrian travel, the project's operation can be considered CO₂ neutral, i.e., it discourages more CO₂ emissions than it generates.

At this time, GHG are not regulated as a criteria pollutant and there are no established significance criteria for CO₂ emissions. Lacking such thresholds, for the purposes of this analysis, project impacts relative to GHG are considered less than significant.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				X
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VII. B). No Impact. In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide greenhouse gas emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). SB 375, signed into law in September 2008, builds on AB 32 by restricting land use sprawl and encouraging sustainable growth. The bill contains the following key provisions:

- Creation of regional targets for greenhouse gas emissions reduction tied to land use.
- A requirement that regional planning agencies create a plan to meet those targets, even if that plan is in conflict with local plans.
- A requirement that regional transportation funding decisions be consistent with this new plan.
- Tethering together regional transportation planning and housing efforts for the first time.
- New CEQA exemptions and streamlining for projects that conform to the new regional plans, even if they conflict with local plans.

State and regional policies that implement AB 32 and SB 375 are currently being developed. However, preliminary guidance provided by SCAG indicates that policies that encourage non-vehicular travel are generally considered GHG positive. As discussed above, by encouraging bike and pedestrian travel, the project's operation can be considered CO₂ neutral, i.e., it discourages more CO₂ emissions than it generates. Consequently, the project is not expected to conflict with policies or regulations established to reduce GHG.

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or				X

disposal of hazardous materials?				
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?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
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?				X

VIII. a),b),c),d),e),f),g),h)). *No Impact.* The proposed project would improve and an existing bike path and would not involve the routine use, transport, or disposal of hazardous materials beyond the use of chemicals commonly used in landscaping activities. The Culver City High School/Middle School/Elementary School/Adult School complex is located adjacent to the north bank path along the creek. Any chemicals used in landscaping maintenance activities would be similar to those used to maintain landscaping on school grounds, and would not be expected to have significant adverse impacts on the student population. The Ballona Creek path is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Culver City's segment of the Ballona Creek path is not located within two miles of a public or private airport. Construction vehicles and activities for project improvements are anticipated to be confined to the top bank of the creek channel and are not anticipated to obstruct public roadways or otherwise impair an adopted emergency response plan or emergency evacuation plan. The project area is urbanized, and no wildland fire areas are located directly adjacent to the path or proposed improvements. Consequently, no potential significant adverse impacts from the proposed project relative to the above-listed hazards or hazardous materials are expected occur.

IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
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)?			X	
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 which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	

IX. a) b), c), d), e), f). *Less Than Significant.* The project plans to improve an existing path and incorporate applicable Standard Urban Storm Water Mitigation Plan (SUSMP) requirements adopted on March 8, 2000, by the California Regional Water Quality Control Board Los Angeles Region. The project meets these requirements through installation of a bioswale system that filters storm water drainage then allows it to spillover into the creek. The bioswale is located along the western end of the path. (See Exhibit 8, Project Bioswale System, below.) The project also proposes to install educational displays along the path including information on storm water pollution prevention utilizing the nearby Continuous Deflective Separation (CDS).

As part of Section 402 of the Clean Water Act, the U.S. EPA has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control storm water discharges, including construction activities. The project does not propose substantial grading, and would be conditioned as part of the County and City permit review process to comply with NPDES best management practices (BMPs) for erosion control during construction would reduce water quality impacts to below a level of significance.

The proposed improvements would occur on the top of the channel levee and would not alter the existing drainage pattern along the creek. Although the project proposes drought tolerant landscaping, irrigation to support with new landscaping along the creek will be required. This may result in runoff into the creek channel. However, the impacts of introducing irrigation to the project site maybe partially or completely offset by the inclusion in the project design of the bioswale/infiltration system. Currently some of the water falling on to the concrete slope runs off into the creek. The project would replace this concrete slope with landscaping and the proposed bioswale/infiltration system, which is designed to allow water to infiltrate into the soil before reaching the creek. Because the plants will be drought tolerant, any increase in water use is anticipated to be less than significant and would not result in substantial erosion, siltation, or flooding on- or offsite.

Therefore, the potential for the project to result in adverse impacts to relative to the above listed hydrology and water quality topics is considered less than significant.

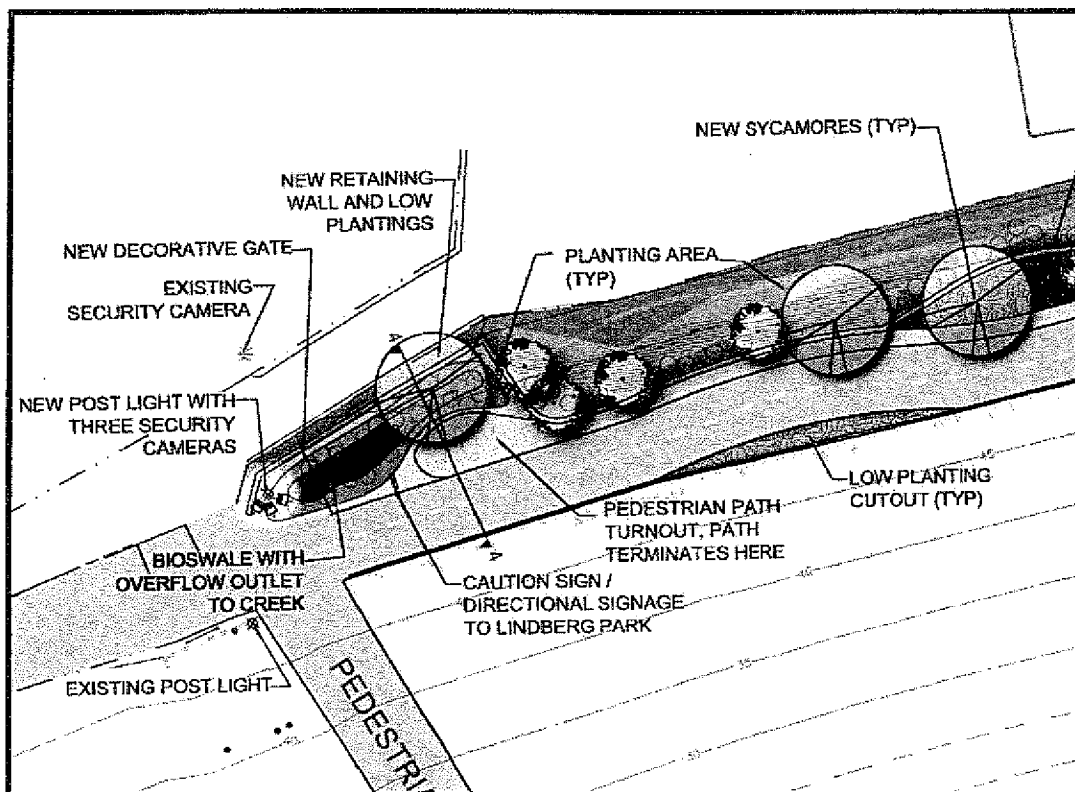


Exhibit 8: Project Bioswale System

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
j) Inundation by seiche or mudflow?				X
<i>Xl. f), g), h), i). No Impact.</i> All project construction activities would be located above the top of the channel bank and outside the 100-year floodplain, as identified by Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for Culver City (NFIP, 1980). The project would not place housing or structures that would impede flood flows within a 100-year flood hazard area. The project is an existing bikeway and pedestrian path, located above an existing channelized creek. In the event of an anticipated rain storm Los Angeles County Public Works crews lock all access gates to the creek to preclude bike/pedestrian access until the storm event has ended. Risks associated with inundation by seiche, tsunami, or mudflow would not increase because of proposed path improvements. Therefore, there is no identified potential for the project to cause adverse impacts relative to the above listed hydrology and water quality topics.				
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

X. a), b), c). *No Impact.* The project would enhance the aesthetics and function of an existing bike path and would not physically divide an established community. The Ballona Creek path system is identified as open space and important recreation resource in the City General Plan. The proposed improvements are consistent with the General Plan and the site is permitted in Open Space (OS) Zone. The project site is urbanized and not located within an adopted habitat conservation plan area. Consequently, no adverse impacts relative to the above listed land use and planning topics are expected to occur because of the project.

XI. MINERAL RESOURCES. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?				X
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?				X

XI. a), b). *No Impact.* The project site is an existing bike path. Surrounding areas are urbanized, developed with public and residential uses. There are no identified mineral resources on or proximate to the project site. Therefore, potential impacts on the environment due to a loss of availability of known regionally or locally important mineral resources are not relevant to the project.

XII. NOISE. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

XII. a), b), c), d). *Less than Significant.* According to the City's Noise Element of the General Plan, a "Noise Sensitive Receptor" would be any location where excessive noise levels would interfere with an individual's normal sleeping activities, normal conversation, or ability to work (City of Culver City 1996). Local sensitive land uses include residential, schools and library land uses that are distributed along the creek. The Culver City High School, Culver City Middle School, Culver City Adult School, Farragut Elementary School, and the Culver City Julian Dixon Library are located along the northwest side of the bike path. Noise associated with the project would be from bicycles traveling along the path and from pedestrians or cyclists talking. These noises are expected to be intermittent. Also, because the path is already in use, the increase in noise as a result of proposed improvements is expected to be less than significant. Noise associated with construction of proposed improvements would be short-term and would be regulated by the City noise ordinance, which restricts hours of construction between 8 a.m. and 7 p.m., Monday through Friday and 9 a.m. and 7 p.m., Saturday. Consequently, potential project impacts associated with the above noise topics would be less than significant.

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?				X
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?				X

XII. e), f). *No Impact.* The project site is not located within the vicinity of an airport to private air strip. Therefore, the potential for impacts due to noise associated with air traffic is not relevant to the project.

XIII. POPULATION AND HOUSING. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

XIII. a), b), c). *No Impact.* The project will improve an existing bike path. It is consistent with the City General Plan. It would not induce substantial population growth, or displace an existing house or persons. The project is not expected to result in potential significant impacts relative to population and housing.

XIV. PUBLIC SERVICES. Would the project: result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant Environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Fire protection?			X	
b) Police protection?			X	

XIV. a), b). *Less Than Significant.* The proposed new lighting, fencing, emergency "call-boxes" and surveillance camera to be installed as part of the project are expected to increase safety along the path. As part of the City's design process, the proposed landscape design was subject to review and approval of the Culver City Police Department. This review ensured the plant materials are of adequate spacing to avoid creating obscured areas which could attract criminal activity. The proposed path improvements could encourage more users, with a potential for an increased need for Police and Fire Protection Services along the path. However, the expected increase in path usership and concomitant need for Police and Fire Protection Services are expected to be less than significant. The need for police services would be offset by the proposed new lighting, fencing, emergency "call-boxes", surveillance camera and adequately spaced landscaping. These features also are expected to enhance the ability of fire protection services to respond to calls on the path. Therefore, the project impacts relative to the above listed Police and Fire Protection Service topics are expected to be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

XIV. c), d), e). *No Impact.* The project will improve an existing bike path. It would not result in the need for increased local capabilities for schools, parks or other public facilities, as new paths, fencing, lighting, and vegetation would not increase demand for these services. Therefore, the project is not expected to result in substantial adverse physical impacts associated with the provision of new or physically altered school, park or other governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

XV. RECREATION:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or			X	

require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				
XV. a) <i>Less than Significant</i>, b). <i>No Impact</i>. The project would improve an existing bike path, enhancing recreational opportunities for the community consistent with the City General Plan. The project's site's western end is approximately 1,000 feet from an existing neighborhood park (Lindberg Park). The project has the potential to increase access to and use of Lindberg Park. However, any increase is not expected to result in significant increased use, and is expected to be adequately accommodated by the proposed path improvements. Potential impacts associated with construction of the project recreational facilities are addressed as part of this environmental assessment, and are expected to have impacts that are less than significant. Consequently, potential project impacts relative to the above-listed recreation topics are expected to be less than significant.				
XVI. TRANSPORTATION/ TRAFFIC. Would the project:				
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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			X	
XVI. a) <i>Less than Significant</i>. The project would improve an existing bikeway that is identified in the City of Culver City General Plan as the Ballona Creek Focused Special Study Area. The proposed improvements are consistent with the established General Plan provisions for the area. The improvements are intended to enhance bicycle and pedestrian travel for existing trail recreational users, students, library patrons, and nearby residents. Vehicular traffic associated with project construction would consist of worker vehicles and typical construction equipment and trucks. Construction vehicles and activities are anticipated to be confined to the top bank of the creek channel and are not anticipated to obstruct public roadways or otherwise interfere with vehicular traffic on public streets. Maintenance of the path and landscaping would require small trucks to enter the path; however trips from maintenance vehicles are expected to be approximately 52 per year. Consequently, project impacts relative to conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system are expected to be less than significant.				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X

XVI. b). No Impact. The City of Culver City follows the Los Angeles County Congestion Management Program (CMP), which pursuant to Proposition 111 supports regional mobility and air quality objectives by reducing traffic congestion. As discussed above, the project would improve an existing bike path consistent with the established General Plan provisions for the area. Vehicular traffic associated with project construction would consist of worker vehicles and typical construction equipment and trucks, which would be confined to the top bank of the creek channel. Trips from maintenance vehicles are expected to be approximately 52 per year. By encouraging bike and pedestrian travel, the project is expected to support regional mobility and air quality objectives. Consequently, the project would not conflict with an applicable congestion management program, including conflict with an established level of service.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

XVI. d),e),f),g). No Impact. The project would improve an existing bike path, and would generate a minimum amount of vehicular traffic. Proposed improvements are consistent with General Plan policies. Construction vehicles and activities are anticipated to be confined to the top bank of the creek channel and are not anticipated to obstruct public roadways or otherwise impair emergency access. No vehicular parking spaces are required for the project. There would be ample room along the 12-foot bike path and adjacent 3-foot pedestrian path for the maintenance vehicles to park during their periodic visits. By enhancing bike and pedestrian paths, the project would encourage alternative (non-vehicular) transportation. Consequently, project impacts to the above listed transportation issues are not anticipated.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
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?				X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project as projected demand in addition to the provider's existing commitments?				X

d) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
e) Have sufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements needed?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state and local statutes and regulations related to solid waste?				X
XVII. a), b), c), d), e), f), g). <i>No Impact</i>. The project would provide a bioswale/infiltration system. It would not result in an exceedance of RWQCB treatment requirements. The project would not change the creek alignment. Using drought tolerant plant materials, the project demand for water is expected to be minimal. The project does not propose any facilities that would generate wastewater or solid waste. Materials removed from the site during project grading would be recycled in compliance with AB 939, the California Integrated Waste Management Act of 1989 that requires local jurisdictions to recycle up to 50% of their solid waste, or transferred to a landfill. The amount of waste material is not expected to exceed landfill capacity. Therefore, the project is not expected to result in any adverse physical impacts relative to the above listed utility and service system topics.				

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered threatened species, or eliminate important examples of the major periods of California history or prehistory?			X	
XVIII. A. <i>Less Than Significant.</i> As discussed in item IV above, the project proposes to remove trees that could contain nesting birds, the disturbance of which would violate the MBTA. To ensure that removal of the existing trees do not impact nesting birds, Mitigation Measure BIO-1 is recommended for inclusion to the project. This measure would reduce potential impacts to migratory bird species to a less than significant level. No other significant adverse impacts relative to biological or cultural resources are associated with the Project. Therefore, project impacts relative to the substantial degradation of the quality of the environment would be less than significant.				
B. Does the project have impacts that are individually limited, but cumulatively considerable? (Are the incremental effects of the project considerable when viewed in connection with those of past projects, those of other current projects, and those of probable future projects).				X
XVIII. B. <i>No Impact.</i> No significant project-levels are expected to occur as a result of the project. Consequently, the Project will not contribute to a significant, cumulative impact.				
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X
XVIII. C. <i>No Impact.</i> The project would enhance an existing bikeway, improving its appearance, function and safety. No significant project-levels are expected to occur as a result of the project. The project is not expected to result in a substantial adverse effect on human beings, either directly or indirectly.				

MITIGATION MONITORING PROGRAM

The following environmental mitigation measure shall be incorporated into the project development as a condition of approval. The project applicant shall secure a signed verification for the mitigation measure that indicates that the measure has been complied with and implemented, and fulfills the City environmental and other requirements (Public Resources Code Section 21081.6.) Final clearance shall require all applicable verifications as included in the following table. The Culver City Community Development Department and Public Works Department have joint primary responsibility for monitoring and reporting the implementation of the mitigation measure. The mitigation measure is identified by impact category and numbered for ease of reference.

MITIGATION MONITORING PROGRAM				
BALLONA CREEK BIKEWAY PROJECT, P-900 Federal Aid Project No. ESPL-5240 (021)				
MITIGATION MEASURE	TIMING	VERIFICATION OF COMPLIANCE		
		DEPARTMENT:	SIGNATURE:	DATE:
BIOLOGICAL RESOURCES				
BIO-1: Mitigation for the potential impacts to nesting birds will be accomplished in one of two ways. First, efforts will be made to schedule all vegetation removal activities outside the nesting season to avoid potential impacts to nesting birds. The nesting season is typically February 15-August 15. This would insure that no active nests would be disturbed and that tree removal could proceed rapidly. Secondly, if initial vegetation removal occurs during the nesting season, all trees to be removed will be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected, a buffer of at least 100 feet (as determined by the monitoring biologist) will be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor to minimize impacts.	Prior to any clearing, grubbing or demolition within 100-feet of the existing trees to be removed.	Community Development Department; Public Works Department		

SOURCES CITED IN EVALUATION OF ENVIRONMENTAL IMPACTS:

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents outlined below are hereby incorporated by reference, and the pertinent material is summarized throughout this Initial Study where that information is relevant to the analysis of impacts of the proposed project. All documents incorporated by reference are available for review at Culver City Planning Division, 9770 Culver Boulevard, 2nd floor, Culver City, CA 90232-0507 or 310/253-5710. The normal office hours are Monday through Friday between 7:30 a.m. and 5:30 p.m. except alternate Fridays, when City Hall is closed.

1. City of Culver City General Plan (current)
2. Final Draft, Program Environmental Impact Report on the General Plan Update (1995)
3. City of Culver City Municipal Code (current)
4. Mitigated Negative Declaration and Initial Study for the Ballona Creek And Path Focused Special Study Strategic Plan, prepared by the Chambers Group, Inc. (July 2003.)

LIST BELOW THE PERSON OR PERSONS WHO PREPARED OR PARTICIPATED IN THE PREPARATION OF THE INITIAL STUDY:

1. Environmental Consultant: Joann Lombardo, Comprehensive Planning Services
2. Design Team Project Manager: Jaime Yamashita, Lawrence R. Moss & Associates
3. City Project Manager: Lee Torres, Culver City Public Works Department.

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APPENDIX A

URBEMIS Air Quality Model Run for Proposed Ballona Creek Bikeway Project

Summary Report for Summer Emissions (Pounds/Day)

Project Name: Ballona Creek Bike Trail

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u> <u>Dust</u>	<u>PM10</u> <u>Exhaust</u>	<u>PM10</u> <u>Total</u>	<u>PM2.5</u> <u>Dust</u>	<u>PM2.5</u> <u>Exhaust</u>	<u>PM2.5</u> <u>Total</u>	<u>CO2</u>
2010	3.04	25.05	13.56	0.00	3.80	1.25	5.06	0.80	1.15	1.95	2,349.48
TOTALS (lbs/day)											
2011	2.86	23.49	12.98	0.00	3.80	1.17	4.98	0.80	1.08	1.88	2,349.51
TOTALS (lbs/day)											
Average	2.95	24.27	13.27	0.00	3.80	1.21	5.02	0.80	1.12	2,349.49	2,349.49
TOTALS (lbs/day)											

Detail Report for Summer Construction Emissions (Pounds/Day)

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u> <u>Dust</u>	<u>PM10</u> <u>Exhaust</u>	<u>PM10</u> <u>Total</u>	<u>PM2.5</u> <u>Dust</u>	<u>PM2.5</u> <u>Exhaust</u>	<u>PM2.5</u> <u>Total</u>	<u>CO2</u>
Time Slice	1.18	7.74	5.78	0.00	0.00	0.59	0.59	0.00	0.54	0.54	802.46
Active Days: 23											
Demolition	1.18	7.74	5.78	0.00	0.00	0.59	0.59	0.00	0.54	0.54	802.46
Fugitive	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Dust											
Demo Off	1.14	7.68	4.68	0.00	0.00	0.59	0.59	0.00	0.54	0.54	700.30
Road											
Diesel											
Demo On	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road											
Diesel											
Demo	0.04	0.06	1.10	0.00	0.00	0.00	0.01	0.00	0.00	0.00	102.16
Worker											
Trips											
Time Slice	<u>3.04</u>	<u>25.05</u>	<u>13.56</u>	<u>0.00</u>	<u>3.80</u>	<u>1.25</u>	<u>5.06</u>	<u>0.80</u>	<u>1.15</u>	<u>1.95</u>	<u>2,349.48</u>
Active Days: 22											
Fine Grading	3.04	25.05	13.56	0.00	3.80	1.25	5.06	0.80	1.15	1.95	2,349.48
Dust	0.00	0.00	0.00	0.00	3.80	0.00	3.80	0.79	0.00	0.79	0.00
Fine											
Grading	3.00	24.99	12.46	0.00	0.00	1.25	1.25	0.00	1.15	1.15	2,247.32
Off Road											
Diesel											
Fine	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading											
On Road											
Diesel											
Fine	0.04	0.06	1.10	0.00	0.00	0.00	0.01	0.00	0.00	0.00	102.16
Grading											
Worker											
Trips											
Time Slice	<u>2.86</u>	<u>23.49</u>	<u>12.98</u>	<u>0.00</u>	<u>3.80</u>	<u>1.17</u>	<u>4.98</u>	<u>0.80</u>	<u>1.08</u>	<u>1.88</u>	<u>2,349.51</u>
Active Days: 15											
Fine Grading	2.86	23.49	12.98	0.00	3.80	1.17	4.98	0.80	1.08	1.88	2,349.51
Dust	0.00	0.00	0.00	0.00	3.80	0.00	3.80	0.79	0.00	0.79	0.00
Fine											
Grading	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Off Road											

Diesel Fine Grading On Road	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Diesel Fine Grading Worker Trips	0.03	0.06	1.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	102.19
Time Slice Active Days: 22 Asphalt	1.91	11.42	8.71	0.00	0.01	0.98	0.99	0.00	0.90	0.91	1,167.92
Paving Off-Gas	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.83	11.26	6.91	0.00	0.00	0.98	0.98	0.00	0.90	0.90	979.23
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.86
Paving Worker Trips	0.06	0.10	1.78	0.00	0.01	0.00	0.01	0.00	0.00	0.01	178.84
Time Slice Active Days: 37 Building	1.20	8.88	7.07	0.00	0.01	0.56	0.57	0.00	0.51	0.52	1,166.00
Building Off Road Diesel	1.20	8.88	7.07	0.00	0.01	0.56	0.57	0.00	0.51	0.52	1,166.00
Building Vendor Trips	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Worker Trips	0.02	0.25	0.22	0.00	0.00	0.01	0.01	0.00	0.01	0.01	53.97
	0.07	0.12	2.18	0.00	0.01	0.01	0.02	0.00	0.00	0.01	218.64

Urbemis 2007 Version 9.2.4

Winter Report for Summer Emissions (Pounds/Day)

Project Name: Ballona Creek Bike Trail

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2
2010 TOTALS (lbs/day)	3.04	25.05	13.56	0.00	3.80	1.25	5.06	0.80	1.15	1.95	2,349.48
2011 TOTALS (lbs/day)	2.86	23.49	12.98	0.00	3.80	1.17	4.98	0.80	1.08	1.88	2,349.51
Average TOTALS (lbs/day)	2.95	24.27	13.27	0.00	3.80	1.21	6.23	0.80	1.12		2349.49

Detail Report for Winter Construction Emissions (Pounds/Day)

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2
Time Slice Active Days: 23 Demolition	1.18	7.74	5.78	0.00	0.00	0.59	0.59	0.00	0.54	0.54	802.46
	1.18	7.74	5.78	0.00	0.00	0.59	0.59	0.00	0.54	0.54	802.46

Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.14	7.68	4.68	0.00	0.00	0.59	0.59	0.00	0.54	0.54	700.30
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.04	0.06	1.10	0.00	0.00	0.00	0.01	0.00	0.00	0.00	102.16
Time Slice Active Days: 22 Fine Grading	<u>3.04</u>	<u>25.05</u>	<u>13.56</u>	<u>0.00</u>	<u>3.80</u>	<u>1.25</u>	<u>5.06</u>	<u>0.80</u>	<u>1.15</u>	<u>1.95</u>	<u>2,349.48</u>
Fine Grading Dust	0.00	0.00	0.00	0.00	3.80	0.00	3.80	0.79	0.00	0.79	0.00
Fine Grading Off Road Diesel	3.00	24.99	12.46	0.00	0.00	1.25	1.25	0.00	1.15	1.15	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.06	1.10	0.00	0.00	0.00	0.01	0.00	0.00	0.00	102.16
Time Slice Active Days: 15 Fine Grading	<u>2.86</u>	<u>23.49</u>	<u>12.98</u>	<u>0.00</u>	<u>3.80</u>	<u>1.17</u>	<u>4.98</u>	<u>0.80</u>	<u>1.08</u>	<u>1.88</u>	<u>2,349.51</u>
Fine Grading Dust	0.00	0.00	0.00	0.00	3.80	0.00	3.80	0.79	0.00	0.79	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	102.19
Time Slice Active Days: 22 Asphalt	1.91	11.42	8.71	0.00	0.01	0.98	0.99	0.00	0.90	0.91	1,167.92
Paving Off-Gas	1.91	11.42	8.71	0.00	0.01	0.98	0.99	0.00	0.90	0.91	1,167.92
Paving Off Road Diesel	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving On Road Diesel	1.83	11.26	6.91	0.00	0.00	0.98	0.98	0.00	0.90	0.90	979.23
Paving Worker Trips	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.86
Time Slice Active Days: 37 Building	1.20	8.88	7.07	<u>0.00</u>	0.01	0.56	0.57	0.00	0.51	0.52	1,166.00
Building Off Road Diesel	1.20	8.88	7.07	0.00	0.01	0.56	0.57	0.00	0.51	0.52	1,166.00
Building Vendor Trips	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.02	0.25	0.22	0.00	0.00	0.01	0.01	0.00	0.01	0.01	53.97

Building Worker Trips	0.07	0.12	2.18	0.00	0.01	0.01	0.02	0.00	0.00	0.01	218.64
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Phase Assumptions (Both Summer and Winter)

Phase: Demolition - Default Fine Site Grading Description

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading - Default Paving Description

Total Acres Disturbed: 0.77

Maximum Daily Acreage Disturbed: 0.19

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving - Default Building Construction Description

Acres to be Paved: 0.19

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction - Irrigation, Landscaping, Site Amenities

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 RESOLUTION NO. 2010-R__

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY,
3 CALIFORNIA APPROVING THE FINAL PLANS AND SPECIFICATIONS FOR
4 THE BALLONA CREEK BIKEWAY AND LANDSCAPING PROJECT
5 (OVERLAND TO PEDESTRIAN BRIDGE), P-900, FEDERAL AID PROJECT
6 NO. ESPL-5240 (021).

7 WHEREAS, on January 22, 2007, the Santa Monica Mountains Conservancy
8 adopted Resolution No. 07-03, authorizing a grant for planning and design of the Ballona
9 Creek Bikeway and Landscaping Project (Overland Avenue to Pedestrian Bridge), P-900,
10 Federal Aid Project No. ESPL-5240 (021) (the "Project"), and

11 WHEREAS, on July 9, 2007, the City Council approved a contract with
12 Lawrence R. Moss & Associates to provide planning and design services for the Project, and

13 WHEREAS, on September 24, 2007, the City Council approved Preliminary
14 Conceptual Plans for the Project, and

15 WHEREAS, on May 3, 2010, in accordance with the California
16 Environmental Quality Act (CEQA), the City Council adopted a Mitigated Negative
17 Declaration, finding the project will not result in significant adverse environmental impacts,
18 provided certain mitigation measures related to Biological Resources are implemented
19 and that the Project is consistent with the Culver City Municipal Code, the Open Space
20 (OS) Zone, and the City's General Plan.

21 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
22 CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

23 The City Council hereby approves the plans and specifications for Ballona
24 Creek Bikeway and Landscaping Project (Overland Avenue to Pedestrian Bridge), P-900,
25 Federal Aid Project No. ESPL-5240 (021); and
26
27
28
29

1 APPROVED and ADOPTED this ____ day of May, 2010.

2
3
4 CHRISTOPHER ARMENTA, Mayor
City of Culver City, California

5 ATTESTED BY:

6 APPROVED TO AS FORM:

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8 MARTIN R. COLE, City Clerk

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for CAROL A. SCHWAB, City Attorney