

**CITY OF SANTA MONICA  
INITIAL STUDY / NEGATIVE DECLARATION  
AND NEIGHBORHOOD IMPACT STATEMENT**

**1. Project title:**

City of Santa Monica Bike Action Plan

**2. Lead agency name and address:**

City of Santa Monica  
1685 Main Street  
Santa Monica, CA 90407

**3. Contact person and phone number:**

Michelle Glickert  
(310) 458-8341

**4. Project location:**

Citywide

**5. Project sponsor's name and address:**

City of Santa Monica Strategic and Transportation Planning

**6. General plan designation:**

All

**7. Zoning:**

All

**8. Description of project:**

The proposed project consists of the adoption of the City of Santa Monica's 2011 Bike Action Plan (the Plan). The Plan recommends a number of policies, programs, and projects to promote bicycling and improve the bicycling network in the City. Specifically, the Bike Action Plan identifies 5-year plan and 20-year vision for bicycle programs such as encouragement events, educational programs, and awareness campaigns, as well as bicycle facilities (physical improvements) that include a variety bicycle treatments such as shared use paths and separated bike lanes, neighborhood greenways (bicycle boulevards), and slow streets. The recommended bicycle improvements would make up the City's Priority Bikeway Network as illustrated in Figure 1. The approach to the proposed bikeway improvements was to identify what could be physically possible utilizing the existing public right-of-way without having to make any substantive changes to the street network, based on roadway measurements made in the field when developing the plan's conceptual recommendations.

The Plan refines the bicycle network identified in the City's Land Use and Circulation Element

(LUCE) (analyzed in the certified Environmental Impact Report SCH #2009041117). Refinements were made based on a community survey, a series of community workshops and meetings, staff and consultant analysis. Bicycling emerged as a priority in the City's adopted LUCE because it can provide more clean transportation options, can replace vehicle trips with bicycle trips and promote health through active transportation. The Plan provides a strategic framework for achieving LUCE bicycle goals, policies and actions, supporting the adopted citywide goal of *No Net New PM Peak Vehicle Trips*. The Plan is intended to satisfy California Bicycle Transportation Account requirements for a bicycle masterplan and to thereby make the City eligible to apply for significant Caltrans funding through the California Bicycle Transportation Account.

The Plan recommendations include a back-bone network of high quality bikeways that include some projects which will require further fieldwork and refinement before finalizing the design. Implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources. As a programmatic document, specific physical projects that implement the plan would be subject to future environmental review on an individual basis.

**9. Surrounding land uses and setting:**

The City of Santa Monica is an urbanized coastal city, bounded by communities of the City of Los Angeles to the north, east and south, and the Pacific Ocean to the west. The City includes 8.3 square miles and has a population of 89,736 residents. The City also attracts a high number of tourists and visitors, particularly during the summer months. Land uses in the City consist of a mix of commercial, residential, light industrial, recreational, and open space uses.

**10. Public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

- City of Santa Monica City Council

FIGURE 1 – PROPOSED BICYCLE NETWORK MAP



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Construction Effects	<input type="checkbox"/>	Cultural Resources
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Neighborhood Effects	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Shadows
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

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

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Rachel Kwok  
Environmental Planner

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Date

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

a,b) **No Impact.** Scenic vistas of the Pacific Ocean, the Santa Monica Mountains, and other scenic resources are available in many areas of the City, including along the existing street corridors. In addition, a number of scenic resources including scenic highways, trees, and historic buildings, exist in the City. The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an impact on a scenic vista or scenic resources. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects which involve physical improvements are proposed at grade and on the existing street network and thus, would not result in the removal/disturbance of existing scenic vistas or scenic resources. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

c) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an impact on visual character. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects which involve physical improvements are proposed at grade and on the existing street network and thus, would not degrade visual character or quality of the site or surrounding area. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

d) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an impact on lights/glare. Most of the policies and programs proposed in the Plan (e.g., bicycle education) would not result in physical impacts on the environment. Bicycle projects identified in the Bike Action Plan could include safety and wayfinding lighting. However, such lighting would be directed onto the areas to be lit as to

minimize spillover onto sensitive uses. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>II. AGRICULTURE AND FORESTRY RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through e) **No Impact.** The City of Santa Monica is completely urbanized. No agricultural land or forest land is located in the City. Furthermore, neither agricultural or forest uses occur in the City. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through d) **No Impact.** The project site is located in the South Coast Air Basin. The South Coast Air Quality Management District (SCAQMD), the agency responsible for controlling and reducing air emissions in the Basin, adopted the current Air Quality Management Plan (AQMP) in June 1, 2007. The AQMP outlines the air pollution control measures needed to meet Federal fine particulate matter (PM2.5) standards by 2015 and ozone (O3) standards by 2024. The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an adverse impact on air quality. Rather, the Bike Action Plan includes policies, programs, and projects that would promote bicycling as an alternative means of transportation in the City and reduce vehicular trips and associated overall City-wide air pollutant emissions. Therefore, no impacts would occur.

e) **No Impact.** Odors are typically associated with industrial uses, agricultural facilities (e.g., farms and dairies), refineries, wastewater treatment facilities, and landfills. The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an impact related to odors. None of the policies, programs, or projects contained in the plan would have the potential to generate odors. Therefore, no impacts would occur.

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

a through d, and f) **No Impact.** The majority of the City of Santa Monica has been developed, paved, or landscaped, and is generally devoid of large expanses of habitat that support sensitive species. No major regional wildlife migration corridors are known to exist within the City limits. No native riparian habitat, blueline streams, wetlands, or sensitive natural communities are located in the City limits. The beach areas of the City do provide foraging and roosting opportunities for several special status species (e.g., least terns). Most of the

policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. Furthermore, the bicycle projects which involve physical improvements are proposed on the City's existing street network and would not cross through undisturbed natural areas. Therefore, no impacts would occur.

- e) **No Impact.** The Bike Action Plan would not conflict with a local ordinance protecting biological resources including trees. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on environment. In addition, the bicycle projects which involve physical improvements are unlikely to require the removal/relocation of existing trees because the majority of the recommended physical improvements can be accomplished within the existing roadbed (curb to curb width). Furthermore, implementation of the bicycle projects would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CONSTRUCTION EFFECTS.</b> Would the project:				
a) Have considerable construction-period impacts due to the scope, or location of construction activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** Adoption of the Bike Action Plan would not result in considerable construction impacts. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, many of the bicycle projects which involve physical improvements would not require construction activities that would adversely affect the physical environment (e.g., bicycle lane markings, bicycle signage). Furthermore, construction of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The City of Santa Monica has a number of historic resources. The Santa Monica Historic Resources Inventory (the Inventory) is a database used by the City to identify properties of potential historic significance. Each property listed on the Inventory was evaluated by preservation professionals using nationwide standards and criteria. The Inventory was last updated in December 2010. The Bike Action Plan would not result in an impact on historic resources. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects which involve physical improvements are proposed on the City's existing street network and thus, would not result in the disturbance/removal of existing historic resources. Therefore, no impacts would occur.

b through d) **No Impact.** The Bike Action Plan would not result in an impact on buried cultural resources including archaeological resources, paleontological resources, and human remains. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. Many of the bicycle projects which involve physical improvements would not require substantial (if any) grading/ground disturbance (e.g., bicycle lane striping). As such, the potential to uncover archaeological resources, paleontological resources, and human remains is highly unlikely. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS.</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through d) **No Impact.** The Bike Action Plan would not result in impacts related to geology/soils. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects which involve physical improvements are proposed on the existing street network and thus, would not result in greater geologic hazard exposure or risks. Implementation of the bicycle projects identified in the Bike Action Plan would be

dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

- e) **No Impact.** The City of Santa Monica is entirely served by an existing sewer network. The use of alternative wastewater disposal systems including septic tanks is not necessary in the City. Therefore, no impacts would occur.

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

a through b) **No Impact.** Assembly Bill 32 (AB 32) was passed as the California Global Warming Solutions Act of 2006 which mandated reduction in the State’s greenhouse gas levels. In addition, Senate Bill (SB) 375, passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans that reduce vehicle miles travelled.

The City of Santa Monica has also adopted the Sustainability Plan which includes targets of reducing greenhouse gas emissions by at least 30 percent below 1990 levels by 2015 for City government operations and 15 percent below 1990 levels by 2015 Citywide. The existing Sustainable City Plan anticipated to achieve most of the reductions from increased energy efficiency, increased renewable energy production, and reduced transportation-related emissions through increased use of public transit, rideshare programs, and alternatives to driving (i.e., walking or bicycling).

The City of Santa Monica Land Use and Circulation Element (LUCE) links new development and urban character and form with a shift in transportation to reduce GHG emissions in accordance with the Sustainable City Plan. The LUCE goals and policies align with State regulations and policies for GHG reductions. In addition, the LUCE is intended to achieve to the GHG reduction targets reflected in the Sustainable City Plan. The LUCE goals and policies that follow reflect the City’s commitment to achieving a reduction in GHGs through bicycling:

- *GOAL T9: Create a complete network of high-quality bicycle facilities including a minimum of one new north-south and one new east-west dedicated bicycle path, with the aim of increasing the number of people who use bicycles for everyday transportation.*
- *GOAL T10: Ensure that the bicycle network is attractive to cyclists of all ages and experience levels.*
- *GOAL T11: Create a safe, comfortable cycling environment in the City through facility design and public education.*
- *Policy S2.1 Implement the VMT reduction policies of the Land Use and Circulation Element of the General Plan, including, but not limited to: focusing new growth in mixed-*

*use, transit oriented districts; focusing new growth along existing corridors and nodes; support the creation of complete, walkable neighborhoods with goods and services within walking distance of most homes; and promoting and supporting a wide range of pedestrian, bicycle and transit improvements in the City.*

- *Policy S2.3 Advance the No Net New Trips goal in the Land Use and Circulation Element with TDM projects such as expanded rideshare programs, parking management strategies, as well as development impact fees for public transit infrastructure.*
- *Policy LU2.5 Vehicle Trip Reduction. Achieve vehicle trip reduction through comprehensive strategies that designate land uses, establish development and street design standards, implement sidewalk, bicycle and roadway improvements, expand transit service, manage parking, and strengthen Transportation Demand Management programs that support accessibility by transit, bicycle and foot, and discourage vehicle trips at a district-wide level. Monitor progress using tools that integrate land use and transportation factors. Increase bicycle and pedestrian connectivity in transit districts and adjust bus and shuttle services to ensure success of the transit system.*

The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an adverse impact on greenhouse gas emissions. Rather, the Bike Action Plan would set forth policies, programs, and projects that would promote bicycling as an alternative means of transportation in the City. As indicated in the LUCE Final EIR (certified Environmental Impact Report SCH #2009041117) prepared in June 2010, the land use and transportation strategies provided in the LUCE would help to achieve a Citywide reduction in GHG emissions. The Bike Action Plan is consistent with the LUCE, and would thus, reduce vehicular trips and associated overall City-wide greenhouse gas emissions. Adoption of the Bike Action Plan would be consistent with the goals and policies of the City's Sustainability Plan and the LUCE as well as state regulations for reducing greenhouse gas emissions. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a through c) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in a physical impact related to hazards/hazardous materials. The policies, programs, and projects proposed in the Bike Action Plan (e.g., bicycle education) would not result in an increase in the use, or exposure of hazardous materials. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.
- d) **Less Than Significant Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an impact related to listing of a hazardous waste site. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects which involve physical improvements would be located on the existing street network. Some of the proposed bicycle projects could be located within areas affected by existing hazardous waste sites; however, as previously noted, the bicycle projects would be located at-grade and would not require substantial (if any) excavation/grading that could result in the exposure of hazardous materials. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.
- e and f) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an impact related to airport hazards. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. While some bicycle projects would be located near the Santa Monica Airport, bicycle riders would not be exposed to airport hazards. Therefore, no impacts would occur.
- g and h) **No Impact.** The City of Santa Monica is highly urbanized. No wildlands exists adjacent to the City, which could pose a significant wildfire risk. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through f) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an impact related to hydrology and water quality. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects which involve physical improvements are proposed on the existing street network and thus, would not significantly change hydrology patterns or decrease water quality. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

g through i) **No Impact.** The City of Santa Monica is not located in a 100-year flood hazard area. Therefore, no impacts would occur.

j) **No Impact.** A seiche is a standing wave occurring in an enclosed or partially enclosed body of water, such as a lake, reservoir, or bay. A tsunami is a large ocean wave caused by a significant undersea disturbance such as earthquakes. Mudflows (also called debris flows) result from the downslope movement of soil and/or rock under the influence of gravity. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects which involve physical improvements would be located on the existing street network and thus, would not result in increased exposure to inundation. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

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

a) **No Impact.** Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. Furthermore, the bicycle projects which involve physical improvements are proposed on the existing street network and public right of ways (e.g., medians) thus, would not physically divide a community. Therefore, no impacts would occur.

b) **No Impact.** The Bike Action Plan is a tool to achieve the goals and vision of the Santa Monica Land Use and Circulation Element (LUCE), particularly the Transportation Chapter of the LUCE and the Bicycle section of that Chapter. The Bike Action Plan does not change any land use designations or transportation classifications within the adopted LUCE. The policies, programs, and projects included in the Bike Action Plan were developed in the context of the LUCE and are necessary to achieve the Citywide goal of No Net New PM Peak Vehicle Trips and the City's sustainability goals. The specific goals for bicycles in the LUCE are:

- o **GOAL T9:** Create a complete network of high-quality bicycle facilities including a minimum of one new north-south and one new east-west dedicated bicycle path, with the aim of increasing the number of people who use bicycles for everyday transportation.
- o **GOAL T10:** Ensure that the bicycle network is attractive to cyclists of all ages and experience levels.
- o **GOAL T11:** Create a safe, comfortable cycling environment in the City through facility design and public education.

To achieve these goals, the Bike Action Plan sets forth policies, programs, and projects that would promote bicycling in the City and improve the existing bicycle network. Therefore, adoption of the Bike Action Plan would not conflict with the LUCE, but rather would support and aid in achieving the LUCE goals. Therefore, no impacts would occur.

- c) **No Impact.** No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan is applicable to the City of Santa Monica. Therefore, the proposed project would not conflict with the provisions of an applicable habitat conservation plan or natural community conservation plan. No impacts would occur.

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

a and b) **No Impact.** There are no areas in the City that are designated as existing mineral resource extraction areas by the State of California. Additionally, no mineral extraction operations occur in the City. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NEIGHBORHOOD EFFECTS.</b> Would the project:				
a) Have considerable effects on the project neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** Neighborhood effects include those impacts that might affect the “quality of life” of the residents of adjacent and surrounding uses. Quality of life represents a composite impression, and is usually expressed in terms of overall environment, combining ambient noise levels, air quality, traffic congestion, and aesthetics of an area. Adoption of the Bike Action Plan would not result in an adverse impact on quality of life. Rather, the Bike Action Plan would encourage and support bicycling as an alternative means of transportation, thereby improving air quality, noise, and traffic in neighborhoods. Therefore, no impacts would occur.

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

a through d) **No Impact.** Chapter 4.12 of the Santa Monica Municipal Code comprises the City's Noise Ordinance, which sets forth maximum noise standards for noise zones (residential, commercial, and industrial) in the City. The proposed project consists of the adoption of the Bike Action Plan. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects in the Bike Action Plan would not introduce new noise sources or result in an increase in ambient noise levels. Rather, the bicycle projects would increase bicycling in the City and thus, would have the potential to reduce traffic-related noise. Therefore, no impacts would occur.

e and f) **No Impact.** The Santa Monica Airport is located in the southeastern portion of the City. The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in an impact related to airport noise. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects that are proposed near the

Santa Monica Airport would not have the potential to expose people residing or working in the area to excessive noise levels. Therefore, no impacts would occur.

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

a through c) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in a population growth or displacement of housing/people. None of the policies, programs, and projects in the Bike Action Plan would have the potential to induce population growth or displace housing/people (all bicycle projects are proposed on the existing street network and would not cross through existing housing). Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. PUBLIC SERVICES.</b> 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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through e) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in impacts on public services. The policies, programs, and projects in the Bike Action Plan are intended to increase bicycling and improve bicycling facilities in the City. No increase in public services demand and/or the construction of public service facilities would occur. Implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

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

a) **Less Than Significant Impact.** The Bike Action Plan would promote the increased use of bikeways, which are used by some as recreational facilities. However, given the nature of the activity (bicycling), increased use of the bikeways is not anticipated to result in substantial physical deterioration of such facilities. Therefore, impacts would be less than significant.

b) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan, which would include the construction of bicycle projects. A number of the bicycle projects would involve minor physical improvements within existing street right of rights (e.g., bicycle lane striping) and thus would not have an adverse physical effect on the environment. Furthermore, construction of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. SHADOWS.</b> Would the project:				
a) Produce extensive shadows affecting adjacent uses or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** Shadow impacts occur when a new building/structure of sufficient height casts shadows onto nearby sensitive receptors. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. Furthermore, none of the bicycle projects include the construction of significant above-grade facilities that could produce shadow impacts. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The Bike Action Plan provides a strategic framework for achieving LUCE bicycle goals, policies and actions, supporting the citywide goal of *No Net New PM Peak Vehicle Trips*. The policies and programs proposed in the Bike Action Plan (e.g., bicycle education) are intended to promote bicycling as an alternative means of transportation and would not have a physical impact on the existing City street network. As shown in the table that follows, the Bike Action Plan also identifies bicycle projects that would improve the existing bicycling infrastructure in the City.

Bicycle Project	Description
<i>Bicycle Lanes (Buffered and Climbing)</i>	Striped designated lanes for the exclusive use of bicycles. The lanes are generally adjacent to motor vehicle travel lanes. The design may include striping with additional room between the bike lane and parked vehicles to provide a buffer from opening car doors or may be a lane in just one direction to help a cyclists get up steep terrain.
<i>Bicycle Paths/Multi-use Trails</i>	Separated paths, generally running through a park or through off-street public right of way. Includes the existing Beach Bike Path, and future Expo Bike Path as well as grade separated side paths that run along the parking lane or vehicular travel lane.
<i>Neighborhood Greenway (Bicycle Boulevards)</i>	Roadways where the character of the neighborhood may include limited right-of-way and vehicle speed is low enough for cyclists to comfortably share space with motorists.
<i>Shared Lane Markings (Sharrows)</i>	Sharrows and bicycle symbol placed in the middle of the vehicle travel lane that identifies vehicle must share the road and helps the cyclists understand their rights to the vehicle travel lane.
<i>Slow Streets</i>	Neighborhood streets with low traffic volume and speed that can provide alternatives to heavily-traveled parallel corridors.

The proposed bicycle projects would help improve the overall transportation and circulation system in the City. Furthermore, the proposed bicycle network in the Bike Action Plan was analyzed as part of the City's Travel Demand Forecast Model that was considered in the LUCE Final EIR. As indicated therein, the proposed City bicycle network would result in a reduction in vehicle trips and associated congestion. Therefore, impacts on the circulation system would be less than significant. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis.

- b) **No Impact.** Within Los Angeles County, the Metropolitan Transportation Authority (Metro) administers the 2010 Congestion Management Plan (CMP), a state mandated program

designed to address the impacts of urban congestion on local communities and the region as a whole. As required by State law, the 2010 CMP contains:

- A system of highways and roadways with minimum levels of service performance measurements designated for highway segments and key roadway intersections on this system;
- A performance element including performance measures to evaluate multimodal system performance;
- A travel demand element promoting alternative transportation strategies;
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs of mitigating those impacts;
- A seven-year capital improvement program of projects that benefit the CMP system;
- A deficiency plan.

Chapter 4 of the 2010 CMP contains the Transportation Demand Management Element. The CMP recognizes that TDM strategies are a key element of a countywide transportation program to reduce the magnitude of congestion problems within Los Angeles County. The CMP also recognizes that local land use decisions could affect the regional transportation system.

The Bike Action Plan is important in the overall strategy of the CMP to reduce congestion in the region. The adoption of the Bike Action Plan would represent a TDM strategy and a local land use decision that would promote bicycling as an alternative means of transportation and reduce vehicular trips both locally and regionally. Therefore, the Bike Action would not conflict with the CMP. No impacts would occur.

- c) **No Impact.** None of the policies, programs, and projects in the Bike Action Plan would have a potential to affect airport traffic (the projects would occur on the existing street network). Therefore, no impacts would occur.
- d) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in impacts related to a hazardous design feature. Rather, the policies and programs in the Bike Action Plan would educate bicycle riders on potential existing hazards on the road and would increase bicycle safety. In addition, none of the bicycle projects are anticipated to result in hazardous design features. Final design of specific bicycle projects would be consistent with federal design guidelines (e.g., American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*) and City bicycle facility standards would be subject to review to avoid hazardous design features. Furthermore, implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.
- e) **No Impact.** The proposed project consists of the adoption of the City's Bike Action Plan, which would support bicycling. As previously discussed, the Bike Action Plan is consistent with the alternative transportation goals set forth in the LUCE, the Sustainability Plan, and the

CMP. Furthermore, the Bike Action Plan is consistent with the California Complete Streets Act of 2008 (AB1358) requiring circulation elements to accommodate the transportation system from a multi-modal perspective, including public transit walking and *biking*. Therefore, no impacts would occur.

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

a through g) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in impacts on the capacity of existing utilities. The policies, programs, and projects in the Bike Action Plan are intended to increase bicycling and improve bicycling facilities in the City. No increase in wastewater, water, stormwater, and solid waste generation would result. Therefore, no impacts would occur.

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

a) **No Impact.** As previously stated, the majority of the City of Santa Monica has been developed, paved, or landscaped, and is generally devoid of large expanses of habitat, wetlands, and wildlife corridors that support sensitive species. The proposed project consists of the adoption of the Bike Action Plan, which would not have an impact on biological resources. Most of the policies and programs proposed in the Bike Action Plan (e.g., bicycle education) would not result in physical impacts on the environment. In addition, the bicycle projects which involve physical improvements are proposed on the City's existing street network and thus, would not impact historic resources. Therefore, no impacts would occur.

b and c) **No Impact.** The proposed project consists of the adoption of the Bike Action Plan. Adoption of the plan would not result in cumulative adverse impacts or adverse environmental effects on human beings. Implementation of the bicycle projects identified in the Bike Action Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, no impacts would occur.

## REFERENCES

- 1) City of Santa Monica General Plan, Land Use and Circulation Element, 2010.
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- 3) City of Santa Monica, Sustainability Plan, 1994 with last update October 2006.
- 4) City of Santa Monica Municipal Code, 2011.
- 5) California Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Map; online at <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/los08.pdf>; 2008.
- 6) California Scenic Highways Program, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/scenic\\_hwy.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm); accessed May 19, 2011.
- 7) County of Los Angeles, Department of Regional Planning. 2008. Los Angeles County Draft General Plan – Figure 6.3 Significant Ecological Areas. [http://planning.lacounty.gov/assets/upl/project/gp\\_maps-fig-6-3-significant-ecologicalareas.pdf](http://planning.lacounty.gov/assets/upl/project/gp_maps-fig-6-3-significant-ecologicalareas.pdf).
- 8) Los Angeles County Metropolitan Transportation Authority, Congestion Management Program, 2010.
- 9) United States Geological Survey, Beverly Hills Quadrangle, 7.5 Minute Series. 1995; California Department of Fish and Game. 2009. California Natural Diversity Database. May 30.