

CALIFORNIA ENVIRONMENTAL QUALITY ACT NOTICE OF EXEMPTION

City of Los Angeles

DEPARTMENT OF TRANSPORTATION
100 SOUTH MAIN STREET, 9TH FLOOR
LOS ANGELES, CALIFORNIA 90012

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

Lead City Agency: City of Los Angeles Department of Transportation

Council District: All

Project Title: Bicycle Corral Project

Council File Number: N/A

Project Location: Citywide Implementation

Description of Nature, Purpose, and Beneficiaries of Project: The Bicycle Corral Program (project) will install on-street bicycle corrals within the public right-of-way, repurposing vehicle parking spaces for bicycle parking. The project is designed to support the need for larger quantities of bicycle parking in dense areas and in proximity to highly frequented destinations, to increase the amount of bicycle parking spaces, encourage travel by bicycle, and promote sustainable transportation. The City of Los Angeles Department of Transportation determined that the project was categorically exempt from CEQA and on July 23, 2026 approved the project's geometric striping plans.

Name of Person or Agency Carrying Out Project, If Other Than Lead City Agency: N/A

Contact Person: Kyle Flake

Telephone Number: (213) 972-4976

Exempt Status (check one):

- ☐ Ministerial (State CEQA Guidelines Sec. 15268)
- ☐ Declared Emergency (State CEQA Guidelines Sec. 15269)
- ☐ Emergency Project (State CEQA Guidelines Sec. 15269 (b) & (c))
- ☐ General Exemption (State CEQA Guidelines Sec. 15060)
- ☒ Categorical Exemption (Sec. 15300 et seq.)

Class: 1(c)

☐ Other (Statutory Exemption: Public Resources Code Sec. 21080.20.5)

Justification for Project Exemption: The project is exempt under State CEQA Guidelines. State CEQA Guidelines Class 1(c) states a project is categorically exempt if it involves the operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, and gutters involving negligible or no expansion of use beyond that previously existing; and does not involve the removal of a scenic resource. None of the limitations set forth in State CEQA Guidelines 153000.2 apply. See attached narrative (Attachment A) for further discussion.

If Filed by Applicant, Certified Document of Exemption Finding: N/A

SIGNATURE:

Nyle Flake

TITLE: *Transportation Engineer Associate III*

DATE: 09/17/2026

FEE:

Receipt Number:

Recorded By:

Date:

Attachment A

Project: Bicycle Corral Project

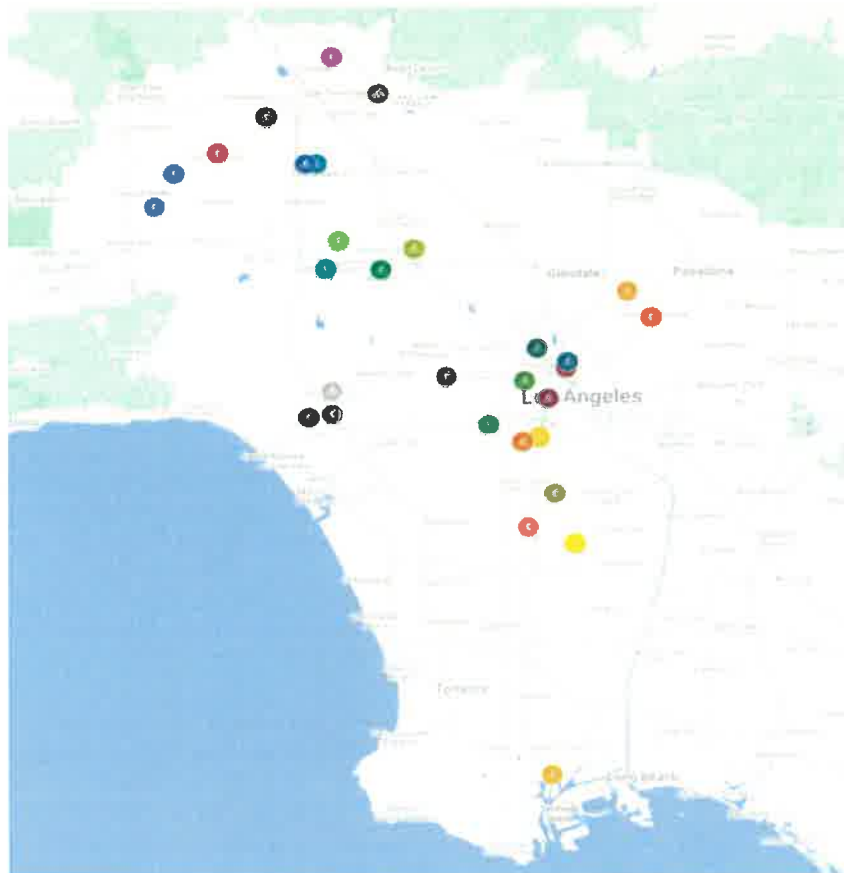
I. Project Description

Bicycle corrals will serve neighborhood destinations in each of the 15 Council Districts in the City of Los Angeles. The project will install on-street bicycle corrals within the public right-of-way, repurposing vehicle parking spaces for bicycle corrals. The project is designed to support the need for larger quantities of bicycle parking in dense areas and in proximity to highly-frequented destinations, to increase the amount of bicycle parking spaces, encourage travel by bicycle, and promote sustainable transportation. More information can be found at the following link:

<https://ladotlivablestreets.org/content-detail/Bicycle-Corrals/>

Site Location Criteria

- At least 50' from approaching corner or 30' from departing corner
- Posted speed limit on street is 35 MPH or less
- Site is at least 9 feet in width (measuring out from curb)
- Does not block driveway access
- Is not within 25 feet of a fire hydrant
- Does not restrict access in any way to public utilities, utility covers, valves, building standpipes, etc.



II. Project History

LADOT has grant funding for design and construction of curb-side bicycle parking or bicycle corrals. Bicycle corrals will serve neighborhood destinations in each of the City of Los Angeles's 15 Council Districts. In collaboration with the Council Offices, LADOT identified suitable locations for bicycle corral installations. Locations were determined by March 2022 to meet the grant schedule. LADOT engaged with eligible community partners alongside the council offices to implement this neighborhood serving sustainability program.

III. Environmental Review

A. Basis for Categorical Exemption

A project qualifies for a Class 1(c) categorical exemption under State CEQA Guidelines (14 CCR Sec. 15301 (c)) if it consists of operation, repair, maintenance, or minor alteration of existing streets, sidewalks, and gutters involving negligible or no expansion of use beyond that previously existing; and does not involve the removal of a scenic resource. The project qualifies for this categorical exemption because it consists of the operation and minor alteration of an existing street. The project will install on-street bicycle corrals within the public right-of-way, repurposing vehicle parking spaces for bicycle corrals. The project does not remove any scenic resources, as it does not remove trees, rock outcroppings, or historic buildings (see below on Consideration of Potential Exceptions to use of a Categorical Exemption, Aesthetics and Scenic Highway sections).

Consideration of Potential Exceptions to use of a Categorical Exemption

The State CEQA Guidelines (14 CCR Sec 15300.2) limit the use of categorical exemptions in the circumstances that follow. The narrative below substantiates through facts why these exceptions do not apply.

1. Location. Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may be significant in a particular sensitive environment. Therefore, these classes are considered to apply to all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. This exception is known as the “location exception.”

Those project features covered under the Class 1 categories are not subject to the location exception.

2. Cumulative Impact. This exemption applies when, although a particular project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant.

While other similar projects are occurring elsewhere in the City, they have been determined to be happening in different neighborhoods, locations, and times. Given the limited nature of the project which involves only work on existing roadways and limited, shallow excavation, this project is not anticipated to result in a cumulative impact when included with successive projects

in the same place and over time.

3. Significant Effect. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.

A. No Unusual Circumstances

There are no unusual circumstances for this project compared to other road improvement projects that typically qualify for categorical exemptions for existing facilities or minor alterations to land. This work is a typical minor alteration and improvement project for a street, sidewalk, gutter, and bicycle and pedestrian way, that falls under the Class 1 exemption.

B. No Significant Impacts

The project would not result in any significant impacts as set forth below.

i. Aesthetics

As stated in Section I: Project Description, the project only consists of installing Bicycle Corrals; it would not impact any aesthetic resources. The Bicycle Corrals will be installed in the curb lane where vehicles formerly parked.

ii. Noise

The work shall be performed in accordance with Ordinance No. 144.331, "Noise Regulation" in Chapter XI of the Los Angeles Municipal Code of March 1982. The installation process would not be expected to exceed ambient noise by more than 5 dBA for more than 10 continual days; thus, there will be less than significant noise impacts on the neighborhood immediately surrounding the project area.

iii. Biological Resources

The proposed project does not involve the loss of, an alteration to, nor an impact to any biological resources. It does not include the removal of existing trees, and the roadway work consists of minimally-impactful striping and installation of flexible posts or rubber curbs.

iv. Traffic/Transportation

All proposed improvements will occur entirely within the existing public right-of-way and do not expand the roadway footprint, introduce new vehicle capacity, or generate additional vehicle trips.

With respect to construction-related transportation impacts, due to the nature of the work, the work shall be performed in accordance with work area traffic control handbook (WATCH). City construction crews will coordinate with schools and the Department of Transportation according to WATCH and provide flaggers when required. When the activity site encroaches upon a sidewalk, walkway or crosswalk area, pedestrians shall be

provided advance warning if they are detoured away from the activity site. Advance notification of sidewalk closures shall be provided according to WATCH. At least one lane of traffic in each direction will be maintained at all times. Standard conditions and construction practices are anticipated for this project. No unusual construction noise or traffic effects are anticipated. The project elements are expected to result in reducing conflicts of vehicles and pedestrians by providing greater protective crossing control, and will not materially alter transportation patterns that would result in an impact under CEQA. No reasonable possibility has been identified that the project will have a significant effect due to unusual circumstances. As such, this exception does not apply.

v. Land Use Impacts

The project is consistent with the City of Los Angeles General Plan, including the Mobility Plan 2035. The Project advances Mobility Plan Policy 3.8 by providing bicyclists convenient, secure, and well-maintained bicycle parking facilities¹. It also applies guidance from the City of Los Angeles Complete Streets Design Guide to ensure that each site follows applicable standards².

vi. Hazardous Waste and Historic Resources

The project would not have a significant impact on hazardous waste and historic resources, as set forth below in the other 15300.2 exception areas.

vii. Non-implicated impact Areas

The proposed project does not involve any activities that would impact agriculture, air, energy, geology and soils, greenhouse gas emissions, water quality and supply, mineral resources, population and housing, public services, recreation, and public utilities (related to the need for new facilities), and wildfire, as it only involves non-excavation work on an existing roadway.

C. Conclusion

Standard conditions and construction practices are anticipated for this project.³ As set forth above, no unusual circumstances are present, and no reasonable possibility has been identified that the project will have a significant effect. As such, this exception does not apply.

4. Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

There are no State-designated scenic highways at any of the project sites, on the project corridor, nor crossing the project corridor. In any case, the project does not include the removal of existing trees or median and would not impact any aesthetic, biological, or historic resources, as set forth

¹ Mobility Plan 2035, p.91. https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

² Los Angeles Complete Streets Design Guide, p.133. https://planning.lacity.gov/odocument/c9596f05-0f3a-4ada-93aa-e70bbde68b0b/Complete_Street_Design_Guide.pdf

³ See LADOT Technical Reference Library, at <https://ladot.lacity.gov/businesses/technical-reference-library>

previously. Therefore, this exception does not apply.

5. Hazardous Waste Sites. This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

As of March 7, 2025, the Department of Toxic Substances Control (DTSC) data management system (<http://www.envirostor.dtsc.ca.gov>) does not reflect any evaluation sites along the street on which the project will take place, including any sites listed under Government Code Section 65962.5, and the project site does not otherwise appear on any other lists under 65962.5.⁴ Therefore, this exception has no application here.

6. Historical Resources. This exception applies when a project may cause a substantial adverse change in the significance of a historical resource. The project will install on-street bicycle corrals within the public right-of-way, repurposing vehicle parking spaces for bicycle corrals. As such the project will not adversely change the significance of the nearby historical resources.

In case of any historical artifacts being encountered, City Engineer Standard Specifications, Section 6-3.2, (Greenbook, 2012) states: "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer." Therefore, during activities in which there will be ground disturbances (i.e., digging, drilling, etc.) if any evidence of archaeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeologist. Construction activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5f; Public Resources Code or PRC 21082), additional work such as testing or data recovery may be warranted.

The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

In case of unforeseen discovery of cultural resources, measures are in place to manage unanticipated cultural resource finds or discovery of human remains. Therefore, no substantial adverse impact to cultural resources is anticipated.

⁴ California Department of Toxic Substance Control, *EnviroStor* Hazardous Waste and Substance Site List, last accessed March 7, 2025, CalEPA Cortese List Data Resources, <http://www.envirostor.dtsc.ca.gov/public/>; <https://calepa.ca.gov/sitecleanup/corteselist/>