

CATEGORICAL EXEMPTION NARRATIVE

I. PROJECT DESCRIPTION, CONTINUED

The Metro Bike Share system currently has 224 stations in over three (3) service areas which include North Hollywood, the Westside and Downtown Los Angeles/Central Los Angeles. The system is ever expanding which includes our newest service area; Hollywood. The system was designed to provide an environmentally friendly mode of transportation as well as encourage Angelenos and visitors alike to get outdoors, enjoy some fresh air and get some exercise. The new structures involved will be the docks, bikes, kiosks, wayfinding panels and environmentally safe tiles for installation of the stations onto the sand. As part of the proposed Project two (2) additional bike share stations will be installed along the Venice Beach bike path. These additional bike stations will be installed on the sand in between the Venice Beach bike path and Ocean Front Walk (OFW) on environmentally safe plastic tiles. The Project height is 11'9"; in total over both stations there will be 32 bicycle spaces.

See Figure 2.

The installation would require up to three (3) service vehicles along with Orange safety cones. Additionally, "Temporary No Parking" signs may be temporarily used to reserve legal parking spaces for up to a day. Typically, the installation work may take up to seven (7) days, which includes testing the systems. Construction would utilize one of two methodologies. The first is the no excavation methodology would first level the site and compact the sand in the area, then place the tiles directly onto the sand, and lastly stake the outer tiles into the ground. The second method is to excavate up to 4" of layer, level, and compact; then place layer of 6-8oz. non-woven pervious geotextile; afterwards, place 2" base rock material, level, and compact; place top layer of geotextile; and lastly install tiles and stake outer tiles.

The anticipated hours of construction are 7:00 a.m. to 4:00 p.m., Monday through Friday. No trees or vegetation are anticipated to be removed as part of the project. The construction staging may be located along adjacent streets i.e. Speedway or the Venice Beach parking lots. There will be no loss of temporary street parking there for the duration of construction. The project will not permanently remove street parking. The bike share stations will provide low cost public transportation and would be operated and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro) as part of their bike share network.

The bike station will provide connectivity from other service areas to the Venice Beach within the Venice Coastal Zone-Specific Plan. Additionally, the project is within the Venice Coastal Zone. See Section III. 3. Significant Effects for more information.

The project may slightly increase vehicular trips or traffic congestion during construction; however, construction is only expected to last approximately seven (7) and all temporary traffic control will be done in accordance with the latest version of the Work Area Traffic Control Handbook (WATCH manual).

In compliance with the Los Angeles Fire Code, Chapter 33, *Fire Safety During Construction and Demolition*, the proposed project shall, at a minimum, include the following precautionary measures below:

- Ensure there is a clear access path from the adjoining street or hard surface to the work site, prior to using fuel or heat generating equipment;
- Heat generating equipment shall only be operated in areas clear of combustible materials (i.e., grasses, weeds, shrubs, trash, etc.);
- No smoking is allowed within the work area;

- Fire extinguishers or water supply (if available) must be available at the work site for emergency situations, such as a fire occurs near the work site;
- Equipment shall be cooled down before refueling at the work site or be moved to an area not containing combustible materials;
- Ensure Fire Department contact information (i.e., 911 or local fire station phone number) at the site always;
- Have an egress plan available in case of a fire; and
- If water is available, spray the work area with water to reduce the risk of vegetation catching fire prior to work activities starting.

Unless otherwise stated, the proposed project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

- Los Angeles Municipal Code
- Bureau of Engineering Standard Plans
- Standard Specifications for Public Works Construction
- Work Area Traffic Control Handbook
- Additions and Amendments to the Standard Specifications for Public Works Construction

II. PROJECT HISTORY

Metro Bike Share is a program that offers convenient round-the-clock access to a fleet of bicycles for short trips and to get to and from transit to bicycle riders their schedule. There are over 1,000 bikes station at various locations for public transportation, 24 hours a day and 365 days a year, to get around Downtown LA, Central LA, North Hollywood and the Westside. This Project would create two more such stations with 32 new bicycles to provide connectivity for Venice Beach area locals and tourists.

III. ENVIRONMENTAL REVIEW.

Basis for Categorical Exemption

This project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301 (c) and Section 15303 (e). Additionally, the project is exempt pursuant to *Los Angeles CEQA Guidelines* Article III, Section 1 Class 1 (3) and Class 3 (6) as minor alteration of an existing street involving negligible or no expansion of use and as location and construction of a limited number of new small structures.

Consideration of Potential Exceptions to use of a Categorical Exemption

The State CEQA Guidelines (CCR Sec 15300.2) limit the use of categorical exemptions in the following circumstances:

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 particularly sensitive environment. Therefore, these classes are considered to apply 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.

The project is not located in a particularly sensitive area and will not impact any designated environmental resources of hazardous or critical concern. Therefore, this exception has no application here.

2. Cumulative Impact. This exception 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. The project would add to the existing Metro Bike Share Network. However, this would not create any cumulatively significant impacts because the expanded bike share network will

not have any significant environmental impacts. The construction activities associated with each bike share station are minimal and can be accomplished in a few hours. Therefore, this exception has no application here.

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.

Coastal Zone

The Project site is in an area of the Coastal Zone within the single-jurisdiction of both the City. The Project qualifies for a Coastal Act Repair and Maintenance and Utility Hook-Up Exclusion. The Project will be posted on the California Coastal Commission's website and will be subject to a 20-day public review period. Per the California Coastal Act, the City and the California Coastal Commission, a State agency, work to protect, maintain and enhance coastal areas of Los Angeles especially Pacific Palisades, Venice, Marina del Rey, Playa del Rey, San Pedro and Wilmington. Portions of these zones are highly developed and serviced by public utilities including the sewer system. Thus, it is not uncommon to find the need for repair and maintenance in these areas, as such, this not an unusual circumstance. The proposed Project consists of the minor repair and maintenance of existing sewer infrastructure and there is no reasonable possibility that the Project will have significant effect due to unusual circumstances.

Venice Coastal Zone

The Project is located within the North Venice subarea of the Venice Coastal Zone-Specific Plan. The Project conforms to the regulations set forth by the Venice Coastal Zone-Specific Plan such as the use protects, maintains, enhances and, where feasible, restores the overall quality of the Coastal Zone environment and its natural and man-made resources; assures that public access to the coast and public recreation areas is provided; regulates development in order that it be compatible in character with the existing community and provides for the consideration of aesthetics and scenic preservation and enhancement, and protects environmentally sensitive areas. The Project area is within the public right-of-way in a residential area where the existing roadway and ground have been previously disturbed, developed, and are currently serviced by public utilities including the existing sewer system. Thus, it is not uncommon to find the need for repair and maintenance in these areas, as such, this is not an unusual circumstance. The proposed Project consists of the minor repair and maintenance of an existing below grade sewer line and there is no reasonable possibility that the Project will have significant effect due to unusual circumstances.

Methane Buffer Zone

The reaches within the Venice area are designated by the Zoning Information and Map Access System (ZIMAS) as methane zones. Throughout the Los Angeles Basin, areas more prone to high methane gas concentrations include former and active oil fields, landfills, and where sub-surface naturally occurring petroleum deposits are present. Work is occurring within open spaces and with no excavation. No work in confined spaces is anticipated. Given the nature of the Project design and the limited ground disturbance construction methodology, there is no reasonable possibility that the Project will have a significant effect due to unusual circumstances.

Liquefaction Zone

The site lies within a designated liquefaction zone, an area mapped for "historic occurrence of liquefaction, or where local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements," or where "previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface conditions indicate a potential for permanent ground displacements," according to the Official Map of Seismic Hazards, released by the California Department of Conservation, Division of Mines and Geology. Portions of land in the City, including

northern areas along the Santa Monica Mountains, areas along the central belt from Santa Monica to Lynwood, and areas in southern Los Angeles along San Pedro Bay, are designated to be susceptible to liquefaction.

No new structures for human habitation will be constructed. Repair and maintenance projects are common in the City and throughout areas deemed to be within the liquefaction area, as such these repairs are not unusual circumstances. The Project would not potentially result in or increase vulnerability to damage caused by liquefaction and there is no reasonable possibility that the Project will have a significant effect due to unusual circumstances.

Air Quality

This area is developed with sidewalks, roads, and bikeways. Therefore, installation of bike station is not an unusual circumstance and there is no reasonable possibility that the project will have a significant effect due to unusual circumstances.

Traffic and Transportation

The project does not propose excavation. There will be temporary loss of on street parking spaces, however the Contractor may need to temporarily close a portion of the roadway to install the bike stations. The Contractor would only close off sections of the sidewalk adjacent to the bike stations for a few hours. All precautions will be taken to avoid peak times to minimize pedestrian, vehicular and traffic impacts, in the project area; however, any impacts would be of short duration and minimal, as the estimated time to complete the Project is approximately up to seven (7) days.

The project would be constructed in accordance with the latest edition of the temporary traffic control provisions of the California Manual on Uniform Traffic Control (CA MUTCD), the Work Area Traffic Control Handbook (WATCH), and any traffic control requirements required by the Los Angeles Department of Transportation (LADOT). Construction crews are required to coordinate with schools and LADOT accordingly to provide flagmen when any mode of transportation (e.g. pedestrian, bicycle, automobile) is altered. 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 construction site. As to the closure of any traffic lanes, the project shall comply with any previously referenced regulations and the Bureau of Engineering (Engineering) Master Specifications.

This Project is required to perform construction within public beach and as such standard conditions and construction practices would be implemented for the project. There will be no loss of temporary street parking there for the duration of construction. The project will not permanently remove street parking. The Project will not result in loss of street parking. Projects as such are not an unusual circumstance. No reasonable possibility has been identified that the project would have a significant effect due to unusual circumstances.

Noise

No unusual construction noise or traffic effects are anticipated. Standard conditions and construction practices will be implemented for this Project. The Los Angeles Municipal Code Section 111 et. all would be applicable for construction hours from 7 am to 9 pm on Monday through Friday on Saturdays from 8 am to 6 pm.

For the reasons state above, there are no unusual circumstances involving air quality, traffic, cultural resources (Section 6), or noise from the construction and operation of the Project.

4. Scenic Highway. 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.

The locations of excavation were referenced against the database of scenic highways at (<https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i>

scenic-highways) and no scenic highway is located within the vicinity of the project or within the project site.

Since the proposed project is not within a state designated scenic highway or within sight of any state designated scenic highway, this exception has no application.

5. Hazardous Waste Site. 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 April 14, 2022, the State Department of Toxic Substances Control (DTSC) (Envirostor database at www.envirostor.dtsc.ca.gov) and the California Regional Water Quality Control Board (RWQCB) (Geotracker database at <https://geotracker.waterboards.ca.gov/>) have not listed the project site, as such, this exception does not apply.

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 occur within sandy soil with and only 4" of excavation is anticipated.

If unanticipated historical artifacts were 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.

As indicated above, the project is not anticipated to result in a substantial adverse change in the significance of a historical resource. Therefore, no substantial adverse impact to cultural resources is anticipated, and as such this exception does not apply.

IV. REFERENCES

California Department of Conservation, Division of Mines and Geology. Official Map of Seismic Hazards. Retrieved January 5, 2022, from <http://maps.conservation.ca.gov/cgs/informationwarehouse/>

California Regional Water Quality Control Board. *Geotracker*. Search Ocean Front Walk and 30th Avenue Retrieved January 11, 2022, from <https://geotracker.waterboards.ca.gov>.

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