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CITY OF LOS ANGELES

CALIFORNIA



KAREN BASS
MAYOR

**ECONOMIC AND WORKFORCE
DEVELOPMENT DEPARTMENT**

1200 W. 7TH STREET
LOS ANGELES, CA 90017

September 27, 2023

Council File:14-1174-S79
Council District No.: 13
Contact Person & Extension:
Daysi Hernandez: (213) 744-9340

CRA/LA Bond Oversight Committee
c/o Ida Rubio
Office of the City Administrative Officer
Room 1500, City Hall East

BOND OVERSIGHT COMMITTEE TRANSMITTAL: REQUEST REVIEW AND RECOMMENDATION THAT COUNCIL AND MAYOR, AS REQUIRED, APPROPRIATE UP TO \$1,620,558 IN CRA/LA NON-HOUSING EXCESS BOND PROCEEDS PLUS ALL EARNED INTEREST FROM THE WILSHIRE CENTER/KOREATOWN REDEVELOPMENT PROJECT AREA (TAXABLE SERIES 2006-A, 2008-B AND TAX-EXEMPT SERIES 2008-C) FOR THE NEIGHBORHOOD ENHANCED NETWORK PROJECT

The General Manager of the Economic and Workforce Development Department (EWDD) requests your review, approval and processing of the recommendations in this transmittal to the Mayor and City Council for their review and consideration.

RECOMMENDATIONS

The General Manager of EWDD, or designee, requests that the Bond Oversight Committee (BOC) recommend that the City Council, subject to the approval of the Mayor as required:

1. DETERMINE that the Neighborhood Enhanced Network Project (Project), consisting of an active transportation safety and climate resilience treatment, is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section Sec. 15300 et seq. Art. III, Sec. 1. The Project is also exempt under the City of Los Angeles (City) CEQA Guidelines Class 1 Category 1(3), 1(15);

2. APPROVE up to \$858,408 in taxable, and \$762,150 in tax-exempt CRA/LA Non-Housing Excess Bond Proceeds (EBP) plus all earned interest (Interest) available to Council District (CD) 13 from the Wilshire Center/Koreatown Redevelopment Project Area (Project Area) for the Project;
3. AUTHORIZE the Los Angeles Department of Transportation (LADOT) to be the implementing department, to design the Project's improvements, and to implement activities in collaboration with the Department of Public Works Bureau of Street Services (StreetsLA) and Bureau of Engineering (BOE) to effectuate the Project;
4. AUTHORIZE LADOT to approve, negotiate and execute contracting documents and/or amendments as required with duly procured contractor(s) (Contractor) to effectuate the Project and prevailing wage requirements;
5. REQUEST that BOE assist LADOT with the procurement of the Contractor from BOE's list of pre-qualified on-call contractors, and collaborate with LADOT to approve, negotiate and execute contracting documents and/or amendments with the Contractor as required to effectuate the Project and prevailing wage requirements;
6. DIRECT LADOT and BOE to transmit copies of all executed contract(s) under the Project to EWDD;
7. DIRECT LADOT to file a CEQA Notice of Exemption (NOE) (Attachment 2) with the City Clerk and Los Angeles County Clerk upon Council adoption;
8. AUTHORIZE LADOT to expend the EBP allocation no later than September 30, 2024;
9. DIRECT LADOT to report back on its work accomplishments to the Office of the City Administrative Officer (CAO), and fund expenditures to EWDD on a quarterly and as-needed basis;
10. AUTHORIZE the Controller, subject to the availability of funds and duly executed and encumbered contract(s) and/or amendment(s), to expend up to \$858,408 plus Interest from the EBP Fund No. 57D, Account Nos. 22L9TT and 22S9TT Wilshire Center/Koreatown Taxable Series 2006-A and 2008-B, and up to \$762,150 plus Interest from the EBP Fund No. 57D, Account Nos. 22L9TN and 22S9TN Wilshire Center/Koreatown Tax-Exempt Series 2008-C, for activities related to the Project upon presentation of proper documentation by LADOT, and satisfactory review by EWDD in accordance with the terms and conditions of the Bond Expenditure Agreement (BEA); and
11. AUTHORIZE the General Manager of EWDD, or designee, to prepare Controller instructions and/or make technical adjustments that may be required and are consistent with this action, subject to the approval of the CAO, and authorize the Controller to implement these instructions.

SUMMARY

Transmitted herewith for your review, approval, and further processing are recommendations pursuant to an Amended CD 13 Motion (Soto-Martinez-Rodriguez) which was adopted by Council on September 13, 2023 (C.F. 14-1174-S79).

This transmittal recommends that up to \$858,408 in taxable, and \$762,150 in tax-exempt EBP plus Interest in the Project Area within CD 13 be allocated to LADOT to implement the Project. Streetscape improvements along major commercial corridors were identified as a potential project in the Project Area's Bond Spending Plan (BSP) that was adopted by Council on June 24, 2015 (C.F. 14-1174). Sufficient funds for this purpose are available from CD 13's portion of EBP in the Project Area.

The original taxable and tax-exempt EBP in the Project Area available to CD 13 was \$1,265,659. After deducting the 16% (\$163,506) taxable EBP administrative allocation, the net remaining EBP was \$1,102,153. CD 13 subsequently received an aggregate \$518,405 in tax-exempt EBP from the FY 17/18 and FY 19/20 Recognized Obligations Payment Schedule which brought the total available EBP to \$1,620,558. As there are no other requests from CD 13, this transmittal's proposed \$858,408 in taxable, and \$762,150 in tax-exempt EBP plus Interest, will completely deplete CD 13's EBP in the Project Area.

EWDD ANALYSIS

EWDD has met with CD 13 and LADOT regarding the Project. The improvements will primarily be located between Wilton Place and Western Avenue centered around 3rd, 4th, 5th, and 6th Streets. LADOT will serve as project manager who will oversee design and implementation of the Project. LADOT will collaborate with StreetsLA to draft the initial Project designs. Thereafter, LADOT will procure a Contractor from BOE's list of pre-qualified on-call contractors. The Contractor will host community engagement events along with CD 13 in order to expand upon the initial designs for the Project. Final designs will be based on feedback from the community.

Once the design phase is complete, the Contractor will procure materials and install the Project's improvements, which will include a combination of standard Neighborhood Enhanced Network (NEN) treatments. NEN treatments are based on improvements developed in prior LADOT programs including Play Streets, Slow Streets, People St plazas and parklets, Al Fresco dining enhancements, and Safe Routes to School improvements. The following elements may be installed for the Project (note that all street furniture will be affixed to the ground):

- Bollards
- Striping
- Signage
- Speed humps/cushions
- Playground/recreation elements
- Shade and cooling elements
- Community/public art
- Lighting

- Greenery: plants, shade trees, planters
- Placemaking furnishings: tables, seating/benches
- Bicycle and micro mobility infrastructure and parking
- Community gardens
- Revised vehicle patterns and parking

The specific tasks to be performed by the Contractor are as follows:

Task 1: Project Management

- Conduct monthly project working group check-ins with LADOT, StreetsLA, Urban Forestry, LAFD, Council District 13, CEMO, City Planning, and SCAG and Metro (as necessary) and other pertinent departments as appropriate.
- Complete dynamic project schedule that incorporates Tasks 2 - 7.

Task 2: Contextual and Technical Analysis

- Review pertinent, adopted policies and initiatives including, but not limited to Green New Deal Los Angeles, Mobility Plan 2035, Community Plan Updates, Vision Zero Action Plan, Prioritized Bicycle Plan, Cool LA Neighborhoods, among others.
- Complete technical field analysis (leveraging existing Manual turn counts and parking analysis) Host on-site visits with technical teams to inform feasible design.

Task 3: Community Engagement

- Host up to six (6) on-site community engagement activities to inform NEN design and engineering including but not limited to in-person events, flier dissemination, and community meetings.
- Host community review of concept and design plans
- Host installation celebration

Task 4: Plans, Toolkits, and Cost

- Prepare concept plans
- Develop a project quick build / placemaking toolbox that culls elements from Play Streets, Slow Streets, People St, Al Fresco, and near-term SRTS elements, etc.
- Prepare draft/final engineering plans
- Complete cost estimates and procurement list

Task 5: Procurement, Installation, and Maintenance

- Procure materials and manage materials management/storage
- Complete detailed installation plan
- Install project

Task 6: Evaluation

- Confirm post-installation desired outcomes

- Identify pre and post metrics (e.g. temperature, air quality, noise, travel mode counts)
- Collect data, analysis
- Prepare an evaluation report

Task 7: Report Back

- Prepare project report back
- If applicable, identify funding strategy to transition to permanent condition.

The \$1,620,558 EBP plus \$171,845 in Interest (through June 30, 2023) totaling \$1,792,403 is sufficient to cover 100% of the estimated Project cost. The cost estimates and scope of work for the EBP and Interest are as follows:

	Contractor	City Staffing	Total
Project Management	\$ 101,150	\$ 17,850	\$ 119,000
Contextual and Technical Analysis	\$ 87,000	\$ 0	\$ 87,000
Community Engagement	\$ 40,000	\$ 0	\$ 40,000
Plans, Toolkits, and Cost	\$ 40,000	\$ 25,000	\$ 65,000
Procurement, Installation, and Maintenance	\$1,224,584	\$250,819	\$1,475,403
Evaluation	\$ 4,600	\$ 400	\$ 5,000
Report Back	\$ 1,000	\$ 0	\$ 1,000
Total Taxable EBP Cost Estimate	\$1,498,334	\$294,069	\$1,792,403

Design will begin in December 2023. Construction will commence in August 2024, with completion targeted by September 30, 2024. All construction work and labor performed for the Project will be subject to prevailing wage requirements.

The EBP allocation must be fully expended no later than September 30, 2024. Deliverables and/or activity reports showing percentages of completion must accompany LADOT's original signed invoices to be submitted to EWDD. Disbursements will be authorized pursuant to receipt and satisfactory review by EWDD to ensure compliance with bond covenants and the BEA, and that the approved charges adhere to the spending categories and amounts outlined in this transmittal.

LADOT will report on its work accomplishments to CAO, and fund expenditures to EWDD on a quarterly and as-needed basis for their respective reports to the BOC, Mayor, Council, and CRA/LA.

BENEFITS TO THE AFFECTED TAXING ENTITIES

The project will install a new and innovative NEN element in the Project Area. The Project will redesign and transform a grid of vehicle-prioritized neighborhood streets, which are bounded by collectors and arterial streets, into streets which fundamentally prioritize active transportation safety, climate change mitigation (by enhancing greening, providing elements for shading/cooling/heat reduction, and improving air quality), and space for recreation and physical activity.

The project will also utilize a NEN cross-discipline and cross-agency design studio approach that engages transportation engineering, civil engineering, landscape architecture, city forestry, and stormwater capture expertise to more cost-effectively and efficiently plan and implement more comprehensive, robust and impactful public right of way projects that achieve Mobility Plan 2035, Green New Deal, Vision Zero, and other community quality of life and health imperatives.

ENVIRONMENTAL REVIEW

LADOT provided the following environmental analysis and NOE attachment:

The Project is exempt pursuant to State CEQA Guidelines Section Sec. 15300 et seq. Art. III, Sec. 1. The Project is also exempt pursuant to City CEQA Guidelines Class 1 Category 1(3), 1(15). A CEQA NOE (Attachment 2) will be filed with the Los Angeles County Clerk as well as City Clerk upon Council approval.

CAO COVENANT REVIEW

The CAO has completed its review of the original bond documents and covenants and has found that the proposed use of excess bond proceeds, as presented, is consistent with those covenants.

FISCAL IMPACT STATEMENT

There is no impact on the City's General Fund from the proposed allocation of CRA/LA EBP. The CRA/LA EBP Fund No. 57D is funded solely from transfers of approximately \$86 million in pre-2011 tax allocation bond proceeds from CRA/LA to the City (C.F. 14-1174 and C.F. 14-1174-S36). Said Transfers have been deposited with the Office of the Controller.

CAROLYN M. HULL
General Manager

CMH:FJ:DH:JL:JML

ATTACHMENTS: 1. Motion (Soto-Martinez-Rodriguez) C. F. 14-1174-S79
2. CEQA NOE (To be filed by LADOT)

On December 3, 2019, the City Council approved the use of up to \$1,620,558, plus interest earned, in taxable and tax-exempt CRA/LA Excess Non-Housing Bond Proceeds (EBP) available to Council District 13 from the Wilshire Center/Koreatown Redevelopment Project Area toward activities related to the Beverly/Madison Improvements Project (Project) (C.F. 14-1174-S79). Subsequent to Council’s actions, it was determined that the public infrastructure improvements proposed by the Project would conflict with improvements already planned by the Enlightenment Plaza project. Therefore, Council should allocate these remaining funds for another eligible use.

The Department of Transportation (DOT) has initiated a program for the design of Neighborhood Enhanced Networks (NEN of the Mobility Plan 2035), a project typology that redesigns and transforms a grid of vehicle-heavy neighborhood streets, bounded by arterials, into traffic-calmed streets that prioritize active transportation, sustainable greenery, beautification (public art), and spaces for community socialization, exercise, and play, bringing cooler, greener, cleaner, and open space to historically park-poor communities.

This NEN Project in Council District 13 will reconfigure and reprogram the public right-of-way through a cross-disciplinary planning and design approach that blends civil and transportation engineering, landscape architecture, forestry, stormwater capture, and placemaking expertise to deliver innovative and comprehensive neighborhood-centered solutions to achieve Mobility Plan 2035, Vision Zero, and community quality of life goals. Council action is needed to allocate EBP funds to the NEN Project.

In accordance with policies adopted by Council (C.F. 14-1174) related to the CRA/LA Bond Expenditure Agreement and Bond Spending Plan, any proposal to expend EBP shall be initiated by Council Motion. Proposals will be reviewed by the CRA/LA Bond Oversight Committee; Trade, Travel, and Tourism Committee; and any other applicable committee with final recommendations presented to the Council and Mayor for final consideration and approval. The use of taxable and tax-exempt EBP toward a capital improvement project within the Wilshire Center/Koreatown Redevelopment Project Area is identified as an eligible expense in the CRA/LA Bond Expenditure Agreement and Bond Spending Plan.

I THEREFORE MOVE that the Council action of December 3, 2019, relative to approving the use of \$1,620,558, plus interest, in taxable and tax-exempt CRA/LA Excess Non-Housing Bond Proceeds (EBP) available to Council District 13 from the Wilshire Center/Koreatown Redevelopment Project Area to the Beverly/Madison Improvements Project (Project) (C.F. 14-1174-S79) BE AMENDED to void the approved Project and that related funding be reverted to its original source.

I FURTHER MOVE that the Economic and Workforce Development Department (EWDD), with the assistance of the City Administrative Officer, Chief Legislative Analyst, Department of Transportation (DOT), and any other applicable City department, provide a report with recommendations to the CRA/LA Bond Oversight Committee to allocate \$1,620,558, plus interest earned, in taxable and tax-exempt CRA/LA Excess Non-Housing Bond Proceeds (EBP) available to Council District 13 from the Wilshire Center/Koreatown Redevelopment Project Area for the Neighborhood Enhanced Network Project, a capital improvement streetscape project as identified in the CRA/LA Bond Expenditure Agreement and Bond Spending Plan.

I FURTHER MOVE that \$1,620,558, plus interest earned, in taxable and tax-exempt EBP available to Council District 13 from the Wilshire Center/Koreatown Redevelopment Project Area be utilized by DOT to fund the Neighborhood Enhanced Network Project upon City Council approval.

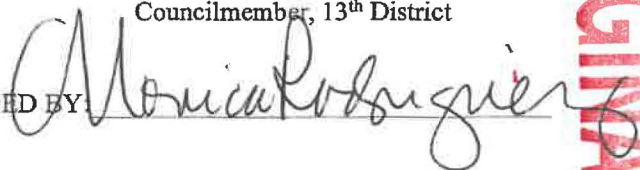
I FURTHER MOVE that EWDD, as the administrator of the CRA/LA EBP Program, take all actions necessary to document and effectuate the changes in the budgets noted above.

PRESENTED BY:



HUGO SOTO-MARTINEZ
Councilmember, 13th District

SECONDED BY:



AUG 15 2023

BB

ORIGINAL

COUNTY CLERK'S USE	CITY OF LOS ANGELES OFFICE OF THE CITY CLERK 200 NORTH SPRING STREET, ROOM 360 LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT	CITY CLERK'S USE
<h1 style="margin: 0;">NOTICE OF EXEMPTION</h1> <p style="margin: 0;">(California Environmental Quality Act Section 15062)</p>		

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 10 and 13
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PROJECT TITLE Central LA NEN Park Block Project	COUNCIL FILE NO: 14-1174-S79
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PROJECT LOCATION
 Project location consists of approximately 12 neighborhood blocks between West 3rd Street, Western Avenue, 6th Street, and South Wilton Place. See Attachment A, Section I for specific project intersection locations.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
 The proposed project consists of reconfiguring vehicle traffic operations from 2-way to 1-way (using striping, signs, and bollards) along select neighborhood streets within the project area, and installing quick build materials (striping, signs, and bollards), moveable place making elements, vegetation and shade elements in select public right of way locations throughout the project area with the goal of calming vehicle traffic to prioritize the safe, comfortable and convenient movement of active transportation and additional open, green and recreating space for this park-deprived community.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: N/A

CONTACT PERSON Margot Ocanas, Supervising Transportation Coordinator	AREA CODE (213) 703-3374	TELEPHONE NUMBER	EXT.
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EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
<input type="checkbox"/> MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
<input type="checkbox"/> DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
<input type="checkbox"/> EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
<input type="checkbox"/> GENERAL EXEMPTION	Sec. 15060.	n/a
<input checked="" type="checkbox"/> CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1
Class <u>1</u> Category <u>1(3), 1(15)</u> (City CEQA Guidelines)		
<input type="checkbox"/> OTHER	(See California Code of Regulations Sec. 15269)	

JUSTIFICATION FOR PROJECT EXEMPTION:
 The project is exempt under *City CEQA Guidelines* and Section 15301 of the State CEQA Guidelines. *City CEQA Guidelines* Class 1(3) states a project is exempt if it involves the operation, repair, maintenance or minor alteration of existing highways and streets, sidewalk, and gutter involving negligible or no expansion of use beyond that previously existing; and does not involve the removal of a scenic resource. Further, *City CEQA Guidelines* Class 1(15) exempts the installation of traffic signs, signals, and pavement markings, including traffic channelization using paint and raised pavement markers. 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, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE	TITLE	DATE
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DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record

Attachment A

Central LA NEN Park Block Project

I. Project Description

The proposed project consists of transportation safety, control and circulation elements to be installed between Wilton Place, West 3rd Street, Western Avenue, and 6th Street in the Central LA neighborhood. The project intends to address transportation conflicts and movement related to pedestrians, cyclist and other human-powered modes and vehicle movements by implementing the below roadway changes:

- 2-way to 1-way reconfiguration
 - Gramercy Place between West 3rd and 6th Streets
 - St Andrews Place between West 3rd and 6th Streets
 - 4th St between Wilton Place and Western Avenue
- [Insert any bike infrastructure that will be included]
- Temporary (Painted) Curb Extensions
 - 4th Street and Gramercy Place
 - 4th Street and St Andrews Place
 - 5th Street and Gramercy Place
 - 5th Street and St Andrews Place
 - 4th Street and Wilton Place
 - 5th Street and Wilton Place
 - 4th Street and Manhattan Place
 - 5th Street and Manhattan Place
- Speed Cushions
 - Gramercy Place between West 3rd and 6th Streets
 - St Andrews Place between West 3rd and 6th Streets
 - 4th St between Wilton Place and Western Avenue
 - 5th St between Wilton Place and Western Avenue
- Intersection Mural
 - 4th Street and Gramercy Place
 - 4th Street and St Andrews Place
- Traffic and roadway striping and markings throughout the project area

II. Project History

The project intends to facilitate safe, comfortable and convenient active transportation, particularly for children, seniors, and families traveling to and from their residences and neighborhood everyday destinations including schools, markets, healthcare facilities, faith-based organizations, and public transportation (bus stops or light rail stations), among others. The elements were selected to respond to the City's adopted Mobility Plan 2035, specifically the Neighborhood Enhanced Network (NEN) goals to more effectively prioritize safe and comfortable human-powered mobility. Throughout the project, LADOT will engage the community in on-site audits, design charrettes, and plan reviews.

III. Environmental Review

Basis for Categorical Exemption

A project qualifies for a Class 1, Category 3 and Class 1(c) exemption if it consists of operation, repair, maintenance, or minor alteration of existing street, sidewalk and gutter involving negligible or no expansion of use beyond that previously existing; and does not involve the removal of a scenic resource. Further, a project qualifies for a Class 1, Category 15 exemption if it consists of the installation of traffic signs, signals and pavement markings, including traffic channelization using paint and raised pavement markers.

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 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. The project is exempt under Class 1 (existing facility), therefore, this exemption has no application here.

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 nature of the project, it 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.

Aesthetics

This exception applies when a project may cause a substantial adverse change in the significance of a visual resource. As stated in the Section I. *Project Description*, the project consists of temporary curb extensions, reclaimed street space to create pedestrian spaces, reconfiguration of 2-way vehicle movement to 1-way vehicle movement, bike infrastructure, speed cushions, temporary traffic circles, new striping and signs, revised continental crosswalks

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. As such, this exception does not apply.

Biological Resources

The proposed project does not involve the loss or alteration to any biological resources. As such, this exception does not apply.

Traffic/Transportation

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.

Water Supply

The proposed project does not involve any unusual circumstances that would impact water supply. As such, this exception does not apply.

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, bicycles, and pedestrians by providing greater safety and circulation 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.

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 historical and scenic features or a scenic highway in the immediate vicinity of the project locations, as such 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 August 1, 2023, the Department of Toxic Substances Control (DTSC) data management system (<http://www.envirostor.dtsc.ca.gov>) does not reflect sites of concern in the immediate area in which the project will take place.¹ All project work will be limited to signal related work, minor striping and signage changes, and road work within existing right-of-way. 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 addition of striping, bollards, signs, painted curb extensions, speed cushions, and painted intersection murals will not affect any known local historical resources. The proposed Project would occur on existing streets and with no more than two feet in depth of

¹ California Department of Toxic Substance Control, EnviroStor Hazardous Waste and Substance Site List <http://www.envirostor.dtsc.ca.gov/public/> Accessed August 1, 2023

excavation. The depth of demolition and excavation is not anticipated to exceed the depth of previously disturbed soil.

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.