

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**  
**NOTICE OF EXEMPTION**  
 (California Environmental Quality Act Section 15062)

CITY CLERK'S USE

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.

|  |                                      |
|--|--------------------------------------|
| <b>LEAD CITY AGENCY</b><br><b>City of Los Angeles Department of Transportation</b> | <b>COUNCIL DISTRICT</b><br>1, 10, 13 |
|--|--------------------------------------|

|   |                                       |
|---|---------------------------------------|
| <b>PROJECT TITLE</b><br>ATP6: SRTS Center City Schools Neighborhood Safety & Climate Resilience Project | <b>COUNCIL FILE NO:</b><br>14-0499-S6 |
|---|---------------------------------------|

**PROJECT LOCATION**  
 Located in the City of Los Angeles bounded by Oxford Avenue (West), Beverly Boulevard (North), Lafayette Park Place (East), and 4th and 7th Streets (South).

**DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:**  
 This project will create 5.9 miles of low-stress streets with pedestrian/bicycle improvements in the City's dense residential and commercial core, connecting DAC students/residents with schools, transit and local destinations through the implementation of safety improvements, bicycle infrastructure, and speed reduction measures. The project improvements include over 30,000 linear feet of new and upgraded bike facilities (Class II, III and IV), 5 roundabouts, 3 center medians, 4 traffic circles, 40 curb extensions, 20 speed tables or humps, 3 HAWK signals, 1 RRFB signal, curb ramps, new sidewalks, and 164 shade trees.


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

|                                     |                  |   |             |
|-------------------------------------|------------------|---|-------------|
| <b>CONTACT PERSON</b><br>Randy Chan | <b>AREA CODE</b> | <b>TELEPHONE NUMBER</b><br>213-972-5045 | <b>EXT.</b> |
|-------------------------------------|------------------|---|-------------|

|   |                                     |  |
|---|-------------------------------------|--|
| <b>EXEMPT STATUS: (Check One)</b>   |                                     |  |
| <input type="checkbox"/> MINISTERIAL  | STATE CEQA GUIDELINES<br>Sec. 15268 | CITY CEQA GUIDELINES<br>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 &amp; 4</u> Category <u>1(3), 1(15), 1(20), 4(3), 4(13)</u> (City CEQA Guidelines) |                                     |  |

**JUSTIFICATION FOR PROJECT EXEMPTION:**  
*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. *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. *City CEQA Guidelines* Class 1(20) states a project is exempt if modernization of an existing street, or alley by construction of improvements, resurfacing, and reconstruction involving negligible or no expansion of use beyond that previously existing. Further, *City CEQA Guidelines* Class 4(3), consists of new gardening, tree planting, or landscaping, but not including tree removal except dead, damaged or diseased trees or limbs. This project will install street trees while *City CEQA Guidelines* Class 4(13) exempts the creation of bicycle lanes on existing rights-of-way. None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see attached narrative).

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

|   |   |                           |
|---|---|---------------------------|
| <b>SIGNATURE</b><br> | <b>TITLE</b><br>Transportation Engineer | <b>DATE</b><br>10/10/2024 |
|---|---|---------------------------|

|                 |                    |                  |             |
|-----------------|--------------------|------------------|-------------|
| <b>FEE:</b> N/A | <b>RECEIPT NO.</b> | <b>REC'D. BY</b> | <b>DATE</b> |
|-----------------|--------------------|------------------|-------------|

## **Attachment A**

ATP6: SRTS Center City Schools Neighborhood Safety & Climate Resilience Project

### **I. Project Description**

This project will create 5.9 miles of low-stress streets with pedestrian/bicycle improvements in the City's dense residential and commercial core, connecting DAC students/residents with schools, transit and local destinations through the implementation of safety improvements, bicycle infrastructure, and speed reduction measures. The project improvements include over 30,000 linear feet of new and upgraded bike facilities (Class II, III and IV), 5 roundabouts, 3 center medians, 4 traffic circles, 40 curb extensions, 20 speed tables or humps, 3 HAWK signals, 1 RRFB signal, curb ramps, new sidewalks, and 164 shade trees.

### **II. Project History**

This project is located in the City of Los Angeles bounded by Oxford Avenue (West), Beverly Boulevard (North), Lafayette Park Place (East), and 4th and 7th Streets (South) and intends to facilitate safe passage for pedestrian users, particularly for parents and children traveling to and from 14 public and 7 charter schools as part of a "Safe Routes to School" (SRTS) project. The project elements were selected as part of the SRTS program by Los Angeles Department of Transportation (LADOT) staff with engagement, feedback, and support from community members.

### **III. Environmental Review**

#### **Basis for Categorical Exemption**

A project qualifies for a Class 1, Category 3 categorical exemption under City CEQA Guidelines and a Class 1(c) categorical exemption under State CEQA Guidelines (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.

#### **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. The proposed updating sidewalks for ADA compliance at bus shelter locations, bus shelter installations, street trees, lighting, community identifiers are minor, and complements existing infrastructure in the immediate vicinity of the area.

**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.

**a. Aesthetics**

This exception applies when a project may cause a substantial adverse change in the significance of a visual resource. As stated in Section I. Project Description, the project only consists of improving bike facilities, curb extensions, roundabouts/traffic circles, speed humps/tables, center medians, and shade trees. The locations consist of corridors with existing traffic signals, crosswalks, roadway markings and features. As such, this exception does not apply.

**b. 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.

**c. Biological Resources**

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

**d. Traffic/Transportation**

The work shall be performed in accordance with work area traffic control handbook (WATCH). City construction crews will coordinate with schools and 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 enhancing the pedestrian environment 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 7, 2024, 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. All project work will be within the existing right-of-way. 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 bike facilities, curb extensions, roundabouts/traffic circles, speed humps/tables, center medians, and shade trees will not affect any known local historical resources. The proposed Project would occur on existing streets and with no more than 40 inches in depth of excavation. The depth of demolition and excavation is not anticipated to exceed the depth of previously disturbed soil.

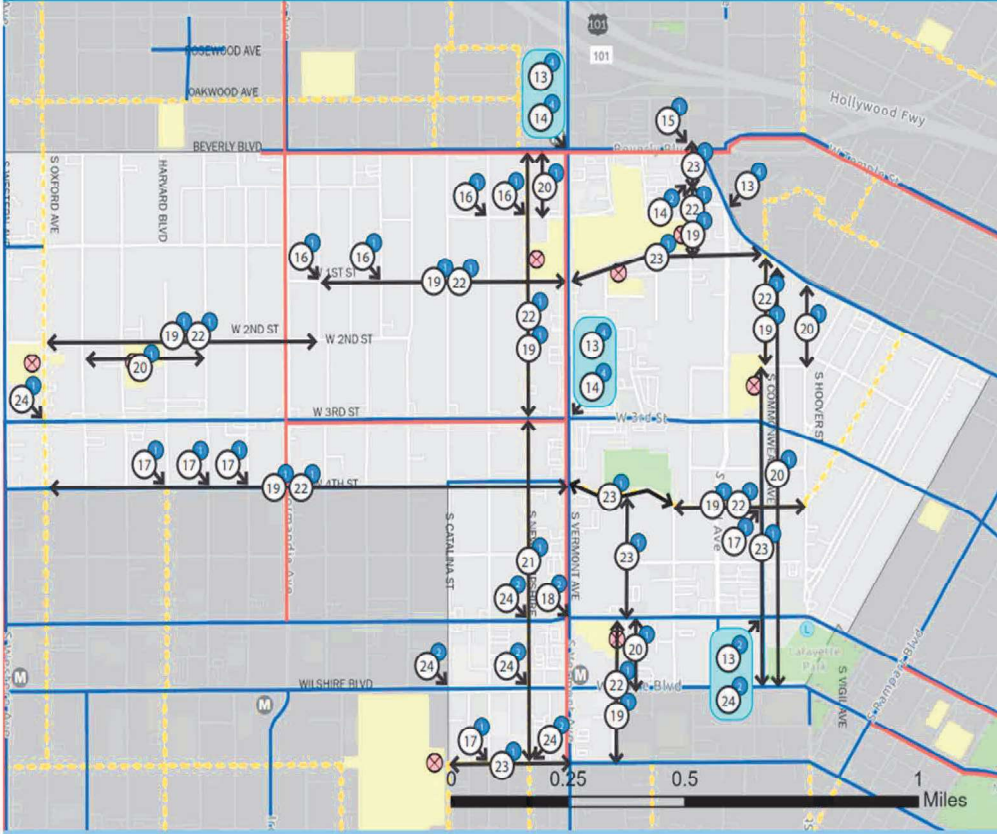
In case of any historical artifacts being encountered, City Engineer Standard Specifications, Section 6-3.2, (Greenbook, 2021) states: "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not 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.





**SCHOOL**

- Entrance/Exit
- Public School Campus

**PROPOSED IMPROVEMENTS**

**ROADWAY**

- 13 Protected Left-Turns
- 14 Signs
- 15 Signal Modification
- 16 Traffic Circle
- 17 Roundabout
- 18 Intersection Tightening
- 19 Edgeline Treatment
- 20 Speed Humps or Tables
- 21 Class II Bike Lane
- 22 Class III Bike Route
- 23 Class IV Bike Lane
- 24 Bike Box

**CITY ADOPTED INITIATIVES**

- Vision Zero, High Injury Network
- Vision Zero, Priority Corridor
- Mobility Plan 2035, Neighborhood Enhanced Network

**FOR REFERENCE**

- Library
- Metro Station

Proposed Improvement

Quantity (#)



CENTER CITY SCHOOLS NEIGHBORHOOD NETWORK SAFETY & CLIMATE RESILIENCE PROJECT

