

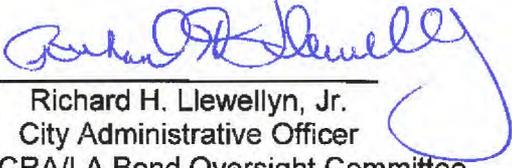
0111-31341-0111

TRANSMITTAL

TO Council	DATE 7-15-19	COUNCIL FILE NO. 14-1174-S41
FROM CRA/LA Bond Oversight Committee		COUNCIL DISTRICT 13

At its Special Meeting on July 11, 2019, the CRA/LA Bond Oversight Committee approved recommendations in the attached Economic and Workforce Development Department (EWDD) report and instructed staff to transmit to Council for consideration. Council approval of the report recommendations would authorize the appropriation of up to \$498,714, plus all earned interest, in CRA/LA Excess Non-Housing Bond Proceeds from the Westlake Redevelopment Project Area (Taxable Series 2006-A and 2008-B) for the Union Avenue Elementary School Safe Routes to School Project.

Fiscal Impact Statement: There is no impact on the City's General Fund from the proposed appropriation. The CRA/LA Excess Non-Housing Bonds Proceeds Fund No. 57D is funded solely from two transfers totaling approximately \$86 million in pre-2011 tax allocation bond proceeds from CRA/LA to the City. (C.F. 14-1174) Said transfers have been deposited with the Office of the Controller.


 Richard H. Llewellyn, Jr.
 City Administrative Officer
 Chair, CRA/LA Bond Oversight Committee

JOHN L. REAMER, JR.
INTERIM GENERAL MANAGER

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

Item 1

**ECONOMIC AND WORKFORCE
DEVELOPMENT DEPARTMENT**

1200 W. 7TH STREET
LOS ANGELES, CA 90017

July 11, 2019

Council File:14-1174-S41
Council District No.: 13
Contact Person & Extension:
Daisi Hernandez: (213) 744-9340

CRA/LA Bond Oversight Committee
c/o Jacqueline Wagner
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 \$498,714 IN CRA/LA EXCESS NON-HOUSING BOND PROCEEDS PLUS ALL EARNED INTEREST FROM THE WESTLAKE REDEVELOPMENT PROJECT AREA (TAXABLE SERIES 2006-A AND 2008-B) FOR THE UNION AVENUE ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL PROJECT

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

1. DETERMINE that the Union Avenue Elementary School Safe Routes to School Project (Project), consisting of installation of continental crosswalks, Leading Pedestrian Interval (LPI), Rectangular Rapid Flashing Beacon (RRFB), temporary curb extensions, speed humps, protected turn signals, signage, and intersection murals is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15301(c). The Project is also exempt under the City of Los Angeles (City) CEQA Guidelines Article III, Class 1, Categories 3 and 15;

2. APPROVE up to \$498,714 in taxable CRA/LA Excess Non-Housing Bond Proceeds (EBP) plus all interest earnings (Interest) available to Council District (CD) 13 from the Westlake Redevelopment Project Area (Project Area) be utilized for Project;
3. AUTHORIZE the Los Angeles Department of Transportation (LADOT) to be the implementing department, to project manage design, and implement activities to effectuate the Project;
4. AUTHORIZE LADOT to negotiate and execute any contract and/or amendment(s) and related documents as necessary no later than September 30, 2019 with KOA Corporation (Contractor), Contract No. 128931 (Contract) or other duly procured contractor(s), to prepare the final design for select treatments of Project;
5. DIRECT LADOT to transmit copies of all executed contract(s) under Project to EWDD;
6. DIRECT LADOT to file a CEQA Notice of Exemption (NOE) (Attachment 2) with the City Clerk and Los Angeles County Clerk upon Council adoption;
7. AUTHORIZE LADOT to expend the EBP allocation no later than September 30, 2024;
8. 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;
9. AUTHORIZE the Controller, subject to the availability of funds, and a duly executed and encumbered contract and/or amendment, to expend up to \$498,714 plus Interest from the EBP Fund No. 57D, Account Nos. 22L9ST and 22S9ST, Westlake Taxable, for activities related to Project upon presentation of proper documentation by LADOT, and satisfactory review and approval of EWDD in accordance with the terms and conditions of the Bond Expenditure Agreement (BEA); and
10. AUTHORIZE the Interim 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 a CD 13 Motion (O'Farrell-Martinez) which was adopted by Council on June 27, 2018 (C.F. 14-1174-S41).

This transmittal recommends that up to \$498,714 in taxable EBP plus Interest in the Project Area within CD 13 be allocated to LADOT to implement Project. Although the Safe Routes to Schools Pedestrian Improvement Program was listed 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), the Union Avenue Elementary School (School) was not named as one of the eligible schools. The City's request for an amendment to include School in the BSP was approved by CRA/LA's Governing and Oversight Boards and the State Department of Finance on June 19, 2019. Sufficient funds for this purpose are available from CD 13's portion of EBP in this Project Area.

The original taxable EBP in the Project Area available to CD 13 was \$593,707. After the mandated 16% (\$94,993) taxable EBP for bond administration, a balance of \$498,714 remained in Project Area available to CD 13. This Motion's proposed \$498,714 plus Interest taxable allocation will deplete 100% of CD 13's EBP in the Project Area.

EWDD ANALYSIS

EWDD has met with CD 13 and LADOT regarding the Project. LADOT will serve as project manager who will oversee final design and project implementation. If necessary, LADOT may use EBP to engage Contractor to prepare the final design of select treatments for Project. Contractor was competitively procured by LADOT to prepare conceptual Safe Routes to School plans for 50 schools deemed to have the most considerable needs, including School, ranked #36. Should LADOT utilize Contractor to expand beyond the current scope (30% design plans) towards final design, LADOT will amend its Contract C-128931 with Contractor to include the design task for Project.

The total cost estimate for Project is \$526,944 which will be 100% funded by CD 13's available EBP and Interest in the Project Area. Breakdown of the estimated taxable EBP utilization is as follows:

<u>Treatments</u>	<u>Est. Cost</u>
1. Continental crosswalks	\$ 12,500
2. Temporary curb extensions	\$ 30,000
3. Signal modifications (protected turns, LPI)	\$258,400
4. RRFB	\$ 20,000
5. Speed humps (standard, raised)	\$ 43,000
6. Signage	\$ 4,500
7. Intersection murals	\$ 50,000
8. Mobilization	\$ 25,000
9. Filing Fees	\$ 100
10. Surveys	\$ 20,000
11. Traffic Control	\$ 18,000
12. Contingency (10%)	<u>\$ 45,444</u>
Total Taxable EBP Costs Estimate	\$526,944

Design will begin in June 2020. Construction will commence in November 2020, with completion targeted by December 2022.

Contract and/or amendment must be executed and encumbered no later than September 30, 2019 with EBP allocation 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 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 and CRA/LA.

BENEFITS TO THE AFFECTED TAXING ENTITIES

Traffic collisions are the leading cause of death for youth ages 5-14 in Los Angeles. The Project's improvements will increase safety for children, caretakers and school staff within the community by improving safety conditions for those who walk to and from school. The Project will enhance safety on several key routes to Union Avenue Elementary School by installing continental crosswalks, LPI, RRFB, temporary curb extensions, speed humps, protected turn signals, signage, and intersection murals. Safety enhancements reduce traffic collisions, and comfortable pedestrian and bicycle environments encourage more walking to school, which contributes to improved health and well-being.

ENVIRONMENTAL REVIEW

The City of Los Angeles Department of Housing and Community Investment Department and LADOT provided the following environmental analysis and NOE attachment:

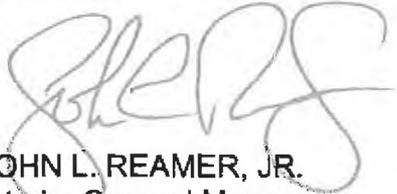
The Project is exempt pursuant to State CEQA Guidelines Section 15301(c) consists of operation, repair, maintenance, or minor alteration of existing street, sidewalk and gutter involving negligible or no expansion of use beyond that previously existing; and does not involve the removal of a scenic resource. The Project is also exempt pursuant to City CEQA Guidelines Article III, Class 1, Categories 3 and 15 consisting of installation of continental crosswalks, Leading Pedestrian Interval (LPI), Rectangular Rapid Flashing Beacon (RRFB), temporary curb extensions, speed humps, protected turn signals, signage, and intersection murals. A CEQA NOE (Attachment 2) will be filed with the Los Angeles County Clerk as well as City Clerk upon Council approval. The Project intends to address transportation conflicts related to pedestrian and vehicle movements near School.

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.



JOHN L. REAMER, JR.
Interim General Manager

JLR:SH:DH:MMS:JL

ATTACHMENTS: 1. Motion (O'Farrell-Martinez) C. F. 14-1174-S41
2. CEQA NOE (To be filed by LADOT)

MOTION

ECONOMIC DEVELOPMENT

Improving the daily commuter safety of grade school students is a top priority throughout the City of Los Angeles. The City's participation in programs like Safe Routes to Schools is an opportunity to make walking and bicycling to school safer and more accessible for children and their parents, including those with disabilities, and to increase the number of children who choose to walk and bicycle. Safe Routes to School programs also serve to enhance the health and well-being of children, help ease traffic congestion around schools, and improve air quality. These types of improvements are essential because improved safety of walking and bicycling to school makes these modes of transportation more attractive, with the added benefit of improving the quality of life of the surrounding community.

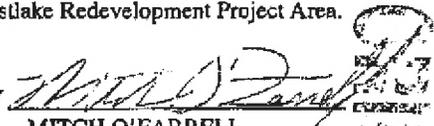
Union Avenue Elementary School in Council District 13 has been identified by the Los Angeles Department of Transportation (LADOT) as being among the top 50 schools most in need of commuter safety improvements. In September 2018, LADOT will initiate a Safe Routes to School plan development that begins with a Walking Safety Assessment around the school neighborhood to identify barriers and challenges for students walking and biking to/from school and propose possible solutions. City engineers incorporate the feedback received from the Walking Safety Assessment into the design of street improvements and safety education. This may include crosswalk enhancements, speed bumps, traffic signals, and safety patrols that will be included in a conceptual plan of recommended street safety improvements to be reviewed by the Council Office, LADOT, Bureau of Engineering, Bureau of Street Services, and the Los Angeles Unified School District. Funding is needed to conduct this effort and provide the mean for implementing any proposed improvements.

Funds are available to Council District 13 in taxable CRA/LA Excess Bond Proceeds from the Westlake Redevelopment Project Area that can help fund the Union Avenue Elementary School Safe Routes to School 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 CRA/LA Excess Bond Proceeds shall be initiated by Council Motion. Proposals will be reviewed by the CRA/LA Bond Oversight Committee, Economic Development Committee, and any other applicable committee with final recommendations presented to the Council and Mayor for final consideration and approval. The use of taxable CRA/LA Excess Bond Proceeds towards a Safe Routes to School project in the Westlake Redevelopment Project Area is identified as eligible expenses in the Bond Expenditure Agreement and Bond Spending Plan.

I THEREFORE MOVE that all taxable CRA/LA Excess Bond Proceeds available to Council District 13 from the Westlake Redevelopment Project Area, including any earned interest, be utilized by the Los Angeles Department of Transportation to assist in the implementation of the Union Avenue Elementary School Safe Routes to School project.

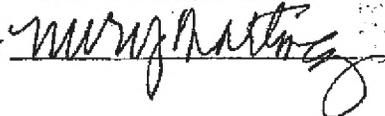
I FURTHER MOVE that the Economic and Workforce Development Department, with the assistance of the City Administrative Officer, Chief Legislative Analyst, Department of Transportation, and any other applicable City department, provide a report with recommendations to the CRA/LA Bond Oversight Committee to allocate all taxable CRA/LA Excess Bond Proceeds available to Council District 13, including any earned interest, for the purpose of implementing the Union Avenue Elementary School Safe Routes to School project as identified in the Bond Expenditure Agreement and Bond Spending Plan for the Westlake Redevelopment Project Area.

PRESENTED BY


MITCH O'FARRELL

Councilmember, 13th District

SECONDED BY



MAR 28 2018

of



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
NOTICE OF EXEMPTION (California Environmental Quality Act Section 15062)		
Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90850, 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 13
PROJECT TITLE Union Avenue Elementary School Safe Routes to School (SRTS) Plan Project		COUNCIL FILE NO: 14-1174-S41
PROJECT LOCATION Project location consists of 11 intersections and a segment of Union Avenue between 2nd Street and 3rd Street in the vicinity of Union Avenue Elementary School. See Attachment A, Section I for specific project intersection locations.		
DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: The proposed project consists of installing continental crosswalks, painted curb extensions, lead pedestrian interval, protected left turn signals, rectangular rapid flashing beacon, stop sign replacement, raised midblock crosswalk, all-way stop, speed hump, and painted intersection mural in 12 locations. The project intends to address transportation conflicts related to pedestrian and vehicle movements near Union Avenue Elementary School.		
NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: N/A		
CONTACT PERSON Margot Ocanas, Safe Routes to School Coordinator	AREA CODE (213) 928-9707	TELEPHONE NUMBER EXT.
EXEMPT STATUS: (Check One)		
<input type="checkbox"/> MINISTERIAL	STATE CEQA GUIDELINES Sec. 15268	CITY CEQA GUIDELINES 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 <i>City CEQA Guidelines</i> and Section 15301 of the State CEQA Guidelines. <i>City CEQA Guidelines</i> 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, <i>City CEQA Guidelines</i> 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 15300.2 apply. See attached narrative (Attachment A) for further discussion.		
IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING		
SIGNATURE	TITLE	DATE

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

Attachment A

Union Avenue Elementary School Safe Routes to School Plan Project

I. Project Description

The proposed project consists of 23 transportation safety elements to be installed across 12 locations between 2nd Street and 3rd Street in the vicinity of Union Avenue Elementary School. The project intends to address transportation conflicts related to pedestrian and vehicle movements by implementing the below roadway changes:

- Continental Crosswalks:
 - Bonnie Brae Street and Miramar Street
 - Burlington Avenue and Beverly Boulevard
- Temporary (Painted) Curb Extensions:
 - Burlington Avenue and 3rd Street
 - Burlington Avenue and Beverly Boulevard
 - Burlington Avenue and Miramar Street
 - Union Avenue and 3rd Street
 - Union Avenue and Beverly Boulevard
- Lead Pedestrian Interval (LPI):
 - Bonnie Brae Street and 3rd Street
 - Burlington Avenue and 3rd Street
 - Union Avenue and 3rd Street
 - Union Avenue and Beverly Boulevard
- Protected Left-Turn Signal:
 - Eastbound Left Turn: Beverly Boulevard to Union Avenue
 - Westbound Left Turn: 3rd Street to Burlington Avenue
 - Westbound Left Turn: 3rd Street to Union Avenue
- No Left Turn Sign
 - Westbound Left Turn: Beverly Boulevard to Burlington Avenue
- Stop Sign Replacement:
 - Burlington Avenue and Miramar Street
- Raised Mid-Block Crosswalk:
 - Burlington Avenue between Beverly Boulevard and Miramar Street
- Rectangular Rapid Flashing Beacon
 - Burlington Avenue between Beverly Boulevard and Miramar Street
- All-Way Stop:
 - Burlington Avenue and Miramar Street
- Speed Hump:
 - Union Avenue between 2nd Street and 3rd Street
- Intersection Mural
 - Burlington Avenue and Miramar Street
 - Union Street and 2nd Street

II. Project History

The project intends to facilitate safe passage for pedestrian users, particularly for parents and children traveling to and from Union Avenue Elementary as part of a "Safe Routes to School Plan"

project. The project elements were selected to respond to concerns LADOT SRTS program staff identified with the support of community members during the school community Walking Safety Assessment held in October 2018.

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 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 only consists of installing continental crosswalks, painted curb extensions, lead pedestrian intervals, protected left turn signals, stop signs, a raised midblock crosswalk, rectangular rapid flashing beacon, speed hump, and painted intersection murals across 12 separate intersections in the vicinity of Union Avenue Elementary School in Council District 13. The locations consist of corridors with existing traffic signals, crosswalks, roadway markings and features. As such, this exception does not apply.

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 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.

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 March 22, 2019, 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 continental crosswalks, painted curb extensions, lead

¹ California Department of Toxic Substance Control, EnviroStor Hazardous Waste and Substance Site List <http://www.envirostor.dtsc.ca.gov/public/> Accessed March 22, 2019

pedestrian interval, protected left turn signals, stop sign replacement, raised midblock crosswalk, all-way stop, speed hump, 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 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 5097.96. 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.