

0111-31341-0108

TRANSMITTAL

TO Council	DATE 06-28-19	COUNCIL FILE NO. 14-1174-S77
FROM CRA/LA Bond Oversight Committee		COUNCIL DISTRICT 1

At its regular meeting on June 27, 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 \$360,960, plus all earned interest, in CRA/LA Excess Non-Housing Bond Proceeds from the Pico Union 2 Redevelopment Project Area (Taxable Series 2008-B) for the Magnolia Elementary 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

RHL:YC/JVW:nsh15190173

Attachment – June 27, 2019 EWDD Report – Magnolia Elementary Safe Routes to School Project

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

Item 8

ECONOMIC AND WORKFORCE
DEVELOPMENT DEPARTMENT

1200 W. 7TH STREET
LOS ANGELES, CA 90017

JOHN L. REAMER, JR.
INTERIM GENERAL MANAGER

June 27, 2019

Council File:14-1174-S77
Council District No.: 1
Contact Person & Extension:
Daisy 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 \$360,960 PLUS ALL EARNED INTEREST IN CRA/LA EXCESS NON-HOUSING BOND PROCEEDS FROM THE PICO UNION 2 REDEVELOPMENT PROJECT AREA (TAXABLE SERIES 2008-B) FOR THE MAGNOLIA 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 Magnolia Avenue Elementary School Safe Routes To School Project (Project) consisting of installation of curb ramps, curb extensions, continental crosswalks, conversion of Orchard Avenue from two-way to one-way, road reconfiguration and bicycle lanes on Westmoreland Avenue, sidewalk reconstruction, and related signage and striping is categorically exempt from 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 CEQA Guidelines Article III, Class 1, Categories 3 and 15;
2. **APPROVE** up to \$360,960 plus all earned interest (Interest) in taxable CRA/LA Excess Non-Housing Bond Proceeds (EBP) available to Council District (CD) 1 from the Pico Union 2 Redevelopment Project Area (Project Area) to be utilized for Project;

3. AUTHORIZE the Los Angeles Department of Transportation (LADOT) to be the implementing department, and to project manage design and implement activities to effectuate 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. C-128931 (Contract) and/or other duly procured qualified contractor(s), to prepare the final design for select treatments of Project;
5. DIRECT LADOT to transmit copies of all executed contract(s) for Project to EWDD;
6. DIRECT LADOT to file a CEQA Notice of Exemption (NOE) with the City Clerk and Los Angeles County Clerk upon Council approval;
7. AUTHORIZE LADOT to expend the EBP appropriation no later than September 30, 2024;
8. DIRECT LADOT to report on its work accomplishments to the Office of the City Administrator 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 \$360,960 plus Interest from EBP Fund No. 57D, Account Nos. 22L9OT and 22S9OT Pico Union 2 Taxable Series 2008-B, 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 1 Motion (Cedillo-Huizar) (Attachment 1) which was adopted by Council on June 12, 2019 (C.F. 14-1174-S77).

This transmittal recommends that up to \$360,960 plus Interest in taxable EBP in the Project Area within CD 1 be allocated to LADOT for Safe Routes to School improvements at Magnolia Elementary School. Safe Routes to School Pedestrian Improvements Program at Magnolia Elementary School was 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 1's portion of EBP

The original taxable EBP in Project Area available to CD 1 was \$3,739,238. After the 16% (\$598,728) administrative appropriation, there remained \$3,140,960 in the Project Area available to CD 1. This transmittal's proposed \$360,960 in taxable EBP, along with two (2) pending and BOC/Council approved motions, will completely exhaust CD 1's EBP in the Project Area.

EWDD ANALYSIS

EWDD has met with CD 1 and LADOT regarding Project. LADOT will serve as project manager who will oversee final design and project implementation in partnership with the Department of Public Works, Bureau of Street Services (StreetsLA). 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. Magnolia Avenue Elementary School is ranked No. 7. 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 initial cost estimate for Project is \$508,000 which will be 100% funded by CD 1's EBP plus Interest (through March 31, 2019) in the Project Area. Breakdown of the estimated budget line items is as follows:

Taxable EBP Costs Estimate

Crosswalks	\$10,000
Curb Ramps	\$12,000
Curb Extensions	\$169,000
Valet Buffer	\$12,000
Stop Sign with Beacon	\$3,000
Signage and Striping	\$1,000
Sidewalk Reconstruction	\$21,000
Lane Reconfiguration	\$102,000
Surveys	\$15,000
Design	\$50,000
Mobilization	\$56,646
Traffic Control	\$10,000
Contingency (10%)	<u>\$46,354</u>
Total Taxable EBP Costs Estimate	\$508,000

Of the \$508,000 initial cost estimate, \$233,000 will be appropriated to StreetsLA to implement their portion of improvements for the Project as follows:

StreetsLA Cost Estimate

Curb Ramps	\$12,000
Curb Extensions	\$169,000
Sidewalk Reconstruction	\$21,000
Mobilization	\$10,000
Contingency (10%)	<u>\$21,000</u>
Total StreetsLA Cost Estimate	\$233,000

Upon Council adoption and City compliance with CEQA, design will begin in Fall 2019. Construction will commence in Winter 2020, with completion targeted for Spring 2020.

Contract and/or amendment must be executed and encumbered no later than September 30, 2019 with EBP appropriation fully expended no later than September 30, 2024. Deliverables and/or activity reports showing percentages of completion must accompany LADOT's original signed off 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 the CAO, and fund expenditures to the EWDD, on a quarterly and as-needed basis for their respective reporting 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 and bike to and from school. The Project will enhance safety on key routes to Magnolia Avenue Elementary School by adding crosswalks, curbs ramps, curb extensions, signage, and a reconfigured traffic operation on Magnolia's Orchard Avenue entrance. The project also includes lane reconfiguration on Westmoreland Avenue which will improve the connectivity and safety of our Citywide bike facilities. 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 Housing and Community Investment Department and LADOT provided the environmental analysis and NOE below and attached:

The Project is exempt pursuant to State CEQA Guidelines Section 15301(c), as it consists of installation of curb ramps, curb extensions, continental crosswalks, bicycle lanes, conversion of street from two-way to one-way, road reconfiguration, sidewalk repair, as well as related signage and striping. The Project is intended to address transportation conflicts related to pedestrian and vehicle movements near Magnolia Avenue Elementary School. The operation, repair and maintenance incurs minor alteration to existing street, sidewalk and gutter, and involves 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 of Los Angeles CEQA Guidelines Article III, Class 1, Categories 3 and 15 consisting of installation of traffic signs, signals and pavement markings, including traffic channelization using paint and raised pavement markers. A CEQA NOE (Attachment 2) will be filed with the City Clerk and Los Angeles County 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 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 14-1174-S36). Said Transfers have been deposited with the Office of the Controller.



JOHN L. REAMER, JR.
Interim General Manager

JLR:SH:DH:NH:MMS:JL

ATTACHMENTS: 1. Motion (Cedillo-Huizar) C. F. 11-1174-S77
2. CEQA Notice of Exemption (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.

Magnolia Avenue Elementary School, located at 1626 Orchard Ave. within Council District 1 and the Pico Union 2 Redevelopment Project Area, has been identified by the Los Angeles Department of Transportation as one of the Top 50 LAUSD Schools with the Most Need for a Safe Routes to School project. The school is in need of nearby repairs in order to improve the daily commuter safety of students. Improvements may include, but are not limited to, the repair and installation of sidewalks, ADA ramps, signage, crosswalks, and cross lights.

Funds are available to Council District 1 in taxable CRA/LA Excess Bond Proceeds from the Pico Union 2 Redevelopment Project Area that can help fund the Magnolia 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 for the Magnolia Avenue Elementary School in the Pico Union 2 Redevelopment Project Area is identified as an eligible project in the Bond Expenditure Agreement and Bond Spending Plan.

I THEREFORE 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 remaining taxable CRA/LA Excess Bond Proceeds available to Council District 1, including any earned interest, for the purpose of implementing the Magnolia Avenue Elementary School Safe Routes to School project as identified in the Bond Expenditure Agreement and Bond Spending Plan for the Pico Union 2 Redevelopment Project Area.

I FURTHER MOVE that all remaining taxable CRA/LA Excess Bond Proceeds available to Council District 1 from the Pico Union 2 Redevelopment Project Area, including any earned interest, be utilized by the Los Angeles Department of Transportation to fund the Magnolia Avenue Elementary School Safe Routes to School Project upon Council's approval of the forthcoming EWDD report.

PRESENTED BY Gilberto Cedillo
GILBERT A. CEDILLO
Councilmember, 1st District

SECONDED BY [Signature]

ORIGINAL

[Signature]
MAY 14 2019

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 <h2 style="text-align:center;">NOTICE OF EXEMPTION</h2> (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 21162 (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 1	
PROJECT TITLE Magnolia Avenue Elementary School Safe Routes to School (SRTS) Project	COUNCIL FILE NO: 14-1174-S77	
PROJECT LOCATION Project location consists of 3 intersections as well as a segment of Westmoreland Avenue, between Washington Boulevard and 17 th Place and Orchard Avenue, between Venice Boulevard and 17 th Place in the vicinity of Magnolia 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, curb ramps, curb extensions, continental crosswalks, bicycle lanes, conversion of street from two-way to one-way, road reconfiguration, sidewalk repair, as well as related signage and striping. The project intends to address transportation conflicts related to pedestrian and vehicle movements near Magnolia Avenue Elementary School.		
NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: N/A		
CONTACT PERSON	AREA CODE 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 et seq.	Art III, Sec. 1
Class <u> 1 </u> Category <u> 1(3), 1(13), 1(15) </u> (City CEQA Guidelines)		
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(13) exempts the creation of bicycle lanes on existing rights-of-way while 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

Magnolia Avenue Elementary School Safe Routes to School Project

I. Project Description

The proposed project consists of eight transportation safety elements to be installed across five locations in the vicinity of Magnolia Avenue Elementary School. The project intends to address transportation conflicts related to pedestrian and vehicle movements by implementing the below roadway changes:

- ADA Loading Area:
 - Orchard Avenue and 17th Street
- Continental Crosswalks:
 - Orchard Avenue and 17th Street
 - Orchard Avenue and Venice Boulevard
- Curb Extensions:
 - Orchard Avenue and 17th Street
 - Orchard Avenue and Venice Boulevard
 - Westmoreland Avenue and 17th Place
- Conversion from two-way to one-way travel
 - Orchard Avenue between Venice Boulevard and 17th Street
- Curb Ramp Upgrades:
 - Orchard Avenue and Venice Boulevard
 - Orchard Avenue and 17th Street
- Sidewalk Repair:
 - Orchard Avenue between Venice Boulevard and 17th Street
- Road Reconfiguration to Add Bicycle Lanes:
 - Westmoreland Avenue between Washington Boulevard and 17th Place
- Valet Buffer Zone:
 - Orchard Avenue between Venice Boulevard and 17th Street

II. Project History

The project intends to facilitate safe passage for pedestrian users, particularly for parents and children traveling to and from Magnolia Avenue Elementary as part of a "Safe Routes to School" project. The project elements were selected to respond to concerns LADOT SRTS program staff identified with the support of community members in March 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 13 exemption if it includes the striping of bicycle lanes on existing right-of-way and 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 1. *Project Description*, the project only consists of ADA loading area, continental crosswalks, curb extensions, conversion from two-way to one-way travel, curb ramp upgrades, sidewalk repair, road reconfiguration, and valet buffer zone across five separate locations in the vicinity of Magnolia Avenue Elementary School in Council District 1. 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.

The project also includes restriping of Westmoreland Avenue to modify it from two lanes in each direction to a single lane in each direction with a center turn lane and bicycle lanes. Traffic data from May 29, 2019 indicate peak hour travel volumes did not exceed 463 per highest direction and average daily volume was 5,564 vehicles. These figures are well below the Department's screening thresholds for additional review for potential to increase in substantial travel delay.

In addition, substantial travel delay no longer qualifies as an exception under the Section 15300.2 (c) of the CEQA Guidelines that could disqualify a lane striping project covered under a Class 1 exemption due to the adoption and rulemaking procedures of Senate Bill (SB) 743. Upon adopting SB 743 into law, the legislature and Governor directed the Office of Planning and Research (OPR) replace delay and capacity-based metrics such as level of service (LOS) when lead agencies are evaluating transportation impacts under CEQA. The legislature further found that new transportation analysis under CEQA was needed to promote the state's goals of reducing greenhouse gas (GHG) emissions and traffic-related air pollution, promote the development of a multimodal transportation system (including bicycle lanes), and provide clean, efficient access to destinations. The California Natural Resources Agency certified and adopted the CEQA Guidelines in December of 2018, and are now in effect.¹

In its document, 'Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA', the OPR recommended that a vehicle miles traveled (VMT) per capita metric replace delay-based metric throughout the State when identifying transportation impacts under CEQA. OPR finds that a VMT per capita metric is in direct correlation with the state's goals of reducing GHG emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations.

In its 'Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA', OPR has further indicated that both active transportation projects (which include bicycle lanes), and transportation projects that reduce number of lanes should generally not lead to substantial increase in VMT, and further not be considered to contribute to a significant impact under CEQA. In the presumption of less than significant impacts for active transportation projects, OPR finds that streamlining active transportation projects align with three of the statutory goals of SB 743, which include reducing greenhouse gas emissions, increasing multimodal transportation networks, and facilitating mixed-use development.

In summary, the actions of the California Legislature in adopting SB 743, as well as the record of evidence and preliminary guidance as provided by OPR, Caltrans, and the Natural Resource Agency support the conclusion that travel delay is not considered an exception of hazardous and critical concern that would disqualify the application of a Class 1 Exemption pursuant to Section 15300.2 (c) of the CEQA Guidelines.

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.

¹ State of California, Natural Resources Agency, Final Adopted Text, December 2018.
<http://resources.ca.gov/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 June 3, 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.² All project work will be limited to minor sidewalk and curb work as well as striping and signage changes 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 ADA loading area, continental crosswalks, curb extensions, conversion from two-way to one-way travel, curb ramp upgrades, sidewalk repair, road reconfiguration, and valet buffer zone 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 5097.98. 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

² California Department of Toxic Substance Control, EnviroStor Hazardous Waste and Substance Site List <http://www.envirostor.dtsc.ca.gov/public/> Accessed June 3, 2019

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.