

**CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
1149 S. BROADWAY, 7th FLOOR
LOS ANGELES, CALIFORNIA 90015
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(Articles II and III – City CEQA Guidelines)**

ORIGINAL FILED

APR 14 2022

LOS ANGELES, COUNTY CLERK

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 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.

LEAD CITY AGENCY AND ADDRESS: City of Los Angeles c/o Bureau of Engineering 1149 S. Broadway, 6 th Fl., MS 939 Los Angeles, CA 90015	COUNCIL DISTRICT 8
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PROJECT TITLE: Destination Crenshaw Outdoor Museum (W.O. E1908269)	LOG REFERENCE
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PROJECT LOCATION: 1.3 mile stretch of Crenshaw Boulevard between Vernon Avenue and 59th Street in the West Adams – Baldwin Hills – Leimert Community Plan Area. T.G. 673-F4, 673-F5, 673-F6

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: Destination Crenshaw is a community-inspired public art and streetscape design project that would highlight the contributions of Black Los Angeles to the world while also serving as a catalyst for investment and revitalization for the businesses and community surrounding Crenshaw Boulevard. The vision for the proposed project is the creation of an open-air street museum that will serve as a gateway for residents of and visitors to Los Angeles, where they can experience African-American culture and history in a unique context. Beneficiaries of this project will include local residents, small businesses, and visitors to the neighborhood. (For additional information, see attached "Destination Crenshaw Categorical Exemption" document.) On March 21, 2022, the City of Los Angeles determined the project was exempt under the California Environmental Quality Act (CEQA) and approved acceptance of grant funding from the State.

CONTACT PERSON Jason Foster, Destination Crenshaw 777 S. Figueroa St. Suite 4050, Los Angeles, CA 90017	TELEPHONE NUMBER (323) 652-4698
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EXEMPT STATUS: (Check One)	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
<input type="checkbox"/> MINISTERIAL	Art. II, Sec. 2.b	Sec. 15268
<input type="checkbox"/> DECLARED EMERGENCY	Art. II, Sec. 2.a(1)	Sec. 15269(a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. II, Sec. 2.a(2)	Sec. 15269(b)(c)
<input type="checkbox"/> GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15061(b)(3)
<input checked="" type="checkbox"/> CATEGORICAL EXEMPTION*	Art. III, Sec. 1 Class 1 Cat. 3 Art III, Sec. 1 Class 4 Cat. 3 Art III, Sec. 1 Class 4 Cat 13	Sec. 15301 (c) Sec. 15304 (d) Sec. 15304 (h)
<input type="checkbox"/> STATUTORY*	Art. _____	Sec. _____

* See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.

JUSTIFICATION FOR PROJECT EXEMPTION: This project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301 (c), Section 15304 (d) and (h). Additionally, the project is exempt pursuant to *Los Angeles CEQA Guidelines* Article III, Section 1, Class 1, Category 3, and Class 4, Categories 3 and 13. The proposed various art installations, streetscape elements, and pocket parks are considered to be minor alterations with negligible expansion of existing uses. *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

SIGNATURE: Maria Martin 	TITLE: Environmental Affairs Officer Environmental Management Group	DATE: 3/25/2022
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FEE: \$75.00	RECEIPT NO.	REC'D BY	DATE
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April 2, 2019

Re: Categorical Exemption for the Destination Crenshaw Project

To Whom It May Concern,

This environmental document has been prepared under the requirements of California Environmental Quality Act (CEQA) Public Resources Code Section 21000 et seq., and the guidelines codified in Title 14 Code of Regulation (CCR) Section 15000 et seq. (the "CEQA Guidelines"). The enclosed document describes the Destination Crenshaw Project (Proposed Project) and details the analysis and findings leading to the determination that the Proposed Project qualifies for a Class 1 "Existing Facilities" and a Class 4 "Minor Alterations to Land" Categorical Exemption (CE) and is exempt from further environmental documentation under the provisions of CEQA.

The CE was prepared in consultation with City of Los Angeles Department of Public Works, Bureau of Engineering (BOE) and Department of City Planning (DCP) staff and their review of the enclosed document is complete. BOE staff consulted include Maria Martin (maria.martin@lacity.org, t: 213.485.5753) and Billy Ho (billy.ho@lacity.org, t: 213.485.5745). DCP staff consulted include Michelle Singh (michelle.singh@lacity.org, t: 213.473.7008) and Steve Garcia (steve.m.garcia@lacity.org, t: 213.978-1388).

If you have any questions, please contact Peter Feldman, Senior Planner at (310) 839-4200.



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310.839.4200 fax 310.839.4201

DESTINATION CRENSHAW

CATEGORICAL EXEMPTION

Prepared for:

LOS ANGELES BUREAU OF ENGINEERING
1149 South Broadway, Suite 600
Los Angeles, CA 90015

Prepared by:

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April 2019

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INTRODUCTION

This environmental document has been prepared under the requirements of California Environmental Quality Act (CEQA) Public Resources Code Section 21000 et seq., and the guidelines codified in Title 14 Code of Regulation (CCR) Section 15000 et seq. (the “CEQA Guidelines”). This document describes the Destination Crenshaw Project (Proposed Project) and details the analysis and findings leading to the determination that the Proposed Project qualifies for a Class 1 “Existing Facilities” and a Class 4 “Minor Alterations to Land” Categorical Exemption and is exempt from further environmental documentation under the provisions of CEQA.

PROJECT LOCATION

The Proposed Project is located along Crenshaw Boulevard beginning at West 59th Street and extending approximately 1.1 mile north to Vernon Avenue (Project Corridor). **Figure 1** depicts the regional location of the Project Corridor. The Project Corridor is located entirely within the West Adams-Baldwin Hills-Leimert (West Adams) Community Plan Area, the Crenshaw Corridor Streetscape Plan, and the Crenshaw Corridor Specific Plan Area. Crenshaw Boulevard is a mostly commercial corridor that has undergone decades of divestment but is currently receiving substantial levels of investment associated with Metro’s Crenshaw/LAX Transit Project. Land uses within the Project Corridor consist primarily of low-rise, neighborhood-serving commercial uses (e.g., retail, restaurants, commercial services, offices, etc.), the Crenshaw/LAX Transit Project (currently under construction), and residential uses.

PROJECT DESCRIPTION

Project Overview

The Proposed Project is a community-inspired public art and streetscape design project that would highlight the contributions of Black Los Angeles to the world while also serving as a catalyst for investment and revitalization for the businesses and community surrounding Crenshaw Boulevard. Development of the Crenshaw/LAX Transit Project and the decision to construct a portion of the line at-grade within this culturally significant corridor presents a unique opportunity to present transit riders and tourists with a vision of Black Los Angeles while also setting the tone for the revitalization of the Project Corridor. The vision for the Proposed Project is the creation of an open-air street museum that will serve as a gateway for residents of and visitors to Los Angeles, where they can experience African-American culture and history in a unique context.

The Proposed Project responds to changes resulting from the construction of the Crenshaw/LAX Transit Project by providing a “gateway” for visitors and tourists to Los Angeles. Specifically, the Proposed Project would include various art installations and streetscape elements, such as street trees, shade structures, street furniture, and sidewalk paving, scenic outlooks within, as well as development of several pocket parks. While programming and installation of art along the Project Corridor would be on-going, construction of the permanent elements of the Proposed Project is anticipated to begin in Spring 2019 and planned to open late 2019 to coincide with the opening of the Crenshaw/LAX Transit Project.

A conceptual representation of the Proposed Project elements is provided in **Figure 2A** through **Figure 2C**. As shown in **Figure 2A** through **Figure 2C**, the Proposed Project would implement various decorative streetscape improvements (i.e., plantings, paving, and street trees) along the sidewalks on both sides of Crenshaw Boulevard within the existing right-of-way. Artistic bicycle lane treatments are proposed on both sides of Crenshaw Boulevard.

Figure 1 – Regional Location



Figure 2A – Project Overview (North)



LEGEND:

- Park Improvements
- Streetscape Improvements

SOURCE: TAHA, 2019.



Figure 2B – Project Overview (Center)

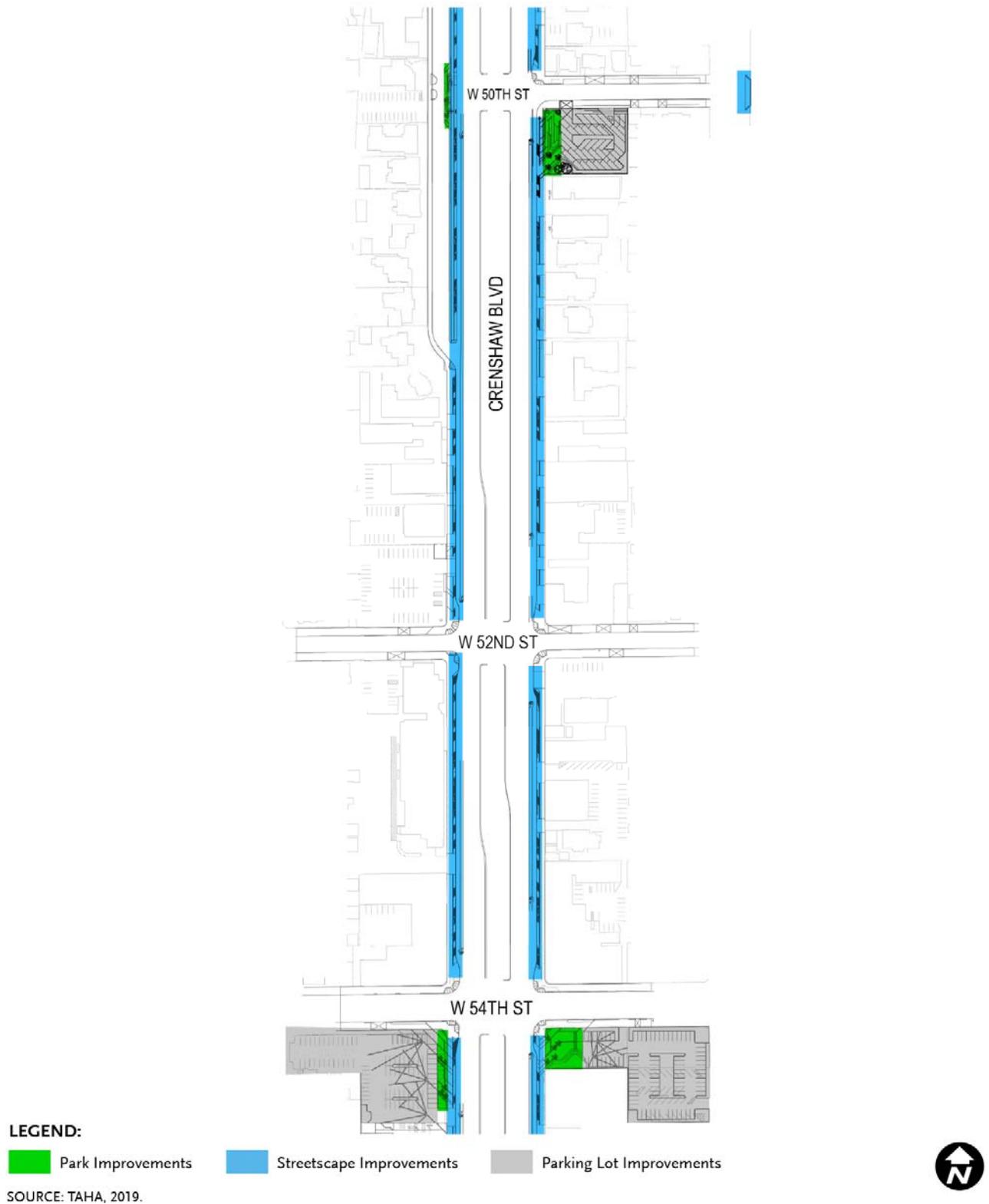


Figure 2C – Project Overview (South)



taha Destination Crenshaw
environmental planners Categorical Exemption

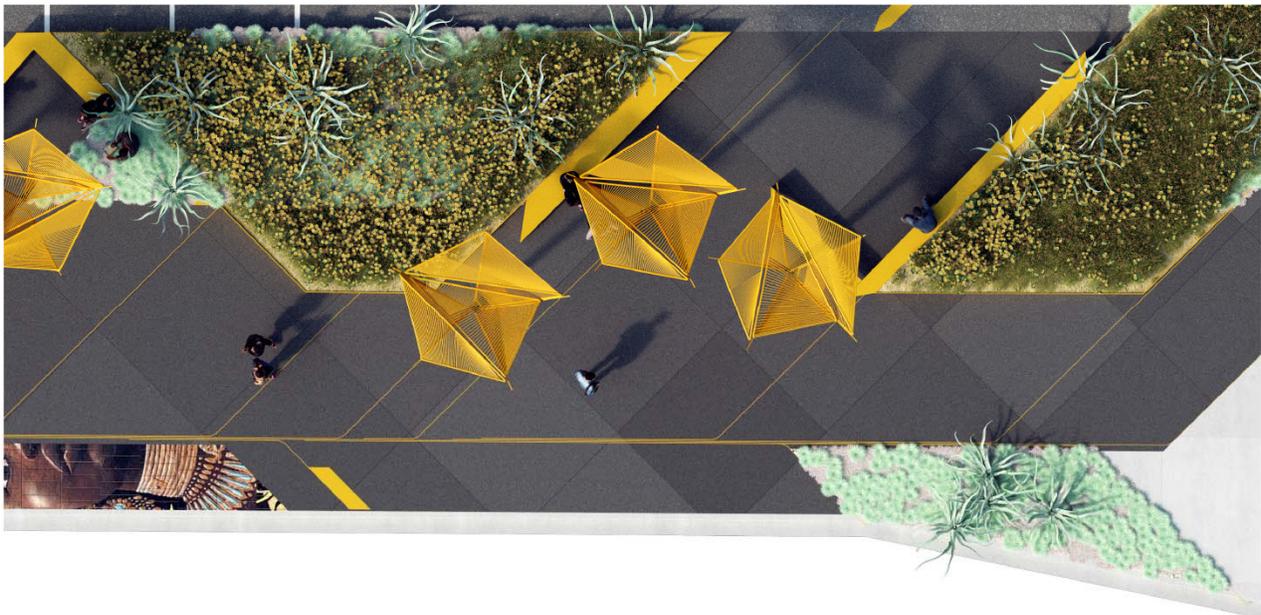
TAHA 2018-019 CITY OF LOS ANGELES

In addition to streetscape improvements along sidewalks throughout the corridor, several locations along the Project Corridor have been identified as “opportunity sites” because they could be developed into pocket parks or other public areas because they are vacant, publicly owned, or are currently being used for construction staging for the Crenshaw/LAX Transit Project. These sites were identified because they present open space development opportunities along the Project Corridor and would not involve major investment to construct the proposed improvements. Proposed improvements on identified opportunity sites include a proposed pocket park on Crenshaw Boulevard approximately 600 feet south of Slauson Avenue, a pocket park on Slauson Avenue to the east of Crenshaw Boulevard, improvements to existing parking lots and adjacent sidewalks at 54th Street, and 50th Street, improvements to the frontage road at 50th Street including a scenic overlook, and a scenic viewing area and gathering space (to be known as Sankofa Park) at the north end of the Project Corridor. One opportunity site, located at 3417 West Slauson Avenue, is an undeveloped parcel that has open space potential for future inclusion into the Destination Crenshaw Project as a pocket park or other public area. Currently, the site is owned by Metro and is undergoing voluntary hazardous waste cleanup per California Department of Toxic Substances Control standards for tetrachloroethylene (PCE). Design concepts for this opportunity site are currently undetermined and thus no improvements are included as part of this CEQA document. The streetscape improvements and other components of the Proposed Project are described in further detail in the following discussion.

Streetscape Improvements

The Proposed Project would implement a unified streetscape along Crenshaw Boulevard throughout the 1.1-mile corridor within the existing public right-of-way. Improvements would be similar to those contemplated under the Crenshaw Corridor Streetscape Plan approved by the City in 2016 and would be compatible with the street geometry changes proposed by the Crenshaw/LAX Transit Project. Proposed streetscape improvements would include new street trees and plantings, landscaping, decorative paving and ground treatments on sidewalks, enhanced bicycle lanes, street furniture, shade structures, accent lighting, and improvements to wayfinding and signage including a themed brass inlay along sidewalks. **Figure 3** provides a visual representation of the type and manner of streetscape improvements contemplated as part of the Proposed Project.

Figure 3 – Conceptual Streetscape Elements Rendering



* Implementation of some specific elements shown subject to private property owner approval and participation.

SOURCE: Perkins + Will, 2018.

Ground treatments along sidewalks and within parking areas may consist of a variety of techniques and materials including customized pavers, sandblasted concrete, thermally applied color treatments, or interlocking colored pavers. Proposed street trees would be a standardized palate of species consistent with other portions of the Crenshaw Corridor Streetscape Plan and are currently proposed to include canary island pine (*pinus canariensis*), California fan palm (*washingtonia filifera*), and pink trumpet tree (*tabebuia ipe*) and a standardized palate of other plantings may also be installed along sidewalks, within tree wells, to provide a park-like condition. Street furniture, shade structures, street lighting, signage, and would be designed to provide an integrated and unified streetscape throughout the Project Corridor.

Pocket Parks

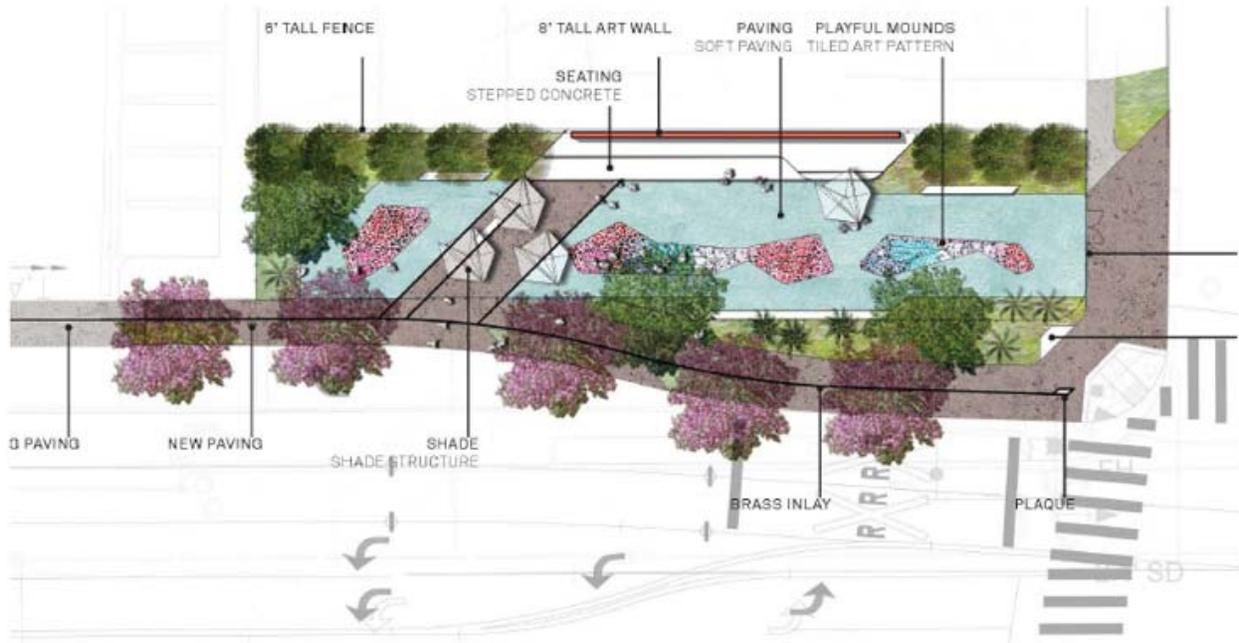
There are several opportunity sites located along the Project Corridor which could be developed into pocket parks integrated into the Destination Crenshaw museum concept. Potential development of these opportunity sites could include landscaping and street furniture typical of a park development, lighting, exhibit & informational pedestrian signage, paving consistent with proposed streetscape improvements, sculptural art, and screening from adjacent land uses (e.g., art wall or lenticular fence). One property at 3417 W. Slauson Avenue has been identified as an opportunity site that could be a future pocket park; however, at this time designs for this site have not advanced to a point that it can be evaluated for the purposes of this document. Information pertaining to 3417 W. Slauson Avenue is provided for information purposes to aid in future planning for the site. Once design for this site has been further developed, a separate CEQA clearance will be prepared 3417 W. Slauson Avenue. **Table 1** provides a summary of each proposed pocket park.

Table 1 – Proposed Pocket Park Improvements

DESCRIPTION	LOCATION	EXISTING USE	DETAILS	CONSTRUCTION ACTIVITIES
Hyde Park Metro Station Pocket Park Approximately 1,200 square feet	3276 W. Slauson Ave.	Shopping center parking lot and street frontage	Planters and landscaping, enhanced concrete ground surface, public art exhibit/informational signage, accent lighting, shade structures	Site clearing, grading, paving and minor utility tie-ins.
Pocket Park Slauson East Approximately 5,000 square feet	5759 S. 11 th St.	Vacant (Metro construction)	Planters and landscaping, enhanced concrete and resilient playground surfacing, shade structures, steel and concrete benches, sculptural play mounds, public art (sculptural and mural), exhibit/informational signage, accent lighting	Grading, paving and minor utility tie-ins.
Opportunity Site Slauson West Approximately 4,700 square feet	3417 W. Slauson Ave.	Vacant (Metro construction)	Design is in progress. Future development of the site may include similar park features to those described in this table.	To be determined
EDD Center Parking Lot Approximately 2,550 square feet	5411 S. Crenshaw Blvd.	Parking lot (EDD Center is vacant)	Planters and landscaping, enhanced concrete ground surface public art, steel and concrete benches, shade structures, exhibit and informational signage, accent lighting, revised parking striping	Site clearing, grading, paving and minor utility tie-ins.
Pocket Park 54 th East Approximately 5,000 square feet	3324 W. 54 th St.	Temporary public parking (Metro construction)	Planters and landscaping, enhanced concrete ground surface, public art, steel and concrete benches, shade structures, accent lighting, revised parking striping	Site clearing, grading, paving and minor utility tie-ins.
Pocket Park 50 th East Approximately 4,400 square feet	3320 W. 50 th St.	Temporary public parking (Metro construction)	Elevated concrete terrace, planters and landscaping, steel and concrete benches, shade structures, public art, exhibit and informational signage, accent lighting, new parking area	Site clearing, grading, paving and minor utility tie-ins.

A representative pocket park concept is depicted in **Figure 4**. Lighting would consist of ornamental low-level fixtures that would highlight and provide security for sidewalks, walkways, and parking areas where required, in addition to integrated accent lighting at shade structures and public art. Directional fixture shielding and/or landscape screening would be provided to avoid spillage onto adjacent residential properties.

Figure 4 – Slauson Pocket Park Concept*



* Images are conceptual designs and subject to change based on final design and associated design review approvals

SOURCE: Perkins + Will, 2018.

In addition to the above listed pocket parks, several existing parking lots (both publicly and privately owned) have also been identified as potential opportunity sites. The existing parking lots at the 54th Street, and at Crenshaw Plaza at the Slauson intersection would be maintained as parking lots, but the Proposed Project would implement improvements consistent with the proposed streetscape improvements such as provision of new landscaping, street furniture, decorative paving, public art, exhibit and informational signage and small structures such as shade structures within and adjacent to the existing parking lots. The parking lot on 54th Street (West) would be reconfigured potentially resulting in a loss of up to 17 existing parking spaces. However, the Proposed Project would develop new permanent parking areas at 54th Street (East) and 50th Street which are currently used for temporary parking to support the Crenshaw/LAX Transit Project construction such that there would be a net increase of up to four new parking spaces throughout the Project Corridor including public, on-street, and private parking areas. Like the parking area at 54th Street (West), these parking areas would include pocket parks along the sidewalk with landscaping, street furniture, decorative paving, public art, exhibit and informational signage and shade structures. Events such as farmers markets or live performances may be programmed at these parking areas in compliance with applicable Los Angeles Municipal Code (LAMC) and Department of Building and Safety permitting requirements. Parking area concepts are depicted in **Figure 5**.

Scenic Viewing Areas

In addition to developing pocket parks, the Proposed Project includes the development of two scenic viewing areas; the first of which is located on a portion of the frontage road at 50th Avenue, and the second, referred to

as Sankofa Park, is located at the traffic triangle bounded by Leimert Boulevard, Vernon Avenue, and Crenshaw Boulevard (**Figures 6 and 7**). The intent of these areas would be to allow visitors to view the improvements to Crenshaw Boulevard, the surrounding cityscape, and the Downtown Los Angeles skyline. The proposed viewing area and parklet on the frontage road at 50th Avenue may require removal of four existing parking spaces along the frontage road. The proposed viewing area at the triangle area would consist of an elevated terrace and gathering area and would not remove any parking spaces associated with the adjacent commercial developments, and access to all businesses and associated parking areas would be maintained.

Art Installations

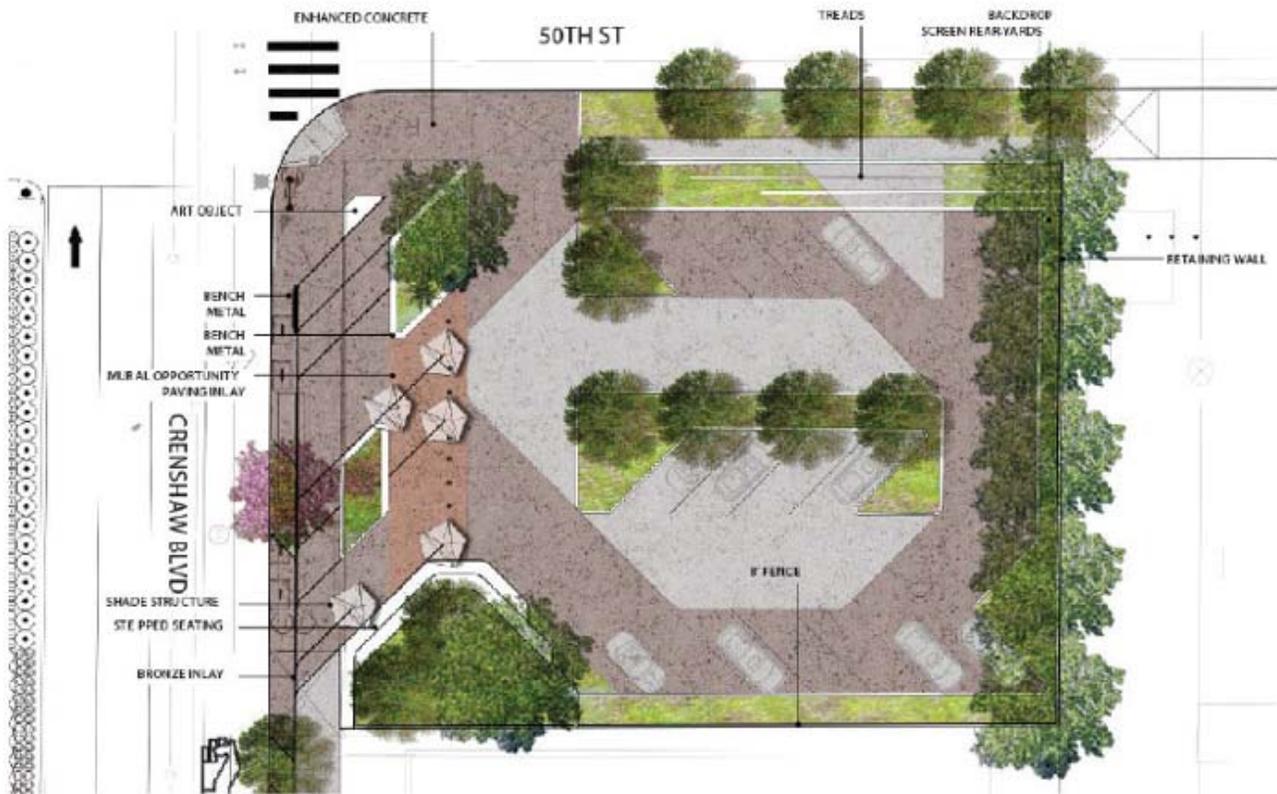
The Proposed Project is intended as an outdoor art museum and contemplates providing two-dimensional (2D), three-dimensional/sculptural (3D), and digital art along the Project Corridor at various locations, including within proposed pocket park/parking lot locations, along sidewalks, and on existing building facades and billboards. In addition to art installation opportunities along Crenshaw Boulevard, an art wall is proposed along the west-facing fence of Crenshaw High School at 50th Street and 11th Avenue (**Figure 8**). The wall would consist of six precast concrete panels along a portion of the high school fence as well as street benches and paving.

In addition to these art opportunities, the Proposed Project envisions large “art monuments” at the northern and southern ends of the Project Corridor including a vertical (up to 120 feet in height) structure to be located at 5730 Crenshaw Boulevard, approximately 340 feet north of the Crenshaw Boulevard/Slauson Avenue intersection. **Figure 9** depicts the art monument concept from the vantage point of the future Metro Hyde Park Station (under construction) approximately 275 feet south of the Crenshaw Boulevard/Slauson Avenue intersection. Other art installations could consist of sculptural and educational exhibits that could be located in the proposed pocket parks and gathering spaces described previously. Destination Crenshaw would also encourage and curate mural art on both publicly and privately-owned buildings fronting the Project Corridor.

Figure 5 – Parking Area Improvement Concepts*



54th Street Pocket Park and Parking Lot



50th Street East Pocket Park and Parking Lot

* Images are conceptual designs and subject to change based on final design and associated design review approvals

SOURCE: Perkins + Will, 2018.

Figure 6 – Conceptual Scenic Viewing Area Rendering: 50th Avenue*



* Images are conceptual designs and subject to change based on final design and associated design review approvals
SOURCE: Perkins + Will, 2018.

Figure 7 – Conceptual Elevated Terrace and Scenic Viewing Area Rendering: Sankofa Park*



* Images are conceptual designs and subject to change based on final design and associated design review approvals
SOURCE: Perkins + Will, 2018.

Figure 8 – Crenshaw High School Art Wall Rendering*



* Images are conceptual designs and subject to change based on final design and associated design review approvals
SOURCE: Perkins + Will, 2018.

Figure 9 – Art Monument Rendering From Future Metro Hyde Park Station*



* Images are conceptual designs and subject to change based on final design and associated design review approvals
SOURCE: Perkins + Will, 2018.

Each art piece and its location would be decided through a curating body associated with Destination Crenshaw and be subject to City of Los Angeles Department of Cultural Affairs, as well as the Crenshaw Specific Plan Design Review Board review and approval. Potential murals on public and private properties would be subject to the “Mural Ordinance” requirements which identifies specific regulations on the content, material, and approval requirements for any activities dealing with new or existing murals within the City of Los Angeles. Lighting used to highlight art pieces would consist of uniform and glare-free lighting, such as dark-sky compliant fixtures to avoid uneven light distribution, harsh shadows, and light spillage.

Regulatory Requirements and Approvals

The Proposed Project would comply with the Crenshaw Corridor Specific Plan and would be consistent with the Specific Plan Design Manual. All streetscape designs and proposed artwork would be subject to Department of Cultural Affairs and Crenshaw Corridor Specific Plan Design Review Board for review and approval. In addition, the following regulatory requirements would be applicable to the design and construction of the Proposed Project.

Crenshaw Corridor Specific Plan Exception

The proposed art monument to be located at 5730 Crenshaw Boulevard would exceed established height limitations under the Crenshaw Corridor Specific Plan as the proposed monument would be up to 120 feet in height while the height at this location is limited to 60 feet. Thus, Destination Crenshaw is seeking a Specific Plan Exception in accordance with Section 11.5.7 of the LAMC which provides the procedures and requirements for Exceptions to Specific Plans. The Exception is required to be supported by written findings as well as review, hearing, and approval of the South Los Angeles Area Planning Commission.

Mural Art and Art Installations

Project-related art installations and mural art curated by Destination Crenshaw would be subject to the following ordinances and associated approvals:

- Ordinance No. 182706 provides the policies and procedures for installation of mural art and public art.
- Section 22.109 of the Los Angeles Administrative Code (LAAC) gives the Cultural Affairs Commission (CAC) responsibility for review and approval of all construction and artwork on or over City property.

Lighting

Project-related light sources including street lights, signage, ornamental lights, and lights associated with art installations would comply with the following regulatory requirements:

- Chapter IX, Electrical Code, Article 3 (Sec. 93.0117)
- Division 62, Section 91.6205M of the Los Angeles Building Code.

Noise

Project-related operational noise sources would comply with the following regulatory requirements:

- All operational noise sources shall abide by Chapter XI, Noise Regulations, Article 1 through 6 of the LAMC.

Construction activities associated with the Proposed Project would be subject to the following regulations:

- The City as a condition of approval of all discretionary projects shall require project contractors to limit construction activities to between the hours of 7:00 a.m. and 9:00 p.m. Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturdays and national holidays and shall prohibit work on Sundays.

Public Services

Upon completion of final design, a plot plan would be developed and submitted to the Fire Department for review and approval prior to the issuance of a building permit. The plot plan would include the following minimum requirements:

- Fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant.

The plans would incorporate design guidelines relative to security included in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. These designs would be approved by the Police Department prior to the issuance of building permits.

CEQA DETERMINATION

The Proposed Project qualifies for a CEQA Categorical Exemption under CEQA Guidelines Section 15301, Existing Facilities (Class 1) and Section 15304, Minor Alterations of Land (Class 4).

A. REASON WHY THE PROJECT IS EXEMPT

The Proposed Project qualifies for Class 1 "Existing Facilities" and Class 4 "Minor Alterations to Land" Categorical Exemptions. According to Section 15301 of the CEQA Guidelines, "Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The improvements contemplated by the Proposed Project, and described in detail above, consist of various art installations and streetscape elements, such as street trees, street furniture, bicycle lanes, alternative crosswalk and sidewalk paving, scenic outlooks, and development of a series of pocket parks on vacant or undeveloped land. These improvements are intended to improve pedestrian experience along the corridor and are contained mostly within the existing right-of-way. Streetscape improvements such as pavement alternations, planting of street trees, and provision of bicycle lanes qualify as minor alterations to existing public facilities and fall under item (c) of the Class, which identifies existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities. The types of "existing facilities" described in Section 15301, are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use. Accordingly, development of pocket parks on vacant parcels (prior to the Crenshaw/LAX Transit Project developed with commercial and residential uses), currently used as construction staging areas and temporary construction parking lots, is intended to benefit existing residents, pedestrians, and transit riders where no changes in existing commercial or residential density would result. Accordingly, pocket park development associated with the Proposed Project does not constitute an expansion of existing uses and therefore are improvements that are included under Class 1.

Class 4 Categorical Exemption includes projects where there would be public or private minor alterations to land, water, or vegetation. The types of "minor alterations" described include new gardening or landscaping and the creation of bicycle lanes on existing rights-of-way. The Proposed Project would result in minor alterations to the public right-of-way in the form of streetscape improvements. Development of pocket parks on vacant lots (prior to the Crenshaw/LAX Transit Project developed with commercial and residential uses) are considered minor alterations to the land as pocket park development would consist of landscaping improvements, street furniture, small structures such as shade structures, and decorative paving. The Proposed Project does not meet any of the exceptions as specified by CEQA Guidelines Section 15300.2, and thus the Proposed Project qualifies for the above stated exemptions per CEQA. As further elaborated below, none of the circumstances for an exception to an exemption (e.g., scenic highway, sensitive environment, historic resource, unique circumstance, etc.) have been identified and the Proposed Project will not foreseeably result in a significant impact to the environment.

B. EXCEPTIONS TO CATEGORICAL EXEMPTION ANALYSIS

CEQA Guidelines Section 15300.2, Exceptions

(a) Location. 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 in a particularly sensitive environment be significant. 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.

This exception does not apply to the Proposed Project. The Proposed Project is located along Crenshaw Boulevard in a highly developed, urbanized portion of the City of Los Angeles. A review of available information presented in the presented in the *Crenshaw/LAX Transit Corridor EIS/EIR* related to biological habitat, historic and cultural resources, and hazardous materials databases did not reveal the presence of any known environmental resources of hazardous or critical concern or otherwise sensitive environmental considerations. Review of the GeoTracker and EnviroStor environmental databases identified one site located at 3417 West Slauson Avenue; however, discussion of this site is included for information purposes to aid in future planning for the site and inform potential design considerations. A separate CEQA document would be prepared for 3417 West Slauson Avenue when design for the site is finalized.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

This exception does not apply to the Proposed Project. The Proposed Project consists of streetscape improvements, construction of pocket parks, construction of scenic viewing areas, and installation of both permanent and temporary art exhibits all within or adjacent to the street right-of-way. Other than the occasional installation of new art installations and routine maintenance, there is no potential for successive projects to result from the Proposed Project. During construction of the Proposed Project, the Crenshaw/LAX Transit Project will be nearing its construction completion including restoration of Crenshaw Boulevard, street tree planting, restriping of Crenshaw Boulevard, and sidewalk restoration. While the Proposed Project may result in minor alterations, replacement, or removal of portions of the sidewalk and street restorations made by the Crenshaw/LAX Transit Project, such activities would be temporary, singular, and minor such that the cumulative nature of impacts would not be significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

This exception does not apply to the Proposed Project. The Proposed Project's potential to result in a significant effect is evaluated in Appendix A. As described in Appendix A, there is no potential for the Proposed Project to result in a significant effect on the environment due to unusual circumstances.

Aesthetics. The City of Los Angeles General Plan Transportation Element designates Crenshaw Boulevard from Interstate-10 Freeway to Slauson Avenue as a local scenic highway.^{1,2} The project area includes primarily commercial uses lining both sides of Crenshaw Boulevard with residential development situated along side streets, with the Crenshaw/LAX Transit Project, currently under construction, running down the middle of Crenshaw Boulevard. Views of the Santa Monica Mountains can be seen to the northwest and views of the

¹According to the Mobility Element of the General Plan, a street can be designated a scenic highway if it traverses an urban area of cultural, historic, or aesthetic value.

²City of Los Angeles, *City of Los Angeles Transportation Element of the General Plan*, 1999.

Downtown Los Angeles skyline and San Gabriel Mountains can be seen to the northeast. The only existing scenic resource in the project area is the wall mural at 50th Street.

The only existing visual resource or feature within the Project Corridor is the mural wall along Crenshaw Boulevard at 50th Avenue/Westmount Avenue intersection below the frontage road at this location. The Proposed Project would not remove or otherwise alter the mural wall though some modifications to the stairwell and a scenic viewing area above the wall are proposed. Vertical elements associated with the project consist of the proposed gateway monument north of the Crenshaw Boulevard/Slauson Avenue intersection, the proposed viewing terrace at the Leimert Boulevard traffic triangle, small structures such as information kiosks, and streetscape improvements including shade structures. Of these elements, only the proposed gateway monument would be of a height that would exceed existing building heights in its surroundings and the design of the monument does not pose a potential to block views of a scenic vista or visual resource. The Proposed Project is intended to improve the visual character of Crenshaw Boulevard by providing streetscape improvements, art viewing areas, scenic viewing areas, and gateway monuments at the northern and southern ends of the Project Corridor to provide a new visual focal point for visitors to the Crenshaw Boulevard. Lighting associated with the Proposed Project would consist of security lighting placed within the proposed park areas and public areas (i.e., the elevated terrace) and potential lighting associated with art installations. All art installations, including any light features, would be subject to review by the Destination Crenshaw curating body and all lighting associated with the project would be subject to the Electrical Code (Los Angeles Charter and Administrative Code Section 93.0117) and Division 62 of the Los Angeles Building Code Section 91.6205M which regulate the type, scope, and location of interior and exterior lighting installations. Accordingly, there is no reasonable possibility that the Proposed Project will have a significant effect related to aesthetics.

Agriculture and Forestry Resources. Crenshaw Boulevard is located in a highly urbanized portion of the City of Los Angeles. The California Department of Conservation's Farmland Mapping and Monitoring Program do not identify any parcels or land in the project area as prime, important, or any other classification of farmland.³ The Proposed Project would be implemented within the existing Crenshaw Boulevard right-of-way, and would require acquisition of several undeveloped properties that are currently used to support the Crenshaw/LAX Transit Project construction and do not serve an agricultural or forestry use. Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, conflict with existing zoning for agricultural use, or a Williamson Act contract, or conflict with existing zoning for, or cause rezoning of, forest, timberland, or timberland zoned Timberland Production. Accordingly, no impact to agriculture and forestry resources would occur.

Air Quality/Greenhouse Gas Emissions. The majority of construction activity associated with the Proposed Project, such as tree planting, sidewalk enhancements, minor grading, etc., would be low intensity (e.g., would not require heavy-duty equipment) and of limited duration. It is mandatory for all construction projects in the South Coast Air Basin to comply with South Coast Air Quality Management District's Rule 403 for fugitive dust. Compliance with Rule 403 would reduce fugitive dust emissions associated with construction activities.

With regard to regional emissions, the Proposed Project is intended to draw transit riders as visitors and would not result in a substantial number of new vehicular trips to the project area. Also, the Proposed Project would not result in any changes to roadway configuration or capacities. The Proposed Project would prioritize pedestrian use and active transportation over use of private automobiles by creating a more hospitable street experience along Crenshaw Boulevard. Therefore, the Proposed Project would not generate regional emissions and, consequently, would not lead to a violation of any air quality standard or contribute substantially to an existing or projected air quality violation.

³California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *Los Angeles County Important Farmland 2016*, June 2016.

Given the above, no impacts related to air quality or greenhouse gas emissions would occur.

Biological Resources. A search of the California Natural Diversity Database (CNDDDB) using the California Department of Fish and Wildlife (CDFW) BIOS application identified historic presence of two special status plant species in the project area: coastal dunes milk-vetch (*Astragalus tener* var. *titi*) and Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*). While the coastal dunes milk-vetch is considered a federally listed endangered species, the CNDDDB has determined that its presence in the project area is considered possibly extirpated or non-existent due to amount of development in the area. Similarly, presence of Coulter's goldfields is considered possibly extirpated or non-existent. Crenshaw Boulevard is located in a highly urbanized portion of the City of Los Angeles and is currently developed with asphalt roadways and sidewalks. All street trees in the project area were removed to accommodate the Crenshaw/LAX Transit Project construction but will be replaced by Metro along Crenshaw Boulevard prior to operation of the transit line and the Proposed Project. Coordination between Metro and Destination Crenshaw on the palette and location of proposed street trees is on-going, but no proposed trees that Metro plants would be removed by the Project. No riparian habitat or other sensitive natural communities exist along Crenshaw Boulevard and no bodies or courses of water or wetlands to provide habitat for fish and other sensitive species exist along, or adjacent to, Crenshaw Boulevard. Implementation of the Proposed Project would involve work primarily within the existing Crenshaw Boulevard right-of-way and on vacant parcels that are absent any habitat or wildlife supporting vegetation. Such activities are not anticipated to have a substantial adverse effect, either directly or indirectly, on any species identified as a candidate for sensitive or special status in local/regional plans or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Therefore, no impact related to biological resources would occur.

Cultural Resources. There are no properties within the project area that are listed in the National Register of Historic Places (NRHP). However, one property, the Harrison Ross Mortuary located at 4601 Crenshaw Boulevard appears eligible for listing in the NRHP, and numerous properties along Crenshaw Boulevard appear eligible for the California Register of Historic Places (CRHP).⁴ Implementation of the Proposed Project including the addition of street trees, lighting, furniture, development of pocket parks, and development of scenic terraces would not involve the alteration of any known historic buildings or properties. While murals will be encouraged along the Destination Crenshaw Corridor, such work would be evaluated by the Department of Cultural Affairs and the Office of Historic Resources (OHR) as part of the permitting process and no mural work would be conducted on an historic property if it is found that such work would alter the historic significance or eligibility for inclusion on the NRHP or CRHP. The Proposed Project would involve minimal ground disturbance during construction (e.g., tree planting, minor grading, and sidewalk enhancements) in areas where soil has already been disturbed as a result of construction of the existing roadways, sidewalks, and developments, no impacts to subsurface historical resources, cultural resources, archaeological resources, or human remains are anticipated. If unexpected archaeological resources were encountered along Crenshaw Boulevard, construction would be required to be halted and a qualified archaeologist would review the project plans and, as appropriate, identify protective best management practices. With respect to unique paleontological resources or sites, paleontological resources typically would be located below the depth of expected soils disturbance. Therefore, no impacts related to cultural and paleontological resources would occur.

Geology and Soils. The City of Los Angeles, like most of Southern California, is a region of high seismic activity and is, therefore, subject to risk and hazards associated with earthquakes. Several active faults within the region are considered capable of affecting property throughout the City. The Newport-Inglewood Fault Zone is located within two miles of Crenshaw Boulevard in the vicinity of the project area and the northern portion of the project area (North of 48th Street) is an area susceptible to liquefaction.⁵ Similarly, much of the

⁴Metro, *Crenshaw/LAX Transit Corridor Project Final EIS/EIR*, August 2011.

⁵California Department of Conservation, Division of Mines and Geology, State of California, *Seismic Hazard Zones, Hollywood and Inglewood Quadrangles*, Official Maps, released November 6, 2014 and March 25, 1999.

artificial fill along the Crenshaw Boulevard is expected to be uncertified, and substantial portions of the sandy alluvium along Crenshaw Boulevard are anticipated to be loose or medium dense. Accordingly, the project area is deemed susceptible to seismically-induced settlement. The Proposed Project involves installation of limited structures including shade structures along the sidewalk lining Crenshaw Boulevard, small structures such as kiosks in the proposed pocket parks, an elevated observation deck, sculptural art elements including a proposed sign monument that may be up to 120 feet in height. The design and construction of any project elements associated with the proposed improvements would conform to applicable codes, including the California Building Code seismic standards and other codes as determined by the Los Angeles Department of Public Works to reduce the risk and hazards (e.g., ground shaking, liquefaction, settlement, subsidence, etc.) associated with seismic events and unstable soils. Therefore, no impacts related to geology and soils would occur.

Hazards and Hazardous Materials. Review of the GeoTracker and EnviroStor environmental databases did not reveal any resources of concern related to hazardous materials. The property at 3417 West Slauson Avenue is listed on the GeoTracker and EnviroStor databases as an active cleanup site due to the presence of elevated levels of tetrachloroethylene (PCE) related to dry-cleaning operations that previously inhabited the site prior to the Crenshaw/LAX Transit Project construction. However, as discussed, this information is being provided to aid in future planning for this site as designs for 3417 West Slauson Avenue are in progress and no improvements to the site are currently under review in this CEQA document. A separate CEQA document that addresses this site, including potential hazardous materials will be prepared when design of the site is finalized.

Construction of the Proposed Project would involve the use of construction equipment that may use potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with federal Occupational Safety and Health Administration (OSHA) and California OSHA standards and other applicable regulations. Operation of the Proposed Project would use hazardous materials, such as fertilizers; paints, and solvents; however, the Proposed Project would not result in emissions or release of hazardous materials beyond existing conditions. Subsurface work could encounter unexpected contaminated soils; any such soils would be evaluated and handled in accordance with applicable regulations.

The project area is not located within the immediate vicinity of any airport or airstrip; the Los Angeles International Airport (LAX) is located approximately four miles west of Crenshaw Boulevard and the Project corridor. Other than the proposed monument north of Slauson Avenue, none of the Proposed Project elements would add any feature over 40 feet tall and, accordingly, would not pose a hazard to approaching airplanes or helicopters. Height restrictions for structures surrounding LAX are dictated by Title 14 Federal Aviation Regulation (FAR) Part 77, Subpart C which defines obstructions to air navigation as any object with a height of 499 feet above ground level (AGL), or an object with a height of 200 feet AGL within 3 nautical miles of the established reference point of an airport. Since the proposed monument would be less than 499 feet AGL or 200 feet AGL, it would not be considered an obstruction to air navigation and given its distance from LAX, the monument poses no hazards to the public or air traffic. Similarly, the Proposed Project would not interfere with the City of Los Angeles's Emergency Operations Master Plan and Procedures. Therefore, no impacts related to hazards and hazardous materials would occur.

Hydrology and Water Quality. Crenshaw Boulevard in the project area is not located in a flood zone. According to the Los Angeles County Department of Public Works Flood Zone map, Crenshaw Boulevard is located in Zone X, which designates area outside the 500-year flood plain.⁶ Construction activities associated with implementation of the Proposed Project could include minor earth moving, maintenance/operation of construction equipment and handling/storage/disposal of materials, which may contribute to pollutant loading in storm water runoff. However, with conformance to applicable City of Los Angeles and regional regulations

⁶LADPW, *Flood Zone Determination*, <http://dpw.lacounty.gov/apps/wmd/floodzone/map.htm>, accessed June 6, 2018.

and requirements concerning storm water discharge, and implementation of standard source control and treatment BMPs, the Proposed Project would minimize or eliminate the discharge of potential pollutants from storm water runoff to the maximum extent practicable. In addition, the Proposed Project would be implemented in areas currently developed with paved asphalt streets and sidewalks. Consequently, the Proposed Project would not measurably change the volume of storm water runoff. Similarly, the Proposed Project elements would not increase the amount of area or the number of structures that may be subjected to flooding or inundation. Therefore, no impacts related to hydrology and water quality would occur.

Land Use and Planning. Since the Proposed Project would primarily enhance the Crenshaw Boulevard streetscape and foster a community inspired destination for tourism, the Proposed Project would not divide an established community. The Proposed Project in combination with the Crenshaw/LAX Transit Project may promote physical improvements and investment within the Crenshaw Boulevard Corridor related to increased visibility and tourism in the project area. Also, the Proposed Project would create a more pedestrian-friendly environment that improves public access and encourages the use of transit and non-motorized modes of transportation. The Proposed Project would not require the acquisition of surrounding properties or otherwise change the use of any existing uses. The Proposed Project would develop two pocket parks on two vacant parcels that are currently being used to support the Metro Crenshaw/LAX Transit Project construction. The proposed park uses are consistent with existing zoning and land use designations. All other improvements would be within the public right-of-way or would involve an art use with no change to the existing use of a property. Design of the Proposed Project would be consistent with the goals and principles of the Crenshaw Boulevard Streetscape Plan (Streetscape Plan) which generally seek to encourage transit use and active transportation while also enhancing the streetscape to reinforce the identity of Crenshaw Boulevard. Streetscape improvements included in the Project would be consistent with the design principles outlined in the Streetscape Plan and the appropriate permit approvals and associated review (i.e. "B" Permit [LAMC 62.106.b]) for consistency with the Streetscape Plan shall be sought. The only conflict with existing land use policies involves the proposed gateway monument located on a City-owned parcel approximately 100 feet north of the Crenshaw Boulevard/Slauson Avenue intersection. At this location, the existing height limits for all structures is 60 feet according to the Crenshaw Corridor Specific Plan.⁷ However, the City is seeking an exception to the Specific Plan height requirement which must be approved by the South Los Angeles Area Planning Commission. As discussed, the proposed monument poses no potential for significant environmental effects related to aesthetics or air traffic hazards as the monument would comply with all applicable building, electrical, and lighting code requirements as well as Federal Aviation Administration (FAA) regulations. In addition, the proposed monument would be subject to review of the Crenshaw Corridor Design Review Board and the City Cultural Affairs Department. No impacts to existing zoning or land use designations would result from project implementation. Therefore, no impacts related to land use and planning would occur.

Mineral Resources. The project area consists of existing streets and previously developed parcels located in a highly urbanized area of the City of Los Angeles. Crenshaw Boulevard is currently used for transportation uses and would continue to be used as such under the Proposed Project. No mineral resources are known to exist in the project area.⁸ Accordingly, the Proposed Project would not result in the loss of or availability of a known mineral resource that would be of value to the region and the residents of the state or the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, no impact related to mineral resources would occur.

Noise. The Noise and Vibration Impact Study prepared for the Proposed Project examined potential construction and operational impacts related to noise and vibration. As discussed in the Noise and Vibration Impact Study, during construction noise levels from individual pieces of equipment would typically range from 72.6 to 82.6 A-weighted decibels (dBA) at 50 feet from the construction activities. Based on these calculations noise levels would typically exceed the allowable noise level stated in the LAMC (75 dBA). In order to meet

⁷City of Los Angeles, *Crenshaw Corridor Specific Plan, Map 8*, effective April 19, 2017.

⁸City of Los Angeles, *Conservation Element Exhibit A: Mineral Resources*, adopted September 2001.

the requirements of the LAMC and reduce noise levels to the greatest extent feasible, the following regulatory compliance would achieve acceptable noise reductions:

- The Proposed Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.
- Construction shall be restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activity is not permitted on any Sunday or national holiday.
- Noise-generating equipment operated at the Project site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- The Proposed Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for each site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction of each site prior to the start of construction and displayed in a location that is readily visible to the public.

Implementation of the above would ensure that the Proposed Project would include technically feasible measures to reduce community noise exposure from construction equipment. The use of mufflers can produce approximately 3 dB in noise reductions while enclosures can produce approximately a 10 dB to 20 dB reduction. The Proposed Project would comply with all regulatory requirements and related noise ordinances and construction noise is not anticipated to exceed City noise standards. Therefore, the Proposed Project is not anticipated to cause any impacts related to construction noise. In addition to on-site construction activities, noise would be generated off-site by construction-related trucks. The Proposed Project would require limited grading and materials import and would not involve any significant excavation of the project sites. It is anticipated that there would be less than five truck trips per day. A doubling of traffic volumes is typically needed to audibly increase noise levels along a roadway segment. Crenshaw Boulevard and Slauson Avenue currently experience approximately 38,600 daily trips and 33,000 daily trips, respectively. An additional five trucks per day would not double traffic volumes on any roadway segment. It is anticipated that off-site vehicle activity would not audibly change average daily noise levels due the low volume of haul truck trips per day. Accordingly, construction of the Proposed Project would result in less than significant noise impacts.

Operation of the Proposed Project is not anticipated to generate substantial noise as there are no noise generating land uses associated with the project. The only potential noise sources associated with the project are conversational noise anticipated to take place at pocket parks and gathering spaces proposed by the project. The maximum pocket park or scenic viewing area noise level at sensitive receptors would be approximately 44.5 dBA. Existing noise levels near the Proposed Project range from 57.0 dBA to 70.0 dBA. Conversational noise associated with pocket parks and scenic viewing areas would not be audible above existing noise levels and would not result in an increase of 3 dBA or more at nearby sensitive receptors. This is largely due to the existing traffic noise along Crenshaw Boulevard and Slauson Avenue which would overshadow conversational noise. Furthermore, noise generating park activity, scenic viewing area activity, and parking lot activity would be regulated by LAMC Sections 112.01, 115.02, and 116.01, which would be enforced through the Los Angeles Police Department. Therefore, no impact related to operational noise would occur.

Population and Housing. The Proposed Project would include tree planting, sidewalk enhancements, scenic viewing areas, pocket parks, and art installations to create a community-inspired, outdoor art museum in a

pedestrian-friendly environment along Crenshaw Boulevard. The Proposed Project elements would not include development of residential uses, nor would the Proposed Project displace existing housing. According to the Crenshaw Corridor Specific Plan, portions of the project area are designated as transit oriented development (TOD) areas including the portion of Crenshaw Boulevard between Vernon Avenue and 46th Street and between 57th Street and 60th Street. These TOD areas are intended to interface with Metro's Crenshaw Line Stations currently under construction just north of the project (Leimert Park Station) and on the southern end of the project (Hyde Park Station). Once operational, the Crenshaw Line is anticipated to foster growth in the area by improving mobility. The designated TOD areas are envisioned as pedestrian friendly, multi-modal areas where a mix of uses providing jobs, housing, goods and services, as well as access to open space would further encourage growth by enhancing the areas around Metro's stations. The proposed project would complement the planned improvements reflected in the Crenshaw Corridor Specific Plan by further improving the walkability and attractiveness of the area. While the proposed project would be likely to encourage some growth in the area, it would be limited to densities allowed under current zoning and growth attributable to the project would be minor when compared to that of LAX/Crenshaw Transit project. Therefore, the Proposed Project would not induce substantial population growth, increase housing, or create employment in the area. Therefore, no impact related to population and housing would occur.

Public Services and Recreation. The project area is located within an existing urbanized environment that is served by existing public services, including fire protection, police protection, schools, and parks and recreation. Since the Proposed Project would not induce substantial growth or include the construction of new habitable buildings, the Proposed Project would not result in an increase in demand for fire and police services, schools, parks and recreation. Provision of park uses may result in some increased demand on police services to enforce park-use hours and public safety as public park facilities typically attract homeless and transient populations. However, it is anticipated that existing police service can adequately enforce the increased security requirements with existing patrols. Standard security lighting would be installed at each pocket park as well as at the proposed Sankofa Park to address security concerns. As discussed above, the Proposed Project would not generate substantial additional trips in the area or result in any changes to roadway configuration or capacities and thus, would not create a potential for increased roadway accidents or hinder emergency response times. Therefore, no impact related to public services and recreation would occur.

Traffic. While the Proposed Project may draw additional visitors to the Crenshaw Corridor, the primary purpose of the Proposed Project is to provide a destination for Crenshaw/LAX Transit Corridor transit riders and thus is not anticipated to generate substantial vehicle trips to the project site. The Proposed Project would not result in any changes to roadway configuration or capacities beyond those identified for and required to accommodate the Crenshaw/LAX Transit Project. A traffic light to provide pedestrian safety improvements is proposed approximately 550 feet south of the Crenshaw Boulevard/Vernon Avenue intersection. At this location, a pedestrian crosswalk is proposed between the Crenshaw Boulevard median and the proposed elevated terrace at the Crenshaw Boulevard/Leimert Boulevard traffic triangle. The proposed street light is required to provide safe crossings and maintain adequate sight distance. The proposed location of the traffic light is approximately 760 feet north of the next intersection at 48th Avenue and thus would provide adequate queuing distance to ensure that no adverse impacts to traffic operations would result. Additionally, the pedestrian light would be synchronized with existing traffic controls along Crenshaw Boulevard. While not a required consideration under CEQA, parking impacts include removal of 20 on-street parking spaces including four along the frontage road at 50th Avenue for the scenic viewing area above the mural wall, and 16 parking spaces (based on approved Metro LAX/Crenshaw Transit Corridor design) surrounding traffic triangle where Sankofa Park is proposed. In addition, the Proposed Project would make new off street parking available (parking areas are currently being used for Metro construction purposes) but would also remove some private off street parking such that overall, the project would result in a net loss of 16 parking spaces including on-street public, off-street public, and off-street private parking spaces. Accordingly, the Proposed Project would not provide new parking facilities that could induce additional vehicle traffic in the area. As such, the Proposed Project would not result in any increase in traffic volumes or delay in the project area. Therefore, no impacts related to traffic would occur.

Utilities and Services System. The Proposed Project would include tree planting, sidewalk enhancements, scenic viewing areas, pocket parks, and art installations to create a community-inspired, outdoor art museum in a pedestrian-friendly environment along Crenshaw Boulevard. Landscaping including street trees would not interfere with existing utility lines as no overhead electrical lines run along Crenshaw Boulevard though there are existing electrical lines along cross streets such as Slauson Avenue; however, no street trees would be placed at any of the intersections along Crenshaw Boulevard. Proposed street trees would be consistent with Metro's LAX/Crenshaw Transit Corridor approved designs which also take into account existing and relocated (associated with the LAX/Crenshaw Transit Corridor project construction) utilities. The Proposed Project may increase water usage to provide irrigation of the additional street trees and landscaping along Crenshaw Boulevard; however, drought tolerant landscaping will be installed throughout to minimize water use. However, this increase would be minimal and temporary as tree establishment requires three to five years at which time, water requirements for trees would be substantially reduced. Additionally, the Proposed Project would not require or result in the construction of new water or wastewater treatment or storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Similarly, operation of the Proposed Project may generate slight additional green waste from street tree and landscaping maintenance; however, this green waste may be composted and would not generate additional solid waste beyond existing conditions (i.e., use of existing trash receptacles that are currently provided by the City along Crenshaw Boulevard). Therefore, no impacts related to utilities and service systems would occur.

(d) 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. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception does not apply to the Proposed Project. According to the California Scenic Highway Mapping System, there are no officially designated state scenic highways in the vicinity of the project.⁹ The City of Los Angeles Mobility Plan designates Crenshaw Boulevard from I-10 to Slauson Avenue as a scenic roadway; however, Crenshaw Boulevard is not a state designated scenic highway. The Proposed Project would not damage or remove any scenic resources along Crenshaw Boulevard or its surroundings and would provide new art installations which could result in improvements in the visual character along Crenshaw Boulevard. The only visual resource in the vicinity of the Proposed Project is the mural wall along the west side of Crenshaw Boulevard at 50th Street. The Proposed Project would have no effect on the mural wall and views of the wall from Crenshaw Boulevard would remain unaffected by the Proposed Project. Accordingly, the Proposed Project has no potential to result in damage to any scenic resources along Crenshaw Boulevard.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

This exception does not apply to the Proposed Project. The GeoTracker and EnviroStor environmental databases were queried to identify any potential hazardous waste sites within the Project Corridor. EnviroStor is the Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (UST) Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including: Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites. Review of both databases identified no resources of concern within the disturbance area of the Proposed

⁹California Department of Transportation, 2018, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed, June 6, 2018.

Project. As discussed, 3417 West Slauson Avenue is listed as an active cleanup site due to the presence of elevated levels of PCE related to dry-cleaning operations that previously inhabited the site; however, designs for the site are in progress and no improvements to the site are currently proposed. Any land use or design limitations will be based on the environmental condition after remediation of the site is complete. Once designs for 3417 West Slauson Avenue are finalized a separate CEQA clearance that would address the potential hazardous materials and cleanup activities at the site will be prepared. Therefore, this exception would not apply to the Proposed Project.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

This exception does not apply to the Proposed Project. As discussed, there is one property within the Project Corridor that is eligible for listing on the NRHP and numerous properties which appear eligible for the CRHP. While there is presence of potentially historical resources in the project area, the Proposed Project consists of streetscape improvements, development of pocket parks, scenic viewing areas, and art installations which do not involve alterations to any existing buildings including known NRHP and CRHP eligible resources. While murals will be encouraged along the Destination Crenshaw Corridor, such work would be evaluated by the Department of Cultural Affairs and OHR as part of the permitting process and no mural work would be conducted on an historic property if it is found that such work would alter the historic significance or eligibility for inclusion on the NRHP or CRHP.

Conclusion

As described above, none of the exceptions to the exemption in Section 15300.2 of the CEQA Guidelines apply. The Proposed Project qualifies for the Section 15301 Existing Facilities (Class 1) and Section 15304, Minor Alterations of Land (Class 4), exemption categories, and no further environmental review is necessary.