

THIS NOTICE WAS POSTED

ON March 23 2025

UNTIL April 28 2025

REGISTRAR - RECORDER/COUNTY CLERK

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

2025 063776



FILED
Mar 28 2025

Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by TINA TRAN

(Articles II and III - City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650 and with the State Clearinghouse in the Governor's Office of Land Use and Climate Innovation, if filed with the County Clerk, 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, 6th Floor, MS 939
Los Angeles, CA 90015

COUNCIL DISTRICT

9

PROJECT TITLE: AHSC Round 5 - Parkview STI & TRA Improvements
(W.O. E1908904 / CIP No. M1139)

LOG REFERENCE

PROJECT LOCATION: Martin Luther King Jr. Blvd. between Long Beach Blvd. and Central Avenue, Los Angeles, in the Southeast Los Angeles Community Plan Area of the City of Los Angeles (see *Figure 1: Project Location*, and *Figure 2: Project Vicinity*) T.G. Page 674, Grid F2, F3

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: The AHSC Round 5 Parkview STI and TRA Improvements (Project) is related to the Affordable Housing and Sustainable Communities (AHSC) Program. The improvements include 755 linear feet of sidewalk improvements, 36 curb ramps installation/upgrades, an alley treatment, seven driveway replacements, 16 high-visibility crosswalk installation/upgrades, the addition of two Rectangular Flashing Beacon signals, two Speed Feedback signs, one pedestrian leading signal, and 17 streetlights. The Project also proposes the addition of a neighborhood traffic circle, five miles of Class III bicycle routes, two miles of protected bicycle lanes (Class IV), addition of seven street trees and one street tree removal. The tree removal would be subject to a separate discretionary approval by the Bureau of Street Services (StreetsLA), Urban Forestry Division (UFD) or the Board of Public Works. Additionally, the Project would install two bus shelters, two bus pads, five bus benches, and eight sets of bus stop lights. Project beneficiaries include community members, pedestrians, bus riders, bicyclists, and drivers. Please see the project description continuation in the narrative for more details. In January 2025, the Bureau of Engineering issued the 90% design plans, the Bid and Award for construction is anticipated to start on March 31, 2025, and construction is anticipated to Start in May 2025.

CONTACT PERSON

Gabriela Aguilar

CONTACT INFORMATION

Gabriela.Aguilar@lacity.org

EXEMPT STATUS: (Check One)

CITY CEQA GUIDELINES

STATE CEQA GUIDELINES

CATEGORICAL EXEMPTION*

Art. III, Sec. 1 Class 1 Cat. 3

Sec. 15301 (c)

Art. III, Sec. 1 Class 2 Cat. 3

Sec. 15302 (c)

Art. III, Sec. 1 Class 3 Cat. 4

Sec. 15303 (d)

* 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 *Existing Facilities*, 15302 *Replacement or Reconstruction* and 15303 *New Construction or Conversion of Small Structures*. Additionally, the project is exempt pursuant to *Los Angeles CEQA Guidelines* Article III, Section 1, Class 1, *Existing Facilities* Category 3, Class 2 *Replacement or Reconstruction* Category 3 and Class 3 *New Construction or Conversion of Small Structures* Category 4. *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:

box SIGN 4QZZVP21-17ZX7VJ3

TITLE:

Environmental Affairs Officer
Environmental Management Division

DATE:

Mar 25, 2025

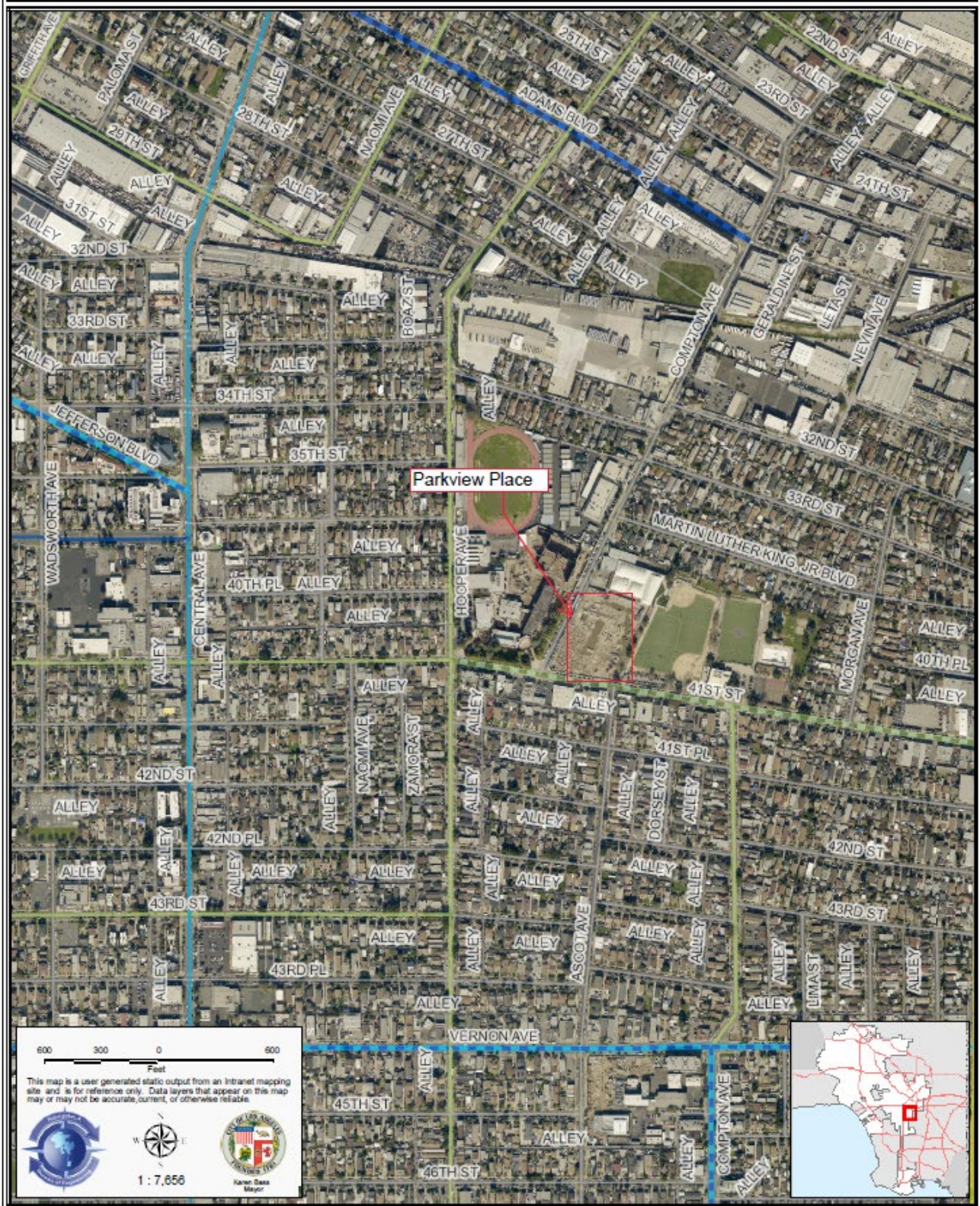
FEE: \$75.00

RECEIPT NO.

REC'D BY

DATE

Figure 1: Project Vicinity



CATEGORICAL EXEMPTION NARRATIVE

I. DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT, CONTINUED

The Project was chosen as a project in Round 5 of the Affordable Housing and Sustainable Communities Grant Program. The purpose of the Project is to complement the mixed-use development at 4020 Compton Ave. and provide connectivity routes for pedestrians and bicyclists to a local transit stop to reduce greenhouse gas emissions in accordance with the State of California Strategic Growth Council (SGC) grant. The Project would aid to reduce greenhouse emissions (GHG) and improve mobility by providing Sustainable Transportation Infrastructure (STI) and Transit Related Amenities (TRA). The Bureau of Engineering will oversee the development of the STI/TRA improvements which include sidewalk/curb ramp replacements and upgrades, high-visibility crosswalks, bicycle lanes/routes, increase in bus stop lighting, new street trees and crossing/traffic calming components, including a traffic circle, are proposed.

The proposed sidewalk improvements (totaling approximately 755 linear feet) are located at the following locations, as shown in Figure 2:

- Martin Luther King Jr. Blvd. and Morgan Ave. (185 feet [ft.])
- E. 41st St (north side) west of Ascot Ave. (30 ft.)
- E. 41st St (north side) east of Ascot Ave. (40 ft.)
- 1426 E. 41st St. (50 ft.)
- E. 41st St. (north side) west of Compton Ave. (80 ft.)
- 1551 E. 41st St. (50 ft.)
- 1567 E. 41st St. (30 ft.)
- E. 41st (north side) east of Morgan Ave. (140 ft.)
- E. 41st St. (north side) west of Long Beach Ave. (130 ft.)
- 4169 Compton Ave. (20 ft.)
- 4177 Compton Ave. (20 ft.)
- 4211 Compton Ave. (25 ft.)
- Compton Ave. south of E. 43rd St. (35 ft.)
- 4316 Compton Ave. (15 ft.)

The locations for curb ramp improvements and curb extension additions include:

- E. 40th Pl. and Wadsworth Ave. (all corners and a curb extension addition)
- Martin Luther King Jr. Blvd. and Compton Ave. (three curb ramps and two curb extensions addition)
- E. 41st St. and Compton Ave. (two curb ramps)
- E. 41st Pl. and Compton Ave. (all corners curb ramps)
- E. 42nd St. and Compton Ave. (all corners curb ramps)
- E. 43rd St. and Compton Ave. (all corners curb ramps)
- E. 41st St. and Morgan Ave. (two curb ramps)
- Martin Luther King Jr. Blvd. and Morgan Ave. (all corners curb ramps)
- Martin Luther King Jr. Blvd. and Long Beach Ave. (two curb ramps)

The locations of crosswalk improvements include:

- Martin Luther King Jr. Blvd. and Compton Ave. (three crosswalks North, east and south of intersection)
- E. 41st St. and Compton Ave. (two crosswalks south and east of intersection)
- E. 41st Pl. and Compton Ave. (two crosswalks east and west of intersection)

- E. 42^{ns} St. and Compton Ave. (two crosswalks east and west of intersection)
- E. 43rd St. and Compton Ave. (two crosswalks east and west of intersection)
- Martin Luther King Jr. Blvd. and Morgan Ave. (four crosswalks)

New traffic signal components/streetlights/bus stop lights would be placed at the following locations:

- E. 41st St. and Compton Ave. (Speed Feedback Signs)
- E. 41st St. and Compton Ave. (Rectangular Rapid Flashing Beacon)
- E. 41st St. and Morgan Ave. (Rectangular Rapid Flashing Beacon)
- E. 32nd St. and Compton Ave. (one streetlight)
- E. 41st St. and Naomi Ave. (one streetlight)
- E. 41st St. and Compton Ave. (North) (one streetlight)
- E. 41st St. and Compton Ave. (South) (one streetlight)
- E. 41st Pl. and Compton Ave. (two streetlights)
- E. 41st St. and Morgan Ave. (one streetlight)
- E. 42nd St. and Compton Ave. (three streetlights)
- E. 43rd St. and Compton Ave. (three streetlights)
- E. 43rd Pl. and Compton Ave. (one streetlight)
- Martin Luther King Jr. Blvd. and Morgan Ave. (three streetlights)
- Jefferson Blvd. and Central Ave. (one set of 2 bus stop lights)
- NW corner of E. 41st St. and S. Central Ave. (one set of three bus stop lights)
- NW corner of Compton Ave. (North) and E. 41st St. (one set of two bus stop lights)
- NE corner of Compton Ave. (North) and E. 41st St. (one set of two bus stop lights)
- Compton Ave. between E. 32nd St. and E. 33rd St. (two sets of two bus stop lights each)
- SE corner of Compton Ave. (South) and E. 41st St. (one set of three bus stop lights)
- North side of E. 41st St. and Compton Ave. (South) (one set of three bus stop lights)

The bikeway improvements (approximately 1.99 miles) of Class IV protected bicycle lanes are proposed along both sides of Martin Luther King Jr. Blvd. between S. Main St. and S. Central Ave. There are 56 driveways along this portion and therefore 84 parking spaces would be removed to accommodate the proposed bike lanes. The improvements would also include a Class III bicycle route (approximately 4.81 miles) following the roadway segments:

- Both sides of Martin Luther King Jr. Blvd. from S. Central Ave. to Hooper Ave. (0.5 miles)
- Both sides of Martin Luther King Jr. Blvd. from Compton Ave. to Long Beach Blvd. (0.72 miles)
- Both sides of E. 41st St. from Wadsworth Ave. to Long Beach Blvd. (1.80 miles)
- Both sides of Wadsworth Ave. from Martin Luther King Jr. Blvd. to E. 41st St. (0.22 miles)
- Both sides of Compton Ave. from E. Adams Blvd. to E. 41st St. (0.90 miles)
- Both sides of Compton Ave. from E. 41st St. to E. Vermont Ave. (0.66 miles)

The proposed bus stop improvement additions are located at the following bus stops:

- SW corner of Jefferson Blvd. and Central Ave. (bus bench addition)
- NE corner of Compton Ave. and E. 33rd St. (two bus benches)
- SW corner of Compton Ave. and E. 32nd St. (one bus bench)
- Compton Ave. (North) and E. 41st St. (one bus shelter, one bus pad, and one bus bench)
- Compton Ave. (South) and E. 41st St. (one bus shelter and one bus pad)

A traffic circle proposed to be installed at:

- Martin Luther King Jr. Blvd. and Morgan Ave.

Driveway repairs would be occurring at:

- 1551 E. 41st St.
- 1557 E. 41st St.
- 1601 E. 41st St.
- 1623 E. 41st St.
- 1651 E. 41st St.
- 4212 Compton Ave.
- 4219 Compton Ave.

The location of the proposed alley treatment is:

- Ascot Ave. south of E. 41st St.

Seven street trees are proposed to be planted. New street trees would be planted in various locations along E. 41st St. and Ascot Ave. at:

- 1440 E. 41st St.
- 1580 E. 41st St.
- 1581 E. 41st St.
- 1588 E. 41st St.
- 1601 E. 41st St.
- Two at 4116 Ascot Ave.

Street tree root pruning and canopy trimming would be done on E. 41st St. at:

- 1426 E. 41st St.
- 1551 E. 41st St.

One street tree removal will be required at 1496 E. 43rd Street with an approved Street Tree Removal Permit issued by the Urban Forestry Division (UFD). The tree is an Evergreen ash (*Fraxinus uhdei*) which is a non-native, non-special habitat plant which is currently causing damage to the sidewalk and complicating future maintenance of the walkway. The tree removal would involve extensive tree cutting, trunk sectioning, stump grinding, and root system removal over the nearby public right-of-way. The adjacent sidewalk and roadway would then be temporarily closed from public use to accommodate the tree removal. The removed tree will be replaced at a minimum 2:1 ratio in accordance with applicable City street tree replacement policies, as determined by UFD. The project anticipates planting seven trees, as such the replacement ratio will be met.

The estimated construction period for the proposed improvements would be approximately 14 months starting in May 2025 and ending in July 2026. To construct new curb ramps and curb extensions, saw-cutting, excavation, cold milling and form work would need to be done. The STI/TRA improvements will be within the existing public right-of-way. Construction would be carried out in accordance with temporary traffic control measures as required by the Work Area Traffic Control Handbook (WATCH). A temporary traffic control plan would be developed to help minimize impacts during construction.

The Project includes best management practices (BMPs) for compliance with applicable regulatory requirements, including Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503 and 3503.5, and for implementation of applicable “Greenbook” Standard Specifications for Public Works Construction that protect cultural resources as follows:

BMP-CUL-1: In the event that unanticipated historical artifacts were encountered, Standard Specifications for Public Works Construction “Greenbook”, Section 6-6.2, (Greenbook, 2021) states: “If discovery is made of items of archeological 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 evidence of archeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archeologist. Construction activities may continue in other areas. If 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.

BMP-CUL-2: The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that if human remains are discovered, 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 immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

BMP-BIO-1: Where feasible, the contractor shall complete tree and shrub removals between September 1 and January 31, which is outside of the bird nesting season. However, if construction activities and tree removal must be conducted during the nesting bird season, trees impacted by construction shall be thoroughly surveyed for the presence of nesting birds/bats/raptors by a qualified biologist, three to seven days prior to construction. If any active nests are detected, the area will be flagged, and a minimum 250-foot (500-foot for raptors) non-disturbance buffer shall be established (a modification to this buffer may be determined by the monitoring biologist and in consultation with US Fish and Wildlife Service [USFWS] and California Department of Fish and Wildlife [CDFW]) and would be avoided until the nesting cycle has been completed or the monitoring biologist determines that the nest has failed. If nesting birds are found, an avoidance area will be established in consultation with the resource agencies, as appropriate, around the nest until a qualified avian biologist has determined that the young have fledged, or nesting activities have ceased. The Project site shall be re-surveyed if there is a lapse in construction activities for more than seven days during the bird breeding season. A preconstruction nesting bird survey(s) shall be submitted to the Bureau of Engineering at the conclusion of the site survey.

Unless otherwise stated, the proposed project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

- Los Angeles Municipal Code
- Bureau of Engineering Standard Plans
- Standard Specifications for Public Works Construction “Greenbook”
- Brown Book, City of Los Angeles Department of Public Works Additions and Amendments to the 2021 Edition of the Standard Specifications for Public Works Construction
- Work Area Traffic Control Handbook

II. PROJECT HISTORY

Housing developments combined with STI/TRA improvements such as the mixed-use development at 4020 Compton Ave. and proposed Project are integral to the City's aim to redevelop neighborhoods and improve the quality of life for the City's residents. Funding is available to replace and upgrade sidewalks, curb ramps, and addition of high visibility crosswalks through the AHSC program in order to provide the community with upgraded public amenities and traffic safety measures. Parkview STI and TRA improvements is a project from the Affordable Housing and Sustainable Communities Program. The goal of the program is to reduce GHG emissions by investing in projects that support compact affordable housing, infill development patterns, encourage active transportation/transit usage, and protects agricultural land from sprawling development. AHSC provides grants and/or loans to achieve GHG emission reductions and benefit disadvantage communities through increasing accessibility of affordable housing, employment centers, and key destinations.

III. ENVIRONMENTAL REVIEW

A. Basis for Categorical Exemption

The proposed Project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301, Class 1 (c) *Existing Facilities*, and Section 15302, Class 2 (c) *Replacement or Reconstruction* for repair and maintenance of existing facilities and replacement or reconstruction of existing utilities with no expansion of capacity because the Project consists of minor repairs and replacement to roadway within the public right-of-way to maintain use. The Project is also exempt pursuant to Section 15303, Class 3 (d) *New Construction or Conversion of Small Structures*, which "consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures ... [including] water main, sewage, electrical gas, and other utility extensions, including street improvements, of reasonable length to serve such construction" because the Project consists of addition of pedestrian crossings, cyclist amenities and trees.

Additionally, this Project is exempt from CEQA pursuant to the *Los Angeles CEQA Guidelines* Article III, Section 1, Class 1 (2) *Existing Facilities* for repair and maintenance of existing facilities used to provide electric power, natural gas, sewerage, and other public utility services; and pursuant to Class 2 (5) *Replacement or Reconstruction* for the replacement or reconstruction on existing utilities with no expansion of capacity for the replacement and upgrade of existing of curb ramps and sidewalk improvements. The Project is also exempt pursuant to Class 3 (4) *New Construction of Small Structures*, which "consists of construction and location of limited numbers of new, small facilities or structures, installation of small new equipment and facilities in small structures ... [including] installation of new equipment and/or industrial facilities involving negligible or no expansion of use if required for safety, health, the public convenience, or environmental control" because the Project consist of the addition of new streetlights, bus stop lighting, bus benches, bus shelters, bus pads, new high-visibility crosswalks, a bicycle lane and bicycle route and installation of seven new City approved trees.

B. 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 particularly 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.

This Project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301, Class 1 (c) *Existing Facilities*; Section 15302, Class 2 (c) *Replacement or Reconstruction*; and Section 15303 Class 3 (d) *New Construction or Conversion of Small Structures*. Although the Project is considered exempt pursuant to Class 3, the Project consists of minor repairs of existing streets, sidewalks, gutters, bicycle and pedestrian trails, and transit improvements within a Project site that consists of already approved construction on a publicly owned facility in a developed urban area with no impact to an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. Therefore, this exception does not apply.

2. Cumulative Impact. This exception applies when, although a 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.

The Project would improve the quality of existing sidewalks, crosswalks, bicycle paths, lighting, and trees along the public right-of-way in the vicinity of the affordable housing development. The scale of construction and anticipated equipment for the Project is limited. The scope of this Project is limited to the nearby area and no successive projects of the same time in this same place are anticipated, thus no cumulative impacts are anticipated. Therefore, this exception has no application to this project.

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.

Biological Resources

As described in Section I. above, the Project may require one tree removal. Tree removal is not an uncommon occurrence for projects in the public right-of-way. The Project would implement BMP-BIO-1 to ensure the Project would not have any adverse impacts on biological resources, and there is no reasonable possibility that the Project will have a significant effect due to unusual circumstances.

Traffic and Transportation

The intersection of Martin Luther King Jr. Blvd. and Morgan Ave. would be improved by adding a traffic circle per the City of Los Angeles Supplemental Street Design Guide, May 2020, Detail S-524.0. The proposed traffic circle would impact all four corners of the intersection, including the existing, sidewalk, curb, and gutter, existing parkways, four existing stop signs, an existing power pole at the northeast corner, and an existing power pole and streetlight at the southwest corner. To accommodate the proposed traffic circle, the intersection would also be upgraded by adding new ADA-compliant dual uni-directional curb ramps (Standard Plan S-442-6, Case A) at all four corners and adding new high-visibility crosswalks at all four legs of the intersection. The design of the proposed traffic circle would be coordinated with LADOT and StreetsLA (BSS).

The proposed bikeway improvements include the installation of 1.99 miles of Class IV protected bicycle lanes along both sides of Martin Luther King Jr. Blvd. between S. Main St. and S. Central Ave. There are 56 driveways along this portion of the Martin Luther King Jr. Blvd. Therefore, 84 parking spaces would be removed to accommodate the proposed protected bicycle lanes. The addition of the bicycle route facilitates transportation between activities rather than using a vehicle, potentially reducing parking demands. Protected bicycle lane improvements comply with the Bicycle Enhanced Network as described in the Mobility Plan 2035 for this Project site and the affordable housing incentive program. Removal or relocation of on-street parking spaces would not create a significant impact related to transportation or vehicle miles travelled. The Project is not located in the coastal zone therefore there will be no significant public access impacts from the proposed Project. Construction would be carried out in accordance with temporary traffic control measures as required by the Work Area Traffic Control

Handbook (WATCH). A temporary traffic control plan would be developed to help minimize impacts during construction. Roadway improvements within the public right-of-way are not an unusual circumstance and there is no reasonable possibility that the Project would have a significant effect.

The proposed single tree removal of a non-native, non-special status tree shall comply with the BMP BIO-1 listed in Section I. above. The tree removal would involve extensive tree cutting, trunk sectioning, stump grinding, and root system removal over the nearby public right-of-way. The adjacent sidewalk and roadway would then be temporarily closed from public use to accommodate the tree removal. Temporary traffic controls and signage are anticipated to be in place during the tree removal to maintain safe and continuous pedestrian and vehicular traffic. It is not anticipated that local traffic will be significantly negatively affected by the temporary partial closure required for the tree removal or sidewalk reconstruction.

Hazardous Waste

As of March 13, 2025, the California Regional Water Quality Control Board (RWQCB) (Geotracker at <https://geotracker.waterboards.ca.gov/>) has listed four contaminated sites near (within 1000 feet) the Project site. See Table 1. RWQCB Contaminated Sites Near the Project Site below.

TABLE 1. RWQCB CONTAMINATED SITES NEAR PROJECT SITE			
SITE NAME	SITE TYPE	STATUS	ADDRESS
STOLEN BASE CLEANERS (SL184901473)	CLEANUP PROGRAM SITE	COMPLETED – CASE CLOSED 12/1/1998	1015 MARTIN LUTHER KING JR BLVD
LA CITY FIRE STATION #14 (T0603793075)	LUST CLEANUP SITE	COMPLETED - CASE CLOSED 4/18/2003	3401 CENTRAL AVE
CONTINENTAL ICE CREAM INC. (T0603700498)	LUST CLEANUP SITE	COMPLETED – CASE CLOSED 6/21/2000	3325 CENTRAL AVE
THOMAS SAFRAN PROPERTY (SL204CR2377)	CLEANUP PROGRAM SITE	COMPLETED – CASE CLOSED 3/23/2004	1324/1336 W 4 TH ST

All of the Completed Case Closed Sites have been documented in the Project specifications and have not had any further cases. Due to all the contaminated site’s closed regulatory status, they are not anticipated to become an environmental concern for the Project.

As of March 13, 2025, the State Department of Toxic Substances Control (DTSC) (Envirostor database at www.envirostor.dtsc.ca.gov) has listed zero contaminated sites near (within 1000 feet) the Project site.

The AHSC grants are available to replace and upgrade sidewalks, curb ramps, and addition of high visibility crosswalks to provide the community being supported upgraded public street amenities and traffic safety measures. Other similar projects have been awarded funding as the aging City infrastructure is in need of repair due to the passage of the time and normal wear. The Project will be constructed following standard construction practices. Given the equipment, shallow excavation, construction duration of approximately 14 months, and standard specification and construction methods, no significant impacts to environmental resources are anticipated.

This Project would involve minor alterations of existing public facilities involving such things as sidewalk

and curb ramp replacements, curb extensions and crosswalk additions, bicycle lanes, traffic signals, lighting and street tree additions. There is no reasonable possibility that the Project will have significant effect due to unusual circumstances. The need for modifications and construction are a common and routine occurrence throughout the City. Due to the nature of this Project, this is not an unusual circumstance and there is not a reasonable possibility that it will have a significant effect due to unusual circumstances. Therefore, this exception has no application to this project.

4. Scenic Highway. 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.

The proposed Project is not within a state designated scenic highway or within sight of any state designated scenic highway. Therefore, this exception has no application to this project.

5. Hazardous Waste Site. This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

As of March 13, 2025, the project site was not listed as a hazardous waste site. Therefore, this exception has no application to this project.

6. Historical Resources. This exception applies when a project may cause a substantial adverse change in the significance of a historical resource.

TABLE 2. HISTORIC RESOURCES NEAR PROJECT SITE			
SITE NAME	SITE TYPE	SIGNIFICANCE	ADDRESS
Palm Trees at Martin Luther King Jr.	Historic Resource - Eligible	Mature Mexican Fan Palms associated with the subdivision	Martin Luther King Jr., between Morgan and Compton Ave
South Los Angeles Canary Island Pine Street Trees	Designated Historic Resource	Canary Island Pine Street Trees	Portions of Martin Luther King Jr. Blvd, Degnan Blvd, Leimert Blvd and Crenshaw Blvd

While there are historic resources within the Project vicinity, as listed in Table 2, there is no reasonable expectation the work being done would impact or cause a substantial adverse change to any historical resource because the work is confined to the public right-of-way and not immediately adjacent to any such resource.

Additionally, in the event that unanticipated archeological or paleontological discoveries are made these would be managed in accordance with BMP-CUL-1 and BMP-CUL-2 to comply with the “Greenbook” and any applicable cultural resource protection regulations.

As indicated above, the Project is not anticipated to result in substantial adverse change in the significance of a historical resource. Therefore, no substantial adverse impact to cultural resources is anticipated, as such this exception does not apply.

IV. REFERENCES

California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines), available from <http://leginfo.legislature.ca.gov/>

California Regional Water Quality Control Board. Geotracker. Retrieved March 13, 2025, from

<https://geotracker.waterboards.ca.gov/>.

California Department of Transportation (Caltrans). *California State Scenic Highway System Map*. Retrieved March 13, 2025, from <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

City of Los Angeles Department of City Planning Parcel Profile Report. Retrieved on December 24, 2024, from *NavigateLA* <http://boemaps.eng.ci.la.ca.us/navigate/la/>

City of Los Angeles Department of Public Works Bureau of Engineering. Retrieved on December 24, 2024, *NavigateLA*. <http://boemaps.eng.ci.la.ca.us/navigate/la/>

City of Los Angeles Environmental Quality Act Guidelines available from https://planning.lacity.org/EIR/CEQA_Guidelines/City_CEQA_Guidelines.pdf

Los Angeles Municipal Code. <https://lacity.gov/government/city-charter-rules-and-codes>

Public Resources Code, Div. 13, Sections 21000-21189 (CEQA), available from <http://leginfo.legislature.ca.gov/>

Public Works Standards Inc, “Green Book” Standard Specifications for Public Works Construction. 2021 edition.

State Department of Toxic Substances Control. Envirostor. Retrieved March 13, 2025, from <https://www.envirostor.dtsc.ca.gov/public/>.

Figure 2: Project Vicinity

