Print Form

# Notice of Exemption

**Appendix E**

**To:** Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Los Angeles
12400 Imperial Highway, Room 1201
Norwalk, CA 90650

**From:** (Public Agency): City of Commerce
2535 Commerce Way
Commerce, CA 90040
(Address)

Project Title: Slauson Corridor Improvements Project between I-5 and I-710

Project Applicant: City of Commerce

Project Location - Specific:

2.8-mile segment of the Slauson Avenue corridor between I-5 and I-710.

Project Location - City: City of Commerce Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

Please refer to Continuation Sheet "A" Project Description

Name of Public Agency Approving Project: City of Commerce

Name of Person or Agency Carrying Out Project: City of Commerce

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Class 1, CEQA Guidelines Section 15301(c)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The Project will improve motorist, bicyclist, and pedestrian safety by improving traffic signs, street pavement and pavement markings, and striping along the Corridor, constructing new raised medians and/or modifying existing medians to provide for protected or protected/permissive left turn lanes at some of the signalized intersections, improving street lighting along the Corridor, reducing pedestrian crossings, and eliminating uncontrolled crosswalks. Other improvements include bike facilities throughout the Corridor and enhancing bus stops with bus shelters, benches, trash cans, where applicable. The Project would not create any new or additional automobile lanes. Therefore, the proposed Project would be categorically exempt under Class 1 (CEQA Guidelines Section 15301(c)).

Lead Agency Contact Person: Gina Nila Area Code/Telephone/Extension: 323-722-4805

**If filed by applicant:**

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ▪ Yes No

Signature: Gina Nila Date: 9/19/24 Title: Public Works Department

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

## Continuation Sheet "A" Project Description for the: *Slauson Corridor Improvements Project between I-5 and I-710*

Slauson Avenue is a major east-west corridor in the Gateway Cities region and serves as an alternate route to the I-710 north-south freeway to/from the I-5 east-west freeway and provides connectivity to several major north-south corridors such as Atlantic Boulevard, Eastern Avenue, Garfield Avenue, and is one of the east-west key links in the regional movement of goods to/from the Port of Los Angeles, Long Beach, Union Pacific Railroad, Burlington Northern Santa Fe Railways Terminals, and other regional businesses. The Project Site contains 10 signalized intersections, 3 lanes in each direction between I-710 and Garfield Avenue, and 2 lanes in each direction between Garfield Avenue and I-5. Slauson Avenue provides left-turn pockets at signalized intersections and on-street parking is allowed in some areas along the corridor. Slauson Avenue Traffic volumes along Slauson Avenue are approximately 31,000 vehicles per day, which includes significant truck traffic.

The goal of the Proposed Project is to increase the capacity efficiency of the street, reduce congestion along Slauson Avenue, and enhance connectivity between major trip generators and transportation facilities. The Proposed Project would improve intersection capacity efficiency along Slauson Avenue at various intersections, add dedicated right turn lanes where possible, and upgrade traffic signals at various intersections for efficient and traffic responsive operations. The Project would improve motorist, bicyclist, and pedestrian safety by improving traffic signs, street pavement and pavement markings, and striping along the corridor, constructing new raised medians and/or modifying existing medians to provide for protected or protected/permissive left turn lanes at some of the signalized intersections, improving street lighting along the corridor, reducing pedestrian crossings, and eliminating uncontrolled crosswalks. Other improvements include bike facilities throughout the corridor and enhancing bus stops with bus shelters, benches, and trash cans, where applicable.