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CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 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. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles Department of Transportation	1 & 14

PROJECT TITLE	COUNCIL FILE NO:
Spring/Alameda Safety & Mobility Project	N/A

PROJECT LOCATION
Spring St between Wilhardt St & College St; Alameda St between College St & Los Angeles St

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
The proposed project consists of street safety improvements along 1.2 miles of Spring St/Alameda St between Wilhardt St and Los Angeles St in the City of Los Angeles Council Districts 1 and 14. This project is designated in the City's Mobility Plan 2035 on the Bicycle Lane Network (Tier 2), Bicycle Enhanced Network, and Pedestrian Enhanced District. Project elements include a travel lane reallocation removing one vehicle lane in each direction; the addition of Class IV protected bike lanes; the addition of signalized pedestrian hybrid beacons at Spring/Ann and Spring/Mesnager intersections; the addition of protected left turn vehicle turning lanes at Alameda/Alpine and Alameda/College; the addition of ADA compliant curb ramps; and the addition of a bus boarding island at the intersection of Alameda/College, identified in Attachment A project narrative. Proposed improvements will calm traffic on neighborhood streets, reduce vehicular speeds, and increase safety for all modes of travel Proposed improvements will also increase access to LA State Historic Park, the adjacent Chinatown Metro Rail Station, Union Station and various bus stops for people walking, bicycling, and taking transit.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: N/A

CONTACT PERSON	AREA CODE	TELEPHONE NUMBER	EXT.
Jack Moreau	213	549-7207	

EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
☐ MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
☐ DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
☐ EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
☐ GENERAL EXEMPTION	Sec. 15060.	n/a
☒ CATEGORICAL EXEMPTION	Sec. 15300 *et seq.*	Art. III, Sec. 1

Class 1 and 4 Category 1(3), 1(15), 1(20), 4(13) (City CEQA Guidelines)

OTHER

JUSTIFICATION FOR PROJECT EXEMPTION:
The project is exempt under City CEQA Guidelines and State CEQA Guidelines. City CEQA Guidelines Class 1(3) states a project is categorically exempt if it involves the operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, and gutters involving negligible or no expansion of use beyond that previously existing; and does not involve the removal of a scenic resource. Further, City CEQA Guidelines Class 1(15) categorically exempts the installation of traffic signs, signals, and pavement markings, including traffic channelization using paint and raised pavement markers. City CEQA Guidelines Class 1(20) categorically exempts the modernization of an existing highway or street by construction of improvements and adding auxiliary lanes for localized purposes such as turning, involving negligible or no expansion of use beyond that previously existing, except where extensive tree removal will be involved. Moreover, City CEQA Guidelines Class 4(13) categorically exempts the creation of bicycle lanes on existing rights-of-way. None of the limitations set forth in State CEQA Guidelines 153000.2 apply. See attached narrative (Attachment A) for further discussion.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE	TITLE: Supervising Transportation Planner	DATE: 3/26/26
J Moreau		

FEE: N/A	RECEIPT NO.	REC'D. BY	DATE

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

Attachment A

Project: Spring/Alameda Safety & Mobility Project

I. Project Description

The proposed project consists of a travel lane reconfiguration along approximately 1.2 miles of Spring St/Alameda St between Wilhardt St and Los Angeles St in the City of Los Angeles Council Districts 1 and 14. This project is part of the City's adopted transportation element of the General Plan, referred to as the Mobility Plan 2035.

The project aims to mitigate transportation conflicts between cyclists, pedestrians and vehicle movements by implementing the following roadway modifications across distinct segments of the project area:

- Protected bike lanes along Spring St and Alameda Street corridor with street reconfiguration removing one travel lane in each direction
    - Class IV Protected Bike Lanes:
        - Northbound between Wilhardt St and Los Angeles St
        - Southbound between Wilhardt St and Los Angeles St
- Pedestrian Hybrid Beacons:
    - Spring St / Ann St; Spring St / Mesnager St
- Protected Left Turns
    - Alameda St / Alpine St; Alameda St / College St
- Bus Boarding Island
    - Alameda St / College St
- ADA Compliant Curb Ramps
    - Spring St / Wilhard St; Spring St / Mesnager St; Spring St / Ann St; Spring St / College St; Alameda St / Alpine St; Alameda St / Ord St; Alameda St / Main St; Alameda St / Cesar Chavez Ave; Alameda St / Olvera St Dwy; Alameda St / Los Angeles St

Proposed improvements will calm traffic on neighborhood streets, reduce vehicular speeds, and increase safety for all modes of travel. Proposed improvements will also increase access to LA State Historic Park, the adjacent Chinatown Metro Rail Station, Union Station and various bus stops for people walking, bicycling, and taking transit.

This project qualifies for the categorical exemptions as detailed below, and none of the exceptions that might preclude the use of categorical exemptions are applicable.

II. Project History

The project consists of the implementation of new bike lanes along approximately 1.2 miles of Spring Street and Alameda Street, between Wilhardt Street and Los Angeles Street. The project was identified as a priority bicycle corridor in the 2010 Bicycle Plan adopted by Los Angeles City Council in March 2011. Subsequently, the 2010 BIcycle Plan was further refined into the City's Mobility Plan 2035, which serves as the City's Circulation Element of the General Plan, adopted by Los Angeles City Council September 2016. Mobility Plan 2035 prioritizes bicycle and pedestrian improvements throughout the City of Los Angeles with a series of network maps designating specific types of roadway improvements that are reflective of roadway conditions and community feedback. The project corridor is within the Bicycle Lane Network, Bicycle Enhanced Network, and Pedestrian Enhanced District in the City's Mobility Plan 2035.[1] Additionally, the project area contains intersections identified as part of the City's High Injury Network based on the frequency of fatal and severe collisions. Between 2013 and 2022, there were 46 collisions, resulting in 6 fatal or severe injuries, all of which involved bicycles and pedestrians as the victims.

[1] City of Los Angeles Department of City Planning, "Mobility Plan 2035", September 7, 2016, https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf.

III. Environmental Review

A. Basis for Categorical Exemption

A project qualifies for a Class 1, Category 3 categorical exemption under City CEQA Guidelines and a Class 1(c) categorical exemption under State CEQA Guidelines (CCR Sec. 15301 (c)) if it consists of operation, repair, maintenance, or minor alteration of existing streets, sidewalks, and gutters involving negligible or no expansion of use beyond that previously existing; and does not involve the removal of a scenic resource. Further, a project qualifies for a Class 1, Category 15 categorical exemption if it consists of the installation of traffic signs, signals and pavement markings, including traffic channelization using paint and raised pavement markers. Moreover, a project qualifies for a Class 1, Category 20 categorical exemption if it consists of the modernization of an existing highway or street by construction of improvements and adding auxiliary lanes for localized purposes such as turning, involving negligible or no expansion of use beyond that previously existing, except where extensive tree removal will be involved. Finally, a project qualifies for a Class 4, Category 13 categorical exemption under City CEQA Guidelines and a Class 4(h) categorical exemption under State CEQA Guidelines (CCR Sec. 15304 (h)) if it consists of the creation of bicycle lanes on existing rights-of-way.

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 circumstances that follow. The narrative below substantiates through facts why these exceptions do not apply.

1. Location. Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may be significant in a particular sensitive environment. Therefore, these classes are considered to apply to 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. Those project features covered under the Class 1 categories are not subject to the location exception.

Those project features that include roadway striping to feature bicycle lanes are eligible for a Class 4 exemption and therefore are potentially subject to the location exception. However, Class 4 exemptions are qualified by the consideration of whether the project is located in a sensitive environment where it would impact an environmental resource of hazardous or critical concern. Specifically, if adding the bicycle lanes were to occur in a sensitive environment that would impact a resource of hazardous and critical concern, then the bicycle lanes would not be eligible to be exempt from CEQA.

Given that the bicycle lanes are striped on existing street right-of-way, this element of the project would not cause impact on an environmental resource by roadway widening. Additionally, as described in the "Traffic/Transportation" element of Subsection 3: Significant Impact below, the project's effects on traffic, transportation networks, and mobility also will not impact a resource of hazardous and critical concern in a sensitive environment.

2. Cumulative Impact. This exemption applies when, although a particular project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant.

All projects designated within the Bike Lane Network, Bicycle Enhanced Network, and Pedestrian Enhanced District have undergone environmental impact assessments as part of the comprehensive Mobility Plan 2035 Environmental Impact Report. The Mobility Plan 2035 Environmental Impact Report found no cumulative negative impact for bike or pedestrian projects which are on Bike Lane Network, Bicycle Enhanced Network, or Pedestrian Enhanced District streets.

While other similar projects are taking place elsewhere in the City, they occur in different neighborhoods, locations, and times. Given the nature of the project, this project is not anticipated to result in a cumulative impact when included with successive projects in the same place and over time.

3. Significant Effect. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.

> **Aesthetics** This exception applies when a project may cause a substantial adverse change in the significance of a visual resource. As stated in Section I: Project Description, the project only consists of reconfiguring lanes to add bicycle lanes, a bus boarding island at an existing bus stop, ADA-compliant curb ramps, and traffic signal improvements; it would not impact any aesthetic resources. As such, this exception does not apply.
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> **Noise** The work shall be performed in accordance with Ordinance No. 144.331, “Noise Regulation” in Chapter XI of the Los Angeles Municipal Code of March 1982. The City will restrict demolition, construction, and striping on Spring/Alameda Streets in locations near sensitive uses (such as residences) to daytime hours in accordance with the City’s noise regulations. The installation process would not be expected to exceed ambient noise by more than 5 dBA for more than 10 continual days; thus, there will be no noise impact on the neighborhood immediately surrounding the project area. As such, this exception does not apply.
>
> **Biological Resources** The proposed project does not involve the loss of, an alteration to, nor an impact to any biological resources. It does not include the removal of existing trees. As such, this exception does not apply.
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> **Traffic/Transportation** The proposed project reconfigures existing roadway striping resulting in the removal of one southbound travel lane from Wilhardt St to Los Angeles St; removal of one northbound travel lane from Emyra St to Los Angeles St; removal of a northbound peak-hour travel lane between Wilhardt St and Elmyra St; installation of a northbound full-time parking lane from Wilhardt St to Elmyra St; installation of a Class IV protected bike lane between Wilhardt St to Los Angeles St; installation of protected left-turn movements at Alameda St and Alpine St; installation of protected left-turn

movements at Alameda St and College St; installation of a pedestrian hybrid beacon at Spring St and Ann St; installation of a pedestrian hybrid beacon at Spring St and Mesnager St; installation of a bus boarding island at the southbound bus stop at Alameda St and College St.

The travel lane modifications are proposed as a means to install Class IV bike lanes on Spring Street and Alameda St between Wilhardt St and Los Angeles St. Removing the northbound and southbound travel lane to accommodate a lane reconfiguration on Spring St and Alameda St are both exempt from CEQA Guidelines. Such a change could increase travel delay in the peak periods along Spring St and Alameda St.

However, substantial travel delay no longer qualifies as an exception under the Section 15300.2 (c) of the CEQA Guidelines that could disqualify a lane striping project covered under a Class 1 or Class 4 exemption due to the adoption and rulemaking procedures of Senate Bill (SB) 743. Upon adopting SB 743 into law, the legislature and Governor directed the Office of Planning and Research (OPR) to replace delay and capacity-based metrics such as level of service (LOS) when lead agencies are evaluating transportation impacts under CEQA. The legislature further found that new transportation analysis under CEQA was needed to promote the state's goals of reducing greenhouse gas (GHG) emissions and traffic-related air pollution, promote the development of a multimodal transportation system (including bicycle lanes), and provide clean, efficient access to destinations. The California Natural Resources Agency certified and adopted the CEQA Guidelines in December of 2018, and are now in effect. [2]

In its document, 'Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA', the OPR recommended that a vehicle miles traveled (VMT) per capita metric replace delay-based metric throughout the State when identifying transportation impacts under CEQA.[3] OPR finds that a VMT per capita metric is in direct correlation with the state's goals of reducing GHG emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations. OPR further finds that delay-based metric of LOS, in congruence with the legislative direction and intent, to be in conflict with achieving improved environmental outcomes, and is ill suited in defining environmental outcomes under CEQA, regardless of location.

In its 'Technical Advisory on Evaluating Transportation Impacts in CEQA', OPR has further indicated that both active transportation projects (which include bicycle lanes), and transportation projects that reduce number of lanes should generally not lead to substantial increase in VMT, and further not be considered to contribute to a significant impact under CEQA.[4]

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[2] State of California, Natural Resources Agency, Final Adopted Text, December 2018. http://resources.ca.gov/ceqa/

[3] The Governor's Office of Planning and Research. January 2016. Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA. http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf

[4] The Governor's Office of Planning and Research. December 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

In the presumption of less than significant impacts for active transportation projects, OPR finds that streamlining active transportation projects align with three of the statutory goals of SB 743, which include reducing greenhouse gas emissions, increasing multimodal transportation networks, and facilitating mixed-use development.

In summary, the actions of the California Legislature in adopting SB 743, as well as the record of evidence and preliminary guidance as provided by OPR, Caltrans, and the Natural Resource Agency support the conclusion that travel delay is not considered an exception of hazardous and critical concern that would disqualify the application of a Class 1 or Class 4 Exemption pursuant to Section 15300.2 (c) of the CEQA Guidelines.

With respect to construction-related transportation impacts, the restriping of the work of restriping Spring St and Alameda St shall be performed in accordance with work area traffic control handbook (WATCH). City construction crews will coordinate with schools and the Department of Transportation according to WATCH and provide flaggers when required. When the activity site encroaches upon a sidewalk, walkway or crosswalk area, pedestrians shall be provided advance warning if they are detoured away from the activity site. Advance notification of sidewalk closures shall be provided according to WATCH. At least one lane of travel in each direction will be maintained at all times.

Water Supply The proposed project does not involve any unusual circumstances that would impact water supply. As such, this exception does not apply.

Standard conditions and construction practices are anticipated for this project. No unusual construction noise or traffic effects are anticipated. No reasonable possibility has been identified that the project will have a significant effect due to unusual circumstances. As such, this exception does not apply.

4. Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

There are no scenic features or a scenic highway at any of the project sites, on the project corridor, nor crossing the project corridor. The project does not include the removal of existing trees or median and would not impact any aesthetic, biological, or historic resources, and therefore this exception does not apply.

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

As of January 28, 2026, the Department of Toxic Substances Control (DTSC) data management system identifies a location adjacent to the project corridor as a site undergoing active cleanup.[5]

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[5] California Department of Toxic Substance Control, EnviroStor Hazardous Waste and Substance Site List, last accessed May 6, 2025, http://www.envirostor.dtsc.ca.gov/public/.

The Cornfield Site at 1245 N Spring St, Los Angeles CA 90012 is identified as a site undergoing active cleanup as a result of past uses that caused contamination related to Fuel - Vehicle Storage/Refueling, Rail Road Maintenance Shop, and Railroad Right of Way. The excavation and removal of impacted soil was completed under the oversight of the DTSC and in accordance with the Soil Remediation Action Work Plan dated March 12, 2015. The 2014 expedited soil removal, 2015 remediation, and 2022 remediation efforts resulted in the disposal of a combined 63,966 tons of waste material at approved offsite disposal locations.

All impacted soil in excess of the limits established by DTSC have been removed from the Cornfield Site. Following removal of all impacted soil in excess of those limits, the cleanup goals established by the DTSC have been achieved. Based on the successful completion of onsite remediation, no further soil removal at the site is required.

As a result, the project's proximity to this site does not pose a significant risk and this exception does not apply.

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

A search of the City's Declared Monuments identified 7 Historic-Cultural Monuments adjacent to project area.[6] According to the City's Cultural Heritage Ordinance, a historical or cultural monument is any site (including significant trees or other plant life located thereon), building, or structure of particular historical or cultural significance to the City of Los Angeles. A search of the Los Angeles Historic Resources Inventory showed the project is located within 8 feet of a 6 designated historic resources.[7] The historic cultural monuments and historic resources within the project area are shown on Table 1.

A search of the City's Historic Preservation Overlay Zone (HPOZ) Districts showed the project area is not located within an HPOZ.[8] Additionally, a search of City databases did not reveal any case summaries that indicated there may be historic, tribal cultural, unique archaeological, or unique paleontological resources. Furthermore, there has been no mitigated negative declaration or environmental impact report prepared specifically for this project area.

Although the Proposed Project includes various streetscape improvements along the Project Corridor, which shares property frontage with designated historic resources, all of the proposed streetscape improvements would be installed within the existing public right-of-way and would not cause adverse change in the significance of the historical resources. There would be no long term operational changes to the HCM or historic resource as a result of the project.

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[6] City of Los Angeles Office of Historic Resources, "Historic-Cultural Monument (HCM) List," last updated April 3, 2018, http://preservation.lacity.org/commission/designated-historic-cultural-monuments.

[7] City of Los Angeles Department of City Planning, "Los Angeles Historic Resources Inventory", last accessed May 6, 2025, https://historicplacesla.lacity.org/. .

[8] City of Los Angeles Department of City Planning, "Local Historic Districts (HPOZs)", last accessed May 6, 2025, https://planning.lacity.gov/preservation-design/local-historic-districts.

The proposed project would occur on existing streets and sidewalks, with no more than two feet in depth of excavation. The depth of demolition and excavation is not anticipated to exceed the depth of previously disturbed soil.

HCM #	Site Name	Address
64	Los Angeles Plaza Park	Bounded by Spring Street, Macy Street, Alameda Street, Arcadia Street, Cesar E. Chavez Avenue
82	River Station Area	1231 N Spring St
101	Los Angeles Union Station Passenger Terminal and Grounds	800-850 N Alameda St
211	Granite Block Paving	Bruno St between N Alameda St and N Main St
872	Raphael Junction Building	1635-1647 N Spring St
900	North Spring Street Bridge	Bridge #53C0859
1160	Standard Oil Company Sales Department Building / Woman's Building	1727 N Spring St
N/A	Carnation Company	1750 N Baker St
N/A	Paper Products Manufacturing Co	1646 N Spring St
N/A	J.W. MacMillan Electrical Lighting Supply	1410 N Spring St
N/A	Nick's Cafe	157 W Elmyra St
N/A	Philippe The Original	1001 N Alameda St
N/A	United States Post Office Terminal Annex	900 N Alameda St

Table 1: List of Historic Cultural Monuments and Designated Historic Resources Adjacent to Project Area

In case of any historical artifacts being encountered, City Engineer Standard Specifications, Section 6-3.2, (Greenbook, 2012) states: “If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer.” Therefore, during activities in which there will be ground disturbances (i.e., digging, drilling, etc.) if any evidence of archaeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeologist. Construction activities may continue in other areas. If the

discovery proves significant under CEQA (Section 15064.5f; Public Resources Code or PRC 21082), additional work such as testing or data recovery may be warranted.

The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

In case of unforeseen discovery of cultural resources, measures are in place to manage unanticipated cultural resource finds or discovery of human remains. Therefore, no substantial adverse impact to cultural resources is anticipated.