

COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

DEPARTMENT OF TRANSPORTATION
100 SOUTH MAIN STREET, 9TH FLOOR
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

City of Los Angeles Department of Transportation

COUNCIL

DISTRICT: 5 & 11

PROJECT TITLE

Ohio Avenue Safety and Mobility Project

COUNCIL FILE NO:

N/A

PROJECT LOCATION

Ohio Avenue between Westwood Boulevard and Westgate Avenue, Westgate Avenue between Ohio Avenue and Rochester Avenue, Rochester Avenue between Westgate Avenue and Saltair Avenue, Saltair Avenue between Rochester Avenue and Texas Avenue and Texas Avenue between Saltair Avenue and Centinela Avenue.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The Ohio Avenue Safety and Mobility Project (Project) consists of 2.1-miles of miles of street safety improvements along Ohio Avenue, Westgate Avenue, Rochester Avenue, Saltair Avenue, and Texas Avenue in City of Los Angeles Council Districts 5 and 11. Project elements include the reallocation of road space for the addition of a bi-directional Class IV bike lane, traffic signal modifications, neighborhood traffic circles, speed humps, ADA Compliant curb ramps, and additional modifications identified in Attachment A Project Narrative. Proposed improvements will achieve calmer neighborhood streets, reduced vehicle speeds, and increased safety for all modes of travel.

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

CONTACT PERSON

Jack Moreau

AREA CODE

(213)

TELEPHONE NUMBER

549-7207

EXT.

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)

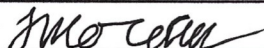
OTHER

JUSTIFICATION FOR PROJECT EXEMPTION:

The project is exempt under City CEQA Guidelines and State CEQA Guidelines. City CEQA Guidelines Class 1(3) and State Guidelines Class 1(c) state that 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) and State CEQA Guidelines Class 4(h) categorically exempts the creation of bicycle lanes on existing rights-of-way. None of the limitations set forth in State CEQA Guidelines 15300.2 apply. See attached narrative (Attachment A) for further discussion.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE:



TITLE: SUPERVISING TRANSPORTATION PLANNER

DATE: 5/15/26

FEE:
N/A

RECEIPT NO.

REC'D. BY

DATE

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

Attachment A

Project: Ohio Avenue Safety and Mobility Project

I. Project Description

The proposed project consists of street safety improvements approximately 2.1 miles in length within Council Districts 5 and 11 along Ohio Avenue between Westwood Boulevard and Westgate Avenue, Westgate Avenue between Ohio Avenue and Rochester Avenue, Rochester Avenue between Westgate Avenue and Saltair Avenue, Saltair Avenue between Rochester Avenue and Texas Avenue, and Texas Avenue between Rochester Avenue and Centinela Avenue.

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 area¹:

- Adjustments to travel lane widths and turn pockets in order to allocate space for bi-directional protected Class IV bike lanes along Ohio Avenue between Westwood Boulevard and Westgate Avenue.
- ADA-Compliant curb ramps:
 - Ohio Ave / Barrington Ave
 - Ohio Ave / Federal Ave
 - Ohio Ave / Sawtelle Ave
 - Ohio Ave / Sepulveda Blvd
 - Ohio Ave / Pontius Ave
 - Ohio Ave between Butler Ave and Colby Ave (midblock)
- Traffic signal modifications to add bicycle signals
 - Ohio Ave / Barrington Ave
 - Ohio Ave / Federal Ave
 - Ohio Ave / Sawtelle Ave
 - Ohio Ave / Westwood Blvd
- Protected Left Turn Phasing
 - Ohio Ave / Sepulveda Blvd
 - Ohio Ave / Westwood Blvd
- Restriction of Eastbound Left Turn Movements at:
 - Ohio Avenue / Barrington Ave
 - Ohio Avenue / Federal Ave
 - Ohio Avenue / Sawtelle Blvd
 - Ohio Avenue / Veteran Ave
- Removal of parking lane on south side of Ohio Ave between:
 - Westgate Ave and Butler Ave
- Removal of parking lane on north side of Ohio Ave between:
 - Butler Ave and Corinth Ave
 - Bentley Ave and Veteran Ave
- Removal of parking lane on northside and southside of Ohio Ave between:
 - Kelton and Westwood Ave

¹ See Attachment B, Project Map

- Addition of parking lane on north side of Ohio Ave between:
 - Stoner Ave and Colby Ave
- Addition of parking lane on south side of Ohio Ave between:
 - Purdue Ave and Cotner Ave
 - Greenfield Ave and Veteran Ave
- Neighborhood traffic circles at:
 - Texas Ave / Wellesley Ave
 - Texas Ave / Saltair Ave
 - Rochester Ave / Saltair Ave
 - Rochester Ave / Brockton Ave
 - Rochester Ave / Armacost Ave
- Speed humps on Texas Ave, Rochester Ave, Saltair Ave, and Westgate Ave.

The proposed improvements will calm traffic on neighborhood streets, reduce vehicular speeds, and increase safety for all modes of travel. Proposed improvements will also increase multi-modal access to the West Los Angeles Veterans Affairs Medical Center, the future Westwood/VA Hospital D Line Metro station, West LA YMCA, University High School, the Sawtelle Boulevard commercial corridor, and the Westwood Boulevard commercial corridor. LADOT's project webpage (including linked documents) provides more detailed information regarding the project:

<https://ladotlivablestreets.org/projects/ohio>

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

II. Project History

The City of Los Angeles identified Ohio Avenue as a critical east/west corridor for safe active transportation on the City's Mobility Plan 2035 Bicycle Enhanced Network and Neighborhood Enhanced Network - Tier 1². Ohio Avenue is one of the most bicycled corridors in the city and is a popular route for bicyclists, connecting Westwood, West LA/Sawtelle, and Santa Monica. It serves as an ideal bicycle corridor because it is a relatively flat, calmer residential corridor and does not intersect with 405 Freeway on-ramps or off-ramps, making it the most comfortable option for people traveling east/west in the region.

The popularity of the route combined with the lack of safe bicycle facilities has led to a disproportionate number of collisions involving a person biking or walking. From 2015-2019 (5 years) there were 38 collisions where a bicyclist or pedestrian was involved. 66% of pedestrians and bicyclists struck along the corridor were seriously injured (25 people). In total there were 141 collisions - about 25% involved someone walking or biking.

The project has undergone a robust, two-phase community engagement process starting in 2022 to inform its design and address local needs. Phase 1 (2022–2023) focused on fact-finding and identifying core concerns such as pedestrian safety, traffic congestion, and a strong preference for protected bicycle lanes, gathering over 900 comments through a dedicated website, workshops, and 15 pop-up events. Phase 2 (2025-2026) included a deeper dive into project trade-offs through over 10 stakeholder

² Mobility Plan 2035: Bicycle Enhanced Network, Map D1 on page 144 (PDF page 161)
https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

briefings, 14 in-person activations reaching over 933 people, and an online survey with 1,382 responses that showed 90% agreement that the proposed protected bike lane achieves its safety goals. Outreach efforts also included mailing 3,700 postcards, knocking on 1,200 doors, and securing letters of support from groups such as the UCLA Bicycle Advisory Committee, the West LA Sawtelle Neighborhood Council, and the Collins and Katz Family YMCA. This comprehensive process, which utilized social media reaching over 538,000 impressions and partnerships with community-based organizations, has directly shaped the final project design.

III. Environmental Review

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. The project consists of re-signing and re-striping roadways, sidewalk improvements, traffic signal modifications, and installation of street infrastructure such as bike lane median barriers, K-71 bollards, and mini-roundabouts. All of these aspects of the project fall under “operation, repair, maintenance, or minor alteration of existing streets, sidewalks, and gutters”. No scenic resources will be removed as a result of this project.

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. The project will install traffic signs, signals and pavement markings to include bicycle facilities. 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. The project includes the construction of street improvements, and will not undergo significant tree removal. 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. The project will create 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 following circumstances:

1. Location.

Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may be significant in a particular sensitive environment. Therefore, these classes are considered to apply 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 Bicycle Enhanced Network and Neighborhood Enhanced Network-Tier 1 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 Bicycle Enhanced Network or Neighborhood Enhanced Network-Tier 1 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.

A. No Unusual Circumstances

There are no unusual circumstances for this project compared to other road improvement projects that typically qualify for categorical exemptions for existing facilities or minor alterations to land. This work is a typical minor alteration and improvement project for a street, sidewalk, gutter, and bicycle and pedestrian way, that falls under the Class 1 exemption. The City has successfully

implemented over 300 lane reconfiguration projects, many on similar streets with comparable bicycle and automobile configurations.³

The proposed project reallocates vehicle travel lanes, parking lanes, and turn lanes to create space for protected bike lanes on Ohio Avenue between Westgate Avenue and Westwood Boulevard. Such a change could increase travel delay in the peak periods, however, the project-related delays are not unusual as would occur with similar roadway reconfiguration projects explored elsewhere in the City.⁴ Between 2010 and 2016, the City has implemented 64.5 miles of similar roadway reconfiguration that have resulted in reduction of the travel lane capacity along arterials, many with volumes that are comparable or higher as compared to the project corridor.⁵

B. No Significant Impacts

The project would not result in any significant impacts as set forth below.

I. 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 traffic striping to add bicycle lanes, traffic circles, speed humps, ADA-compliant curb ramps, and traffic signal improvements; it would not impact any aesthetic resources. As such, this exception does not apply.

II. 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 along the project area in locations near sensitive uses (such as residences) to daytime hours and 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 less than significant noise impacts on the neighborhood immediately surrounding the project area. Furthermore, extensive noise analyses from similar streetscape improvement projects, such as the My Figueroa Project, have consistently determined that construction and operation impacts related to noise and vibration would be less than significant, requiring no mitigation measures.

III. 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, and the roadway work consists of minimally-impactful installation of traffic signing and striping, bike lane median barriers, speed humps, traffic circles, modifications to existing traffic signals, and ADA-compliant curb ramps. As such, this exception does not apply.

³ LADOT Lane Reconfiguration Guidelines, April 2023, <https://ladot.lacity.gov/sites/default/files/2024-09/lane-reconfiguration-guidelines-update-april-2023.pdf>

⁴ See Attachment B, p 44, Traffic Delay Analysis

⁵ Severin Martinez, "Who Wins When Streets Lose Lanes?: An Analysis of Safety on Road Diet Corridors in Los Angeles," applied planning research project, UCLA Luskin School of Public Affairs, June 2016.

IV. Traffic/Transportation

The proposed project reconfigures existing roadway striping on Ohio Avenue resulting in the removal of eastbound left-turn lanes at Veteran, Sawtelle, Federal, and Barrington as well as the removal of westbound left-turn lanes at Beloit and Veteran. Such a change could increase travel delay in the peak periods, however, the project-related delays are not unusual as would occur with similar roadway reconfiguration projects explored elsewhere in the City.⁶ Between 2010 and 2016, the City has implemented 64.5 miles of similar roadway reconfiguration that have resulted in reduction of the travel lane capacity along arterials, many with volumes that are comparable or higher as compared to the project corridor.⁷

The proposed project will not result in significant impacts to traffic, circulation, or emergency access. A comprehensive travel delay analysis was conducted using industry-standard Synchro 11 and Highway Capacity Manual (HCM) methodologies to ensure operational stability. Analysis of the approximately 1.3-mile Ohio corridor (which contains roadway reconfiguration) demonstrates that the lane reconfiguration will have a minimal impact on travel times even during the busiest periods of the day.

Regarding emergency access, the project has been designed and reviewed in direct coordination with the Los Angeles Fire Department (LAFD) to ensure response capabilities are maintained or enhanced.⁸ The project meets all safety and access requirements agreed upon between LADOT and LAFD, ensuring that emergency response remains unimpeded.

In addition, substantial travel delay no longer qualifies as an exception under the Section 15300.2 (c) of the CEQA Guidelines that could disqualify a lane striping project covered under a Class 1 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.⁹

In its document, 'Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA', the OPR recommended that a vehicle miles traveled (VMT) per capita metric replace delay-based metric throughout the State when identifying transportation impacts under CEQA. OPR

⁶ See Attachment B, p 44, Traffic Delay Analysis

⁷ Severin Martinez, "Who Wins When Streets Lose Lanes?: An Analysis of Safety on Road Diet Corridors in Los Angeles," applied planning research project, UCLA Luskin School of Public Affairs, June 2016.

⁸ LADOT Technical Memo #2, 2026.

⁹ State of California, Natural Resources Agency, Final Adopted Text, December 2018.
<http://resources.ca.gov/ceqa/>

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

In summary, the actions of the California Legislature in adopting SB 743, as well as the record of evidence and preliminary guidance as provided by OPR, Caltrans, and the Natural Resource Agency support the conclusion that travel delay is not considered an exception of hazardous and critical concern that would disqualify the application of a Class 1 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 of the project corridor shall be performed in accordance with Work Area Traffic Control Handbook (WATCH)¹⁰. 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 traffic in each direction will be maintained at all times.

V. Land Use Impacts

The project is consistent with the City of Los Angeles General Plan, including the Mobility Plan 2035, and complies with the requirements and intent of Measure HLA. The Project advances the Mobility Plan's goals by providing a safe, convenient, and comfortable bicycle facility along a key arterial corridor that connects to multiple regional destinations. It applies guidance from the Complete Streets Design Guide and aligns with the interpretive flexibility afforded by the Mobility Plan's Implementation Procedures. Furthermore, it complies with Measure HLA by implementing a street enhancement that exceeds baseline standards while remaining consistent with the Mobility Plan's intent and furthering the Plan's goals.

¹⁰ WATCHBOOK: Work Area Traffic Control Handbook 2024 Edition. Inspection available upon request. https://www.bnibooks.com/collections/temporary-traffic-controls/products/work-area-traffic-control-handbook-2024-edition?utm_source=watchbook.org&utm_medium=website&utm_campaign=watchbook.org&utm_term=558A

VI. Non-implicated Impact Areas

The proposed project does not involve any activities that would impact agriculture, air, energy, geology and soils, greenhouse gas emissions, water quality and supply, mineral resources, population and housing, public services, recreation, and public utilities (related to the need for new facilities), and wildfire. As it involves maintenance, repair, and minor alterations to the roadway and sidewalks.

VII. 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.

C. Conclusion

Standard conditions and construction practices are anticipated for this project.¹¹ As set forth above, no unusual circumstances are present, and no reasonable possibility has been identified that the project will have a significant effect. As such, none of these exceptions 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 March 11, 2026, a property adjacent to a portion of the project corridor, located at Westside YMCA, 1452 South Westgate Avenue, is listed in the DTSC EnviroStor database.¹² The site previously entered into a voluntary cleanup agreement with DTSC in connection with a proposed redevelopment project that included soil investigation and consideration of construction measures such as installation of a vapor barrier. According to DTSC records, the voluntary cleanup agreement was later terminated after the scope of work was not fully completed.

¹¹ See LADOT Technical Reference Library, at <https://ladot.lacity.gov/businesses/technical-reference-library>

¹² California Department of Toxic Substance Control, EnviroStor Hazardous Waste and Substance Site List, last accessed March 11, 2026, <http://www.envirostor.dtsc.ca.gov/public/>.

The proposed work adjacent to this property consists solely of pavement striping within the existing roadway and would not involve excavation, removal of asphalt, or disturbance of underlying soils. Because the project will not occur on the listed site and the adjacent work involves only surface improvements to traffic signing and striping, 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 no Historic-Cultural Monuments adjacent to the project area.¹³ 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 1 designated historic resource, located at 12022 W Texas Avenue.¹⁴

A search of the City's Historic Preservation Overlay Zone (HPOZ) Districts showed the project area is not located within an HPOZ.¹⁵ 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.

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.

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

¹³ Review of Historic-Cultural Monuments. n.d. Los Angeles City Planning. Accessed March 11, 2026. <https://planning.lacity.gov/odocument/24f6fce7-f73d-4bca-87bc-c77ed3fc5d4f/Historical%20Cultural%20Monuments%20List.pdf>.

¹⁴ Review of Los Angeles Historic Resources Inventory. n.d. Historic Places LA. Accessed March 11, 2026. <https://hpla.lacity.org/>.

¹⁵ Review of Local Historic Districts (HPOZs). n.d. City of Los Angeles. Accessed March 11, 2026. <https://planning.lacity.gov/preservation-design/local-historic-districts>.

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.

Attachment B, Project Map

