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200 NORTH SPRING STREET
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(213) 978-0261
(213) 978-0278 Fax

JAMES A. GIBSON
EXECUTIVE OFFICER

http://www.lacity.org/BPW

ANTONIO R. VILLARAIGOSA
MAYOR

July 30, 2007

#1 CE

City Council
Room No. 395
City Hall

Subject: CONSIDERATION OF INTIAL STUDY, ADOPTION OF MITIGATED NEGATIVE DECLARATION, AND APPROVAL BY CITY COUNCIL FOR THE SEPULVEDA BOULEVARD REVERSIBLE LANE, BIKE LANE, AND INTERSECTION IMPROVEMENT PROJECT (W.O. NO. E1904736/BE NO. 114-07)

As recommended in the accompanying report of the City Engineer, which this Board has adopted, the Board of Public Works recommends that your Honorable Body:

1. Consider the proposed Mitigated Negative Declaration together with public comments received;

2. Find, on the basis of the whole record, that there is no substantial evidence that the project will have a significant effect on the environment;

3. Find that the Negative Declaration reflects the City's independent judgment and analysis;

4. Adopt the Mitigated Negative Declaration and Mitigation Monitoring Plan;

5. Approve the project as modified.

6. Instruct the City Clerk to immediately notify Lisa Ochsner of the Bureau of Engineering's Environmental Management Division at (213) 485-5755 of the adoption of the Mitigated Negative Declaration so that the Notice of Determination can be filed with the Office of the County Clerk within five working days.

**FISCAL IMPACT**

There is no fiscal impact on the General Fund and no appropriation is needed.

Respectfully submitted,

James A. Gibson, Executive Officer
Board of Public Works

JAG:mp

PUBLIC WORKS

TRANSPORTATION

AUG 2 2007

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Department of Public Works

Bureau of Engineering
Report No. 1

July 30, 2007
CD Nos. 5 and 11

ADOPTED BY THE BOARD OF
PUBLIC WORKS OF THE CITY
of Los Angeles, California
AND REFERRED TO THE CITY COUNCIL
JUL 30 2007
Secretary

**CONSIDERATION OF INITIAL STUDY, ADOPTION OF MITIGATED NEGATIVE DECLARATION, AND APPROVAL BY CITY COUNCIL FOR THE SEPULVEDA BOULEVARD REVERSIBLE LANE, BIKE LANE, AND INTERSECTION IMPROVEMENT PROJECT (W.O. NO. E1904736 / BE NO. 114-07)**

**RECOMMENDATIONS**

Consider the proposed Mitigated Negative Declaration, prepared in accordance with the California Environmental Quality Act (CEQA), which finds that the project with mitigation will not have a significant effect on the environment. Adopt and forward this report with its transmittals to the City Council with a recommendation that the Council:

1. Consider the proposed Mitigated Negative Declaration together with public comments received;

2. Find on the basis of the whole record, that there is no substantial evidence that the project will have a significant effect on the environment;

3. Find that the Mitigated Negative Declaration reflects the City's independent judgment and analysis;

4. Adopt the Mitigated Negative Declaration and Mitigation Monitoring Plan;

5. Approve the project as modified.

6. Instruct the City Clerk to immediately notify Lisa Ochsner of the Bureau of Engineering's (BOE) Environmental Management Division at (213) 485-5755 of the adoption of the Mitigated Negative Declaration so that the Notice of Determination can be filed with the Office of the County Clerk within five working days.

**FISCAL IMPACT STATEMENT**

In 1999, the Los Angeles Department of Transportation (LADOT) applied for and secured funding in the amount of $11.3 million (including a City match) through the Los Angeles County Metropolitan Transportation Authority (METRO) for the design and construction of the project. The funding is administered by the Federal Highway Administration (FHWA) through the California Department of Transportation (Caltrans). There is no fiscal impact on the General Fund and no appropriation is needed in this Board Report.

**TRANSMITTALS**

1. Initial Study and Mitigated Negative Declaration dated February 14, 2007.

2. Mitigation Monitoring Plan dated June 2007.

3. Written public comments and responses summary dated June 2007.

4. Amendments to Initial Study and Mitigated Negative Declaration, entitled "Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project", dated June 2007.

**DISCUSSION**

***Background***

In an effort to improve traffic flow in the Sepulveda Pass, a reversible lane project was proposed on a six-mile segment of Sepulveda Boulevard extending between Wilshire Boulevard to the south and Mulholland Drive to the north in Council District Nos. 5 and 11. A reversible lane is a lane in which traffic may travel in either direction, depending on certain conditions. Typically, it is meant to improve traffic flow during rush hours, by having overhead signs inform drivers which lanes are open or closed to driving or turning. Reversible lanes can be considered for deployment where: 1) there are pronounced directional splits resulting in heavy congestion; and 2) it is feasible to prohibit left turns along the route. Sepulveda Boulevard is one of the few known multilane streets with a pronounced directional split where a reversible lane can be accommodated. LADOT has successfully implemented a 1.1 mile long reversible lane on 4$^{th}$ Street in downtown between Hewitt Street and the I-5 Freeway on/off ramps to handle the directional commuter traffic. This reversible lane has been successful in alleviating traffic congestion within this corridor and has been fully operational since 1997.

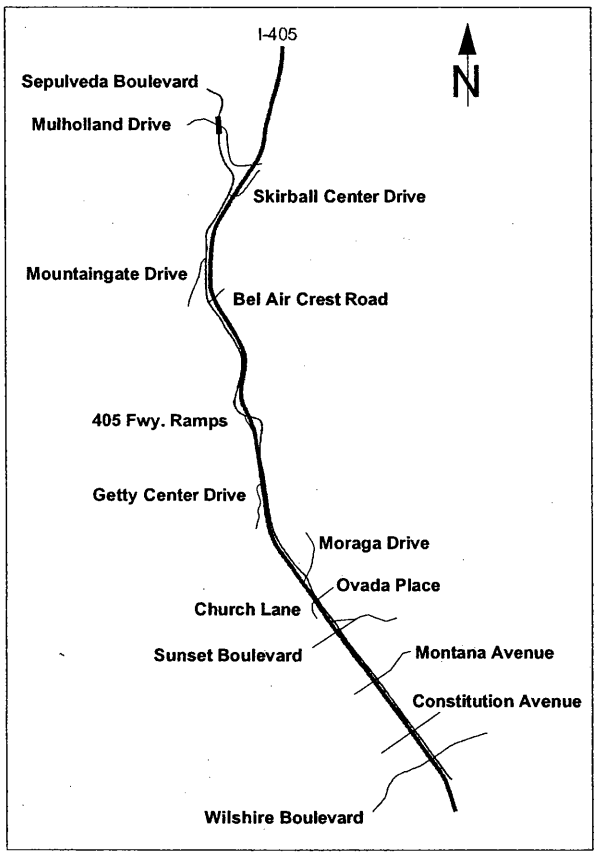
From 2002 to 2004, LADOT initiated and conducted several community meetings to obtain public input on the design of the proposed reversible lane project. Based on several community concerns, primarily related to the perceived safety of the reversible lane operation, the project was put on hold and a Sepulveda Task Force was formed to revise the scope of the project. The task force consisted of members from the Bel Air/Beverly Crest Neighborhood Council, community members and stakeholders, homeowners associations, the City's Bicycle Advisory Committee, and representatives from the Skirball Cultural Center and affected Council Districts. Over the course of nine months, the task force met six times to discuss various alternatives to improve traffic flow by focusing on redesigning key intersections and adding bike lanes within the Sepulveda Pass corridor. In April 2005, the task force held its final meeting and finalized the scope of the project. The revised scope consists of improvements at intersections along Sepulveda Boulevard from Wilshire Boulevard to the tunnel at Mulholland Drive, adding bike lanes on Sepulveda Boulevard between Skirball Center Drive and Bel Air Crest Road, and creating a reversible lane through the Sepulveda Boulevard tunnel at Mulholland Drive. Although significantly different from the original reversible lane concept, it was determined these improvements would provide

considerable traffic congestion relief for the Sepulveda Pass corridor. More importantly, the community was fully engaged in the development of these improvements through the task force. The revised project is described in more detail below under Project Description.

***Project Description***

Sepulveda Boulevard would be improved and widened, in spot locations, to add turning lanes, bicycle facilities, and a reversible lane in the tunnel at Mulholland Drive that would operate during peak hour traffic periods. Widening would occur within the existing public right-of-way, with some additional right-of-way needed from Caltrans and the Metropolitan Water District (MWD). The key components of the project are:

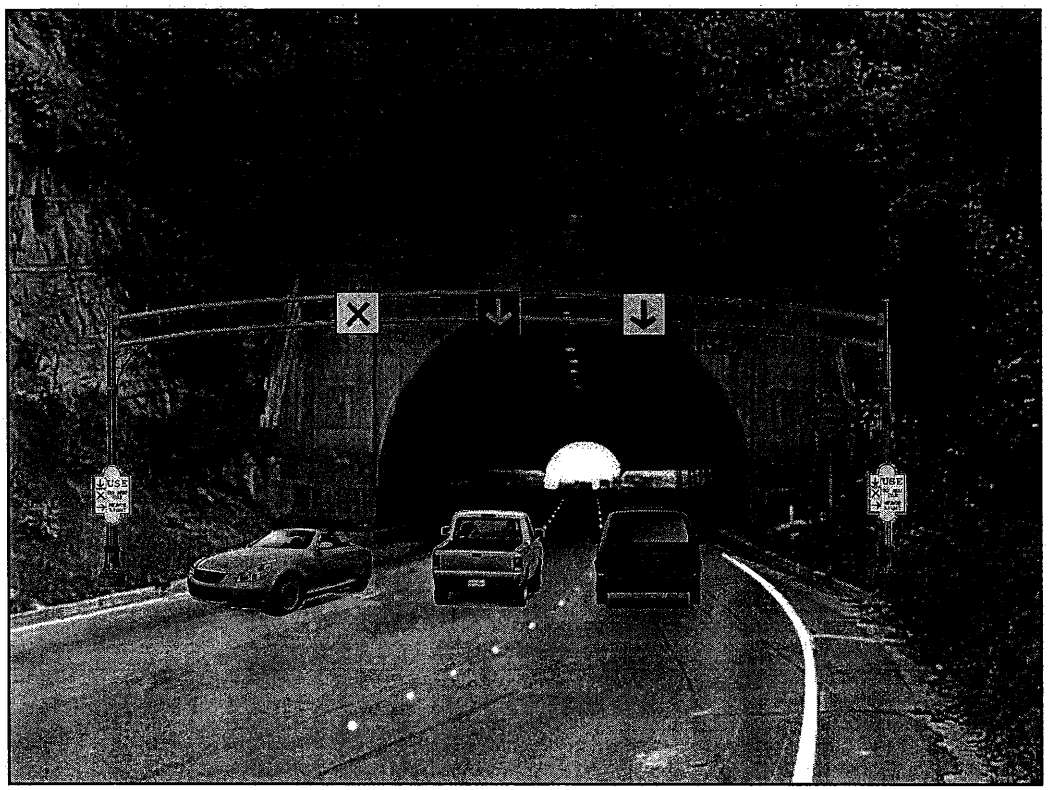
- Add northbound and southbound right-turn pockets at Wilshire Boulevard.
- Lengthen the northbound left-turn pocket at Moraga Drive.
- Lengthen the southbound right-turn lane at the 405 Freeway overpass (north of Getty Center Drive).
- Install bike lanes from Skirball Center Drive to Bel Air Crest Road.
- Add a northbound right-turn lane at Skirball Center Drive.
- Add a third southbound through lane, approximately 1,354 feet in length, north of Skirball Center Drive.
- Convert the existing southbound center lane into a reversible lane, approximately 2000 feet in length, in the tunnel at Mulholland Drive to operate in the northbound direction during the p.m. peak hour period (approximately 4:00 to 7:00 p.m.).




**Location Map**

The project is only limited to the locations described above. No improvements are proposed between Getty Center Drive and Moraga Drive or between Church Lane/Ovada Place and Wilshire Boulevard. The proposed project is expected to alleviate peak hour congestion, reduce travel delays, and enhance safety for recreational and commuter bicyclists traveling through the corridor.

Related construction activities include variable street widening up to 22 feet in width; grading and excavation; utility relocations involving underground utilities, power poles, street lighting, and traffic signals; new street lighting between Skirball Center Drive and Bel Air Crest Road; tree and vegetation removals including street trees and protected native trees; new landscaping and replacement trees; roadway re-striping; elimination of on-street parking (19 spaces) on northbound Sepulveda Boulevard between Moraga Drive and Church Lane/Ovada Place; two new retaining walls, less than 10 feet in height and between 250 and 450 feet in length, on both sides of Sepulveda Boulevard south of Skirball Center Drive; new rock fall fence along a steep hillside on the southbound side of Sepulveda Boulevard north of Mountaingate Drive; realignment of a 360-foot section of Sepulveda Boulevard to the east by up to five feet at approximately 1,200 feet north of Mountaingate Drive; and new overhead signs, two at each tunnel approach, for the reversible lane operation. Refer to the figure below for a rendering of the reversible lane operation at the tunnel.



**Rendering of reversible lane and overhead signage on Sepulveda Boulevard at Mulholland tunnel.**

Construction of the project would begin in June 2008, and would last approximately 12 to 18 months. During construction, the project would implement traffic control measures and would maintain at least two lanes of traffic in the peak direction during peak hours and one lane of traffic in the non-peak direction. There would be no change in traffic patterns during rush hour and only one lane of traffic would be temporarily closed during off-peak hours when construction activities are most likely to occur and traffic levels are low. Furthermore, construction activities would be phased and appropriate locations outside of the public right-of-way would be utilized for construction equipment and materials storage.

***Findings of the Initial Study***

The project would not result in significant visual, air quality, cultural resources, geologic, hazards, water quality, land use, noise, or traffic impacts, either directly or indirectly (Transmittal No. 1). The project would also not substantially contribute to cumulative impacts. There are other current and planned development and transportation projects in the area that could cause potential environmental impacts such as traffic impacts. The Caltrans 405 HOV Lane Widening project would make improvements to the freeway, ramps, and local intersections. As part of a separate environmental review process, the Caltrans 405 HOV lane project would need to identify feasible mitigation measures to reduce both short-term and long-term traffic impacts caused by the project. Temporary measures for traffic control during construction would also be required. Other related projects in the area would also be subject to similar traffic and safety requirements to maintain through flow traffic. Mitigation measures would need to be implemented if significant traffic impacts are identified for other related projects including the Leo Baeck synagogue-Getty parking lot, the Skirball Cultural Center parking garage, and the Sepulveda Tunnel widening project. Construction activities related to the Skirball Center Drive widening project would be minimal and limited to the east side of the I-405 where no construction activities are planned for the project and where access is readily available from the freeway on- and off-ramps. Furthermore, the Skirball Center Drive widening project involves minor widening and was found to be exempt from environmental review because there would be no potential for significant environmental impacts. The Sepulveda Reversible Lane project would not cause significant traffic impacts during construction and would not contribute to cumulatively considerable traffic impacts when combined with the effects of other related projects.

This project has the potential to result in significant impacts to biological resources, including impacts to nesting birds from project-related construction activities and impacts to wildlife corridors. As such, mitigation measures would be required to reduce potential impacts to a less-than-significant level. With mitigation, the project would not contribute to cumulative impacts to wildlife species or movement within the corridor. A detailed explanation of the mitigation measures is included in the Mitigation Monitoring Plan (Transmittal No. 2).

***Other Project Approvals and Coordination***

This project includes federal funding and is subject to the requirements of the National Environmental Policy Act (NEPA). FHWA, as the lead agency under NEPA, has determined the project is categorically excluded from the requirements of NEPA. The City has satisfied technical study requirements for compliance with NEPA.

The project is located in an area with potentially important wildlife corridors that link vast areas of open space to the west and east within the Santa Monica Mountains range. The City, along with Caltrans, has engaged in coordination efforts with the Santa Monica Mountains Conservancy (SMMC) to identify important crossing locations and develop

appropriate mitigation to address potential impacts to wildlife corridors. Ongoing coordination with the SMMC is being done for this project to ensure implementation of the proposed wildlife mitigation.

The project requires the removal of approximately 35 street trees and two protected native trees along Sepulveda Boulevard within the project limits. The project would obtain a tree removal permit as required by City ordinance. All trees removed would be replaced with the appropriate species at a two-to-one ratio. The tree removal permit would be granted as a subsequent approval by the Department of Public Works (DPW).

***Public Participation***

Community outreach efforts were undertaken over the course of two years to obtain input on the reversible lane project as originally proposed by LADOT. Over 20 meetings were held with various community groups and organizations. Subsequent to these meetings and as a result of the establishment of the Sepulveda Task Force, additional meetings were held which led to the project as currently proposed. Recent meetings have also been conducted related to the current project through the Mulholland Scenic Parkway Design Review Board and the Bel Air/Beverly Crest Neighborhood Council.

***Public Review and Comments***

The proposed Initial Study and Mitigated Negative Declaration were circulated for public review and comment for a period of at least 30 days beginning on February 16, 2007, and ending on March 19, 2007. A notice regarding the environmental document was published in the Los Angeles Times one day prior to the start of the public review. The document was transmitted to the California Office of Planning and Research, State Clearinghouse. Relevant agencies also received copies of the document as well as affected Council Districts and Neighborhood Councils. Over 1,000 notices regarding availability and public review of the document were sent to individuals, property owners, businesses, organizations, and agencies and were filed with the Los Angeles city and county clerks. Copies of the document were available for review at the Brentwood and Westwood branch libraries. A copy of the document was also posted on the City's DPW, BOE website.

During the public review period, 16 comment letters were received. A copy of the comment letters and City staff responses to those comments are attached to this report (Transmittal No. 3). The nature of the comments received pertain to the scope of the project, certain environmental impacts analyzed, and proposed mitigation measures. None of the comments received identified new significant environmental impacts not previously analyzed or unavoidable significant impacts that would require the preparation of an Environmental Impact Report.

However, some of the comments resulted in new project revisions or added measures or conditions of project approval.

***Conclusion***

Following the close of the public comment period, changes have occurred to the scope of the project and construction schedule. In addition, some of the public comments resulted in

new project revisions or added measures or conditions of project approval. In response to the comments received and recent project changes, an amendment was prepared to the proposed Initial Study and Mitigated Negative Declaration (Transmittal No.1) to clarify issues, incorporate recommendations as feasible, and add new information regarding the project. These changes, as documented in (Transmittal No. 4), have not resulted in the identification of new or avoidable significant effects. Furthermore, the analysis and findings of the Initial Study have not substantially changed which shows that the project, with mitigation, would not result in significant environmental impacts.

( AJK GLM HSV DJW )

Report reviewed by:

Los Angeles Department of Transportation

Report prepared by:

Environmental Management Division

Ara J. Kasparian, Ph.D.,
Group Manager
Phone No. (213) 485-5729

AJK/LO/06-2007-0135.EMG.lda

Questions regarding this report
may be referred to:
Writer: Lisa Ochsner
Phone No. (213) 485-5755
Fax No. (213) 847-0656

Respectfully submitted,

Gary Lee Moore

Gary Lee Moore, P.E.
City Engineer

Haripal Vir

Haripal S. Vir,
Principal Transportation Engineer
Department of Transportation

Transmittal #1

# *Initial Study/ Mitigated Negative Declaration*

*for*

# Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project

**W.O. # E1904736**
**B.E. #114-07**




*City of Los Angeles*

LA DPW
ENGINEERING
SERVING THE PRESENT; DESIGNING THE FUTURE

*Bureau of Engineering*
*Environmental Management Group*

**February 14, 2007**

# CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

## MITIGATED NEGATIVE DECLARATION

(Article I, City CEQA Guidelines)

| LEAD CITY AGENCY AND ADDRESS: | COUNCIL DISTRICT |
|---|---|
| Department of Public Works, Bureau of Engineering<br>1149 S. Broadway, Suite 600, Los Angeles, California 90015 | 5 & 11 |
| **PROJECT TITLE:**<br>**Sepulveda Boulevard Reversible Lane, Bike Lane & Intersection Improvement Project (W.O. E1904736)** | **CASE NUMBER**<br>T.G. 561, 591, 631, 632<br>B.E. 114-07 |

**PROJECT LOCATION:**
Sepulveda Blvd, between Wilshire Blvd and Mulholland Dr, in the city and county of Los Angeles.

**DESCRIPTION:** The proposed project includes widening in spot locations along Sepulveda Boulevard to: 1) add right-turn pockets at Wilshire Boulevard, 2) add turning pockets between Moraga Drive and Church Lane/Ovada Place, 3) add a southbound right-turn lane at the 405 Freeway southbound on-ramp (405 Freeway overpass north of Getty Center Drive), 4) install bike lanes between Skirball Center Drive and Bel Air Crest Road, 5) add a northbound right-turn lane at Skirball Center Drive, 6) add a third southbound through lane on the approach to Skirball Center Drive, and 7) create a reversible lane in the Sepulveda Boulevard tunnel at Mulholland Drive. Construction of the proposed project would begin at the earliest in June 2007 and would last approximately 18 to 24 months. Construction activities require removal and reconstruction of concrete curbs, gutters, and sidewalks; grading and excavation; new paving; new curb returns and ramps; re-striping; signage and utility relocations; new retaining walls (2); new rock fall fence; vegetation removal and new landscaping; new overhead signs at the tunnel approach for the reversible lane; and new and relocated street lights.

The project would not result in significant visual, air quality, cultural resources, geologic, hazard, water quality, land use, noise, or traffic impacts, either directly or indirectly. However, the project has the potential to result in significant impacts to biological resources, including impacts to nesting birds from project-related construction activities and wildlife corridors. As such, mitigation measures would be required to reduce potential impacts to a less-than-significant level.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:**

**FINDING:** The **City Engineer** of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons:

See attached initial study.

**►SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED◄**

**Any written objections received during the public review period are attached, together with the responses of the lead City agency.**

**THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED**

| PERSON PREPARING THIS FORM | ADDRESS | TELEPHONE NUMBER |
|---|---|---|
| Lisa M. Ochsner<br>Environmental Supervisor I | 1149 S. Broadway, Suite 600<br>Los Angeles, CA 90015 | (213) 485-5755 |
| **SIGNATURE (Official)**<br>Ara Kasparian, Ph.D., Manager<br>Environmental Management Group | | **DATE**<br>2/15/07 |

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CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT

# INITIAL STUDY

**Council Districts:** **5 & 11** **Date: February 14, 2007**

**Lead City Agency:** **Department of Public Works**
**Bureau of Engineering**

**Project Title:** **Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project**

## I. INTRODUCTION

### A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying ways environmental damage can be avoided; and disclosing to the public why a project is approved even if it leads to environmental damage. The Bureau of Engineering Environmental Management Group (EMG) has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, even with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

### B. Process

Once the adoption of a negative declaration (or mitigated negative declaration) has been proposed, a public comment period opens for no less than 20 days or 30 days if there is state agency involvement. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the initial study and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed project. If a reviewer believes there is substantial evidence that the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it's believed the effect

would occur, and (3) explain why it's believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

After close of the public review period, the Board of Public Works considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, and makes a recommendation to the City Council on whether or not to approve the project. One or more Council committees may then review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, in the final decision to approve or disapprove the project. During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project.

Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling 213/978-1047, 213/978-1048 or TDD/TTY 213/978-1055; or via the internet at http://www.lacity.org/CLK/index.htm.

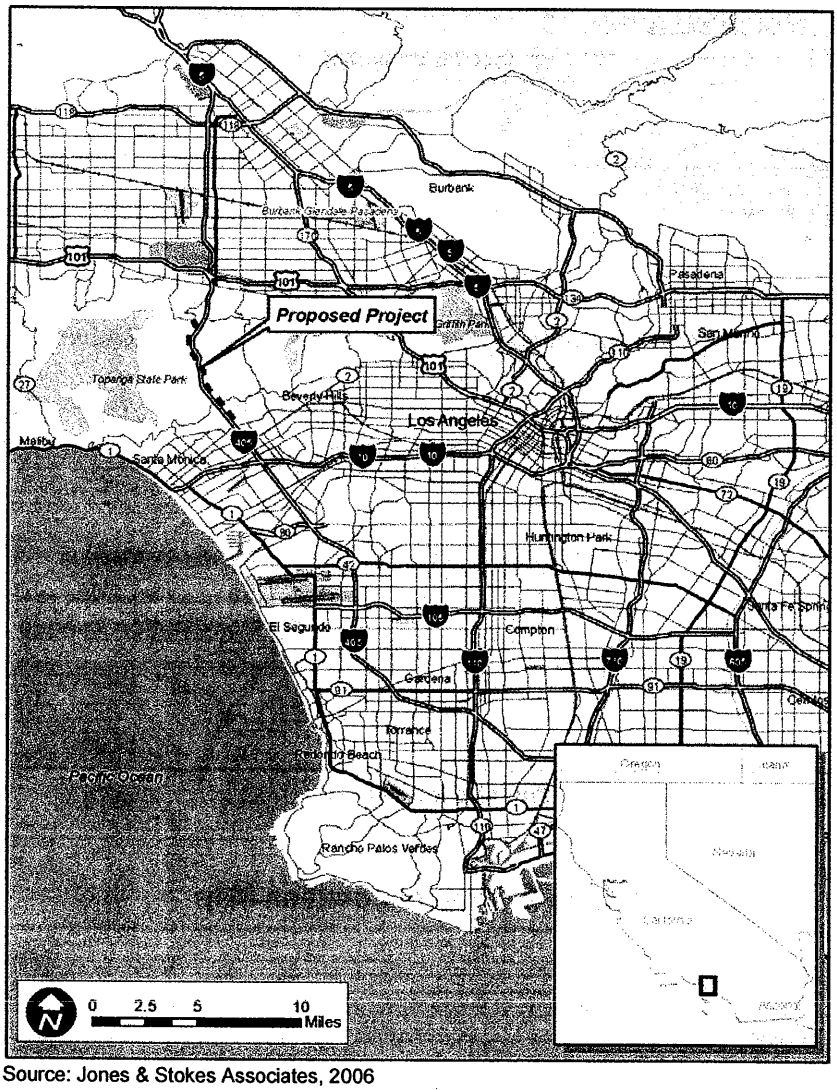
If the project is approved, the City will file a notice of determination with the County Clerk within 5 days. The notice of determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

## II. PROJECT DESCRIPTION

### A. Location

The proposed project is located on portions of a six mile segment of Sepulveda Boulevard, extending between Wilshire Boulevard to the south and Mulholland Drive to the north, in the city and county of Los Angeles. In this location, Sepulveda Boulevard runs parallel to the Interstate 405 (I-405) Freeway which collectively, serves as a major transportation corridor known as the Sepulveda Pass that traverses the communities of Westwood, Brentwood, Bel Air Estates, and Encino. Refer to Figures 1 and 2 for the location.




Source: Jones & Stokes Associates, 2006

**Figure 1. Regional Map**

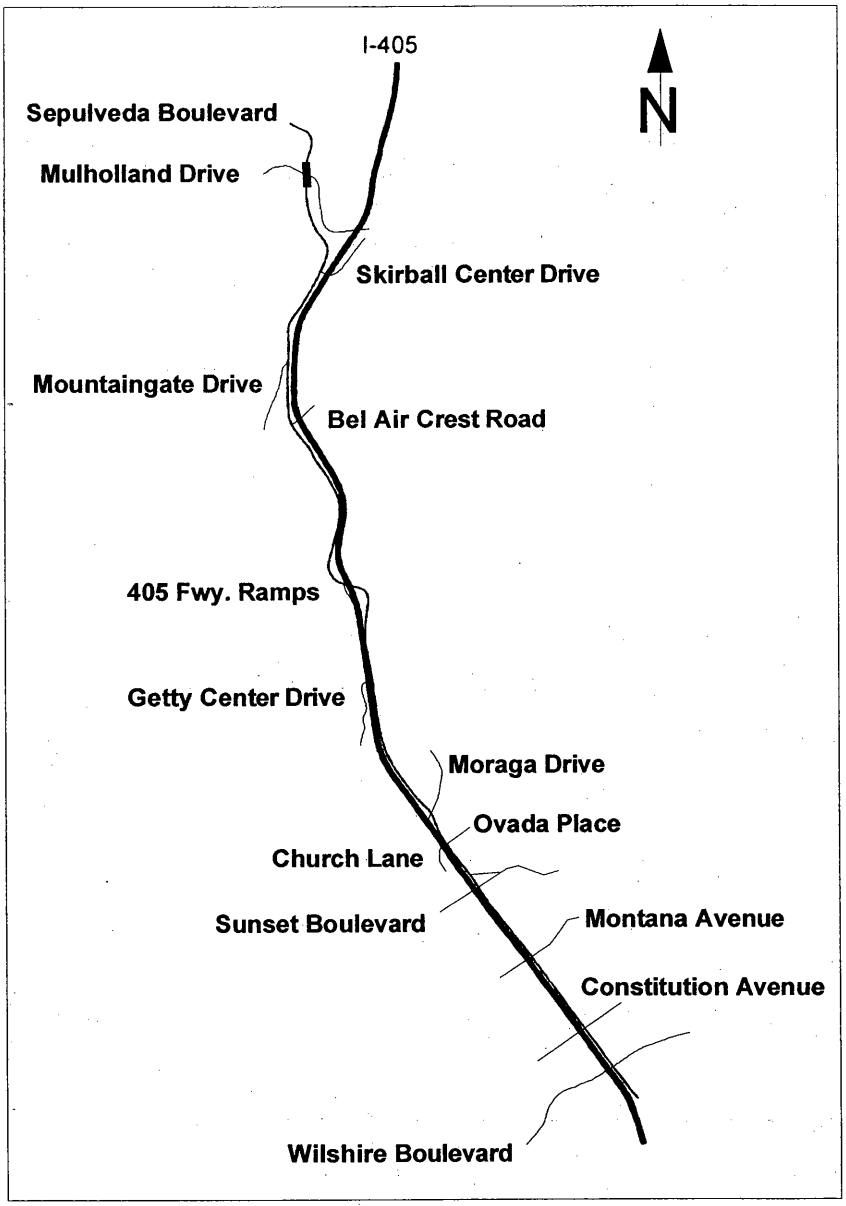



**Figure 2. Project Location Map**

## B. Purpose

The purpose of the proposed project is to enhance vehicular traffic and turning movements and to improve bicycle access by providing street and bikeway improvements on portions of Sepulveda Boulevard. The proposed project is expected to alleviate peak hour congestion, reduce travel delays, and enhance safety for recreational and commuter bicyclists traveling through the corridor.

## C. Overview

In general, Sepulveda Boulevard would be improved and widened, in spot locations, to add turning lanes, bike lanes, and up to 6-foot width shoulders for bicycle usage. In addition, a portion of Sepulveda Boulevard would be re-striped to provide a reversible lane that would operate during peak hour traffic periods. The key components of the project are:

- Add right-turn pockets at Wilshire Boulevard.
- Add turning pockets between Moraga Drive and Church Lane/Ovada Place.
- Add southbound right-turn lane at the 405 Freeway overpass.
- Install bike lanes from Skirball Center Drive to Bel Air Crest Road.
- Add northbound right-turn lane at Skirball Center Drive.
- Add third southbound traffic lane north of Skirball Center Drive.
- Create reversible lane in tunnel at Mulholland Drive.

The key project components are limited to the locations described above. No improvements are proposed between the 405 Freeway overpass (north of Getty Center Drive) and Moraga Drive or between Church Lane/Ovada Place and Wilshire Boulevard. Table 1 includes an overview the proposed project and related construction activities.

**Table 1. Proposed Project Overview**

| Location | Proposed Improvements | Construction Activities | Right-of-Way Takes |
|---|---|---|---|
| Sepulveda Blvd/Wilshire Blvd | Right-turn lanes | Street widening; new curbs, gutters, sidewalks, and paving; new curb returns and ramps; re-striping; signage and utility relocations; and tree removals. | Easements from Caltrans |
| Sepulveda Blvd between Church Lane/Ovada Pl | Turning pockets | Re-striping only. | None |

| Location | Proposed Improvements | Construction Activities | Right-of-Way Takes |
|---|---|---|---|
| Sepulveda Blvd/405 Freeway Overpass | Southbound right-turn lane | Street widening, paving, signage and utility relocations, new street lights, and re-striping. | Easement from Metropolitan Water District (MWD) |
| Sepulveda Blvd between Skirball Center Dr and Bel Air Crest Rd | Bike lanes | Street widening and realignment; new curbs, gutters, sidewalks, and paving; re-striping; signage and utility relocations; new street lights; new storm water drainage feature; new retaining wall and rock fall fence; and vegetation and removals. | Easements from Caltrans and MWD |
| Sepulveda Blvd/Skirball Center Dr | Northbound right-turn lane and additional southbound through lane | Street widening; new curbs, gutters, and paving; new curb returns and ramps; re-striping, including removal of southbound bike lane; signage and utility relocations; new retaining wall; and vegetation removal. | Easements from Caltrans |
| Sepulveda Blvd /Mulholland Dr | Reversible lane | Re-striping, new overhead signage, and new pavement markers or pop-up delineators. | None |

## D. Description

The proposed project is described in more detail below for each location.

### Sepulveda Boulevard at Wilshire Boulevard

Traffic on Sepulveda Boulevard backs up at the Wilshire Boulevard intersection due to the amount of green time needed. Heavy right-turn demand contributes to delays at this intersection. The proposed project would add northbound and southbound right-turn only lanes at this intersection to add more turning capacity and ease through-flow traffic. This improvement would require widening by approximately 12 feet and 4 feet on the northbound side of Sepulveda Boulevard, south and north of Wilshire Boulevard, respectively, and widening by approximately 3 feet on the southbound side of Sepulveda Boulevard, north of Wilshire Boulevard.

Construction activities would include removal and reconstruction of concrete curbs, gutters, and sidewalks; minor grading and excavation; new paving; new curb returns and ramps; re-striping; and signage and utility relocations. Relocated utilities include power poles, electrical wires, camera poles, street lights, and traffic signals. In addition, tree removals at the northeast corner of Sepulveda Boulevard and Wilshire Boulevard would be required for the new sidewalk improvements. The trees to be removed include Windmill palms (*Trachycarpus fortunei*) and several volunteer California fan palms (*Washingtonia filifera*).

Construction at this location would occur within the jurisdiction of Los Angeles County. Therefore, approval by this agency would be required. In areas where widening is necessary, easements would be obtained from the State Department of Transportation (Caltrans) for the following properties:

**Table 2. Proposed Easements at Sepulveda/Wilshire Intersection**

| Location | APN/Address | Current Land Use | Proposed ROW |
|---|---|---|---|
| Southeast corner of Sepulveda/Wilshire | APN 4324-017-903 1200 S. Sepulveda Blvd | Caltrans maintenance building | 5,057 $ft^2$ |
| Northeast corner of Sepulveda/Wilshire | APN 4363-027-xxx (not assessed) No street address | Vacant land south of I-405 southbound off-ramp | 1,123 $ft^2$ |
| Northwest corner of Sepulveda/Wilshire | APN 4490-002-905 No street address | Vacant land adjacent to northbound side of I-405 | 591 $ft^2$ |
| Notes: APN – Los Angeles County Assessor's Parcel Number ROW – Right-of-way | | | |

**Sepulveda Boulevard between Church Lane/Ovada Place and Moraga Drive**

Currently, the left-turn pocket from northbound Sepulveda Boulevard onto the 405 Freeway at Moraga Drive is too short, causing vehicles to overflow into the through lane. There are also no left-turn pockets on Sepulveda Boulevard at Church Lane/Ovada Place, which causes left-turn vehicles to hold up traffic in the through lane.

The proposed project would lengthen the northbound left-turn pocket at Moraga Drive and the #1 through lane (existing center lane) would be converted into a two-way left-turn pocket lane mid-block between Moraga Drive and Church Lane/Ovada Place. Northbound and southbound left-turn pockets and a southbound right-turn pocket would also be created at Church Lane/Ovada Place. These improvements would be limited to re-striping within the existing right-of-way. No other construction activities or right-of-way acquisition would be required.

**Sepulveda Boulevard at 405 Freeway Overpass (Ramps)**

Just north of Getty Center Drive, Sepulveda Boulevard crosses under the 405 Freeway overpass. Currently, there is a short right-turn pocket from southbound Sepulveda Boulevard onto the 405 Freeway which causes vehicles to overflow into the through lane during heavy demand. The proposed project would add a longer exclusive southbound right-turn lane to access the southbound 405 Freeway on-ramp. This would require widening by up to 8 feet on the west side of Sepulveda Boulevard, extending approximately 750 feet in length from the 405 Freeway southbound on-ramp northerly to an access driveway for the Metropolitan Water District's (MWD) Sepulveda Canyon Control Facility. The widening would require an easement from the MWD as shown in Table 3.

**Table 3. Proposed Easement at Sepulveda/405 Freeway Ramps**

| Location | APN/Address | Current Land Use | Proposed ROW |
|---|---|---|---|
| Southbound side of Sepulveda Blvd at 405 Freeway ramps | APN 4493-014-906<br>No street address | Unpaved shoulder adjacent to MWD facility | 5,705 $ft^2$ |

Notes:
APN – Los Angeles County Assessor's Parcel Number
ROW – Right-of-way

Construction activities would include grading, new pavement, re-striping, signage relocation, and utility relocations involving power poles and traffic signals.

**Sepulveda Boulevard between Skirball Center Drive and Bel Air Crest Road**

The proposed project would add a northbound bike lane and a wider southbound shoulder on Sepulveda Boulevard for bicycle usage from just south of Skirball Center Drive to Bel Air Crest Road. Currently, there are no designated bike lanes in this location and bicyclists are required to ride in narrow shoulders. The bike lane and shoulder would be approximately 6 feet in width. The northbound bike lane would be striped as a Class II bike lane and would serve bicyclists traveling uphill, along a steep grade. The northbound bike lane would join with an existing bike lane north of Skirball Center Drive. However, in the southbound direction, only striping for a shoulder would be provided as bicyclists traveling downhill at high speeds would be able to merge with traffic if necessary and would not be confined to a designated bike lane.

This improvement would require widening by up to 7.5 feet on the west side (hillside) of Sepulveda Boulevard and variable widening from 3 to 22 feet on the east side (freeway side) of Sepulveda Boulevard. Widening on the west side would occur within the existing right-of-way; however, widening on the east side would require an easement from Caltrans and MWD as shown in Table 4 below.

**Table 4. Proposed Easements South of Skirball Center Drive**

| Location | APN/Address | Current Land Use | Proposed ROW |
|---|---|---|---|
| Along northbound side of Sepulveda Blvd, 1,200 feet north of Mountaingate Dr | APN 4490-002-905<br>No street address | Vacant MWD land west of I-405 | 4,704 $ft^2$ |
| Along northbound side of Sepulveda Blvd, south of Skirball Center Dr | APN 4378-001-903<br>No street address | Vacant Caltrans land adjacent to I-405 southbound on-ramp | 14,017 $ft^2$ |

Notes:
APN – Los Angeles County Assessor's Parcel Number
ROW – Right-of-way

Construction activities would include removal and reconstruction of concrete curbs (or berms), gutters, and sidewalks; new paving; a new storm water drainage feature; grading and excavation; vegetation removal; re-striping; and signage and utility relocations. Relocated utilities include power poles, electrical wires, camera poles, street lights, and traffic signals. Approximately 26 new street lights would also be installed in this location to provide additional lighting for motorists and bicyclists.

Given the nature of the hillside where widening would occur, construction of a retaining wall would be necessary as well as the realignment of a section of the roadway and a rock fall fence.

Hillside Retaining Wall

The retaining wall would begin at approximately 500 feet south of the intersection of Skirball Center Drive where the existing retaining wall at Skirball Cultural Center terminates. It would extend in a southerly direction, approximately 450 feet in length and would be approximately 4 to 5 feet in height. The new retaining wall would be set back at least 2 feet from the new curb line after widening, in an area that is currently occupied by dense vegetation consisting of shrubs and trees. The retaining wall would be designed with materials and colors (e.g., patterned rock style, vegetation for screening, and/or natural coloring) to blend in with the surrounding landscape. Construction activities include removal of vegetation and trees, grading and excavation, and the installation of piles for the wall sections.

Roadway Realignment

An approximate 360-foot section of Sepulveda Boulevard, located approximately 1,200 feet north of Mountaingate Drive, would be slightly realigned to the east toward the 405 Freeway to avoid a steep hillside on the southbound side of the roadway. The realignment would shift the traffic lanes easterly by 5 feet. This would require an easement on the east side from the MWD (see Table 4) as well as the relocation of a gas and water valve and the installation of new paving and concrete curb and gutter.

Rock Fall Fence

To the west of where Sepulveda Boulevard would be realigned, a rock fall fence would be installed at the base of the adjacent slope where an existing rock fall and landslide hazard exists. At this location, Sepulveda Boulevard curves to the west so the realignment would move the roadway away from the steep slope. However, a rock fall fence in this location would be necessary to prevent future hazards to motorists and bicyclists from falling debris. The fence would be placed atop a small retaining wall approximately two to five in height and 350 feet in length which would be set back at least two feet from the road edge. It would be treated with materials and colors to blend in with the landscape and may also incorporate vegetation for screening. Construction activities include removal of debris at the slope base and the installation of wall sections and fencing.

**Sepulveda Boulevard at Skirball Center Drive**

Traffic on Sepulveda Boulevard severely backs up at the Skirball Center Drive intersection due to its complex signal timing in coordination with the 405 Freeway ramps. In order to alleviate traffic, the proposed project would add a third southbound through lane from Bergreen Place to just south of Skirball Center Drive. The additional lane would be approximately 1,354 feet in length and would merge back to two lanes beyond the intersections. A northbound right-turn only lane would also be created at Skirball Center Drive for heavy right-turn demand.

In order to accommodate a new third southbound through lane, Sepulveda Boulevard would be widened by up to 5 feet on the east side from Skirball Center Drive north to approximately 200 feet past Bergreen Place. The widening would be within the existing right-of-way and Caltrans right-of-way which would require an easement (see Table 5 below). The new through lane would also require the elimination of an existing southbound bike lane between Skirball Center Drive and the Sepulveda Boulevard tunnel at Mulholland Drive. The bike lane, approximately 500 feet in length, would be replaced with a bike route after widening is completed.

**Table 5. Proposed Easement North of Skirball Center Drive**

| Location | APN/Address | Current Land Use | Proposed ROW |
|---|---|---|---|
| Northeast corner of Sepulveda/Skirball Center Dr | APN 4490-001-xxx (not assessed) No street address | Vacant Caltrans land adjacent to I-405 southbound off-ramp | 1,340 $ft^2$ |
| Notes: APN – Los Angeles County Assessor's Parcel Number ROW – Right-of-way | | | |

Construction activities would include removal and reconstruction of the curb line and gutter, grading and excavation, new paving, new curb returns and ramps at Bergreen Place, re-striping, and utility relocations involving utility poles, gas and water meters/valves, and a fire hydrant. Additional construction activities for the west side of Sepulveda Boulevard, south of Skirball Center Drive, include removal of an existing sidewalk and concrete berm, removal and reconstruction of the curb line and gutter, grading, new paving, re-striping, and the relocation of street lights. These improvements would be necessary for transitioning three southbound traffic lanes to two traffic lanes south of the intersection.

For the addition of a northbound right-turn only lane, Sepulveda Boulevard would be widened by up to 20 feet on the east side from Skirball Center Drive south to approximately 700 feet. The widening would occur in unimproved excess right-of-way associated with the 405 Freeway and would require an easement from Caltrans (see Table 4). Construction activities would include removal of an existing concrete berm, removal of existing vegetation within the Caltrans right-of-way, removal and reconstruction of the curb line and gutter, grading and excavation, new paving, re-

striping, new curb return and ramps at Skirball Center Drive, and the relocation of power poles, traffic signals, and street lights.

Retaining Wall (Freeway side)

A new retaining wall would be constructed east of the new northbound right-turn lane at Skirball Center Drive. It would begin at approximately 350 feet south of the intersection and would be situated between the new northbound right-turn lane and the existing 405 Freeway southbound on-ramp. The retaining wall would be approximately 5 to 7 feet in height and 260 feet in length. It would be treated with materials and colors to blend in with the surrounding landscape. Construction activities include removal of vegetation, grading and excavation, and the installation of piles for the wall sections.

**Sepulveda Boulevard at Mulholland Drive**

Currently, the Sepulveda Boulevard tunnel at Mulholland Drive has three traffic lanes, two in the southbound direction and one in the northbound direction. During the evening, the tunnel creates a bottleneck for traffic which is heaviest in the northbound direction and is only served by one through lane. The proposed project would convert the existing center lane, extending from just north of Skirball Center Way through the tunnel to Dartford Way, into a reversible lane that would be operational in the northbound direction during the p.m. peak hour period (approximately 4:00 p.m. to 7:00 p.m.). At all other times, the reversible lane would be operational in the southbound direction as currently exists. The approximate length of the reversible lane would be 1,800 feet. Construction activities would be limited to re-striping, installing new overhead signage at each tunnel approach, and installing pavement markers or pop-up delineators on the roadway for the reversible lane operation. All work would be done within the existing right-of-way and no widening or right-of-way acquisition would be required.

The overhead signage for the reversible lane would consist of a single arched beam structure that would extend across the roadway. Due to safety requirements, a total of four structures would be installed to guide motorists through the reversible lane operation. Two structures would be placed at each tunnel approach, with the closest set back at least 80 feet from the face of the tunnel. Spacing between the remaining structures would vary depending on safety requirements. The structures would not touch or otherwise be placed on the tunnel itself. Refer to Figure 3 for a rendering of the reversible lane and overhead signage. The overhead structure would not include street lighting as illustrated in the below figure.

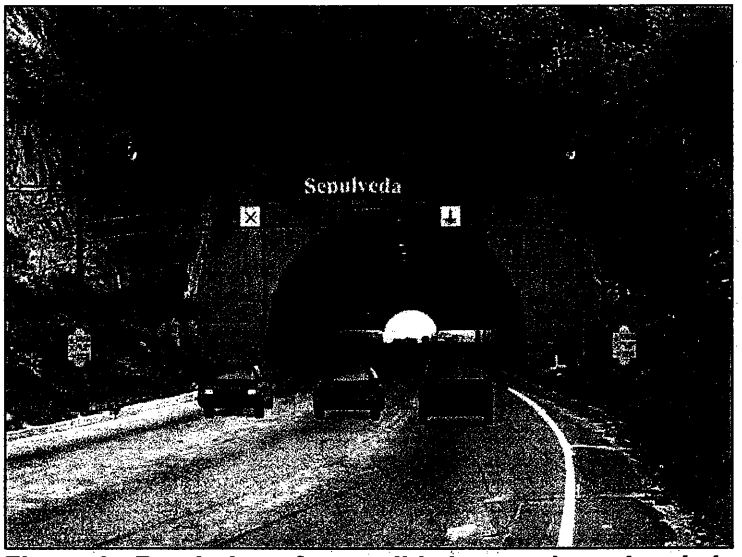



**Figure 3. Rendering of reversible lane and overhead signage (lighting not included).**

## General Project Construction Requirements

Construction of the proposed project would begin at the earliest in June 2007. The duration would be approximately 18 to 24 months and construction activities would be phased at certain locations as deemed appropriate by the Los Angeles Department of Transportation (LADOT). A work site traffic control plan would be prepared by the construction contractor and approved by LADOT prior to the start of construction.

All work would be limited to construction areas and/or along the shoulders of the roadway within the existing and proposed right-of-way. For staging of construction equipment and materials storage, three locations would be utilized as follows: 1) old Mission Dump Road just north of Mountaingate Drive, 2) MWD land on southbound side of Sepulveda Boulevard, west of the 405 Freeway overpass, and 3) the parking lot at the Caltrans maintenance building at 1200 S. Sepulveda Boulevard.

In general, at least two lanes of traffic would remain open in the peak direction during peak hours (southbound direction from 6:00 a.m. to 9:00 a.m. and northbound direction from 4:00 p.m. to 7:00 p.m.) and one lane of traffic would remain open in the non-peak direction. This would be in accordance with City policy regarding construction in the public right-of-way during rush hour unless an exemption is obtained. Furthermore, no work would be permitted between November 15 and the end of the first week in January of the following year as established by holiday season work restrictions. However, a waiver could be obtained in the event work must proceed during this time frame.

## E. Coordination and Other Approvals

As mentioned previously, a portion of the project is located within the jurisdiction of Los Angeles County. Therefore, approval by this agency would be required for work within the public right-of-way at the Sepulveda Boulevard and Wilshire Boulevard intersection.

When a project is carried out, financed, or approved in whole or in part by a federal agency, compliance with the National Environmental Policy Act (NEPA) is required. In this case, the project includes federal funding administered by the Federal Highway Administration (FHWA) through the California Department of Transportation (Caltrans). The FHWA, as the lead agency under NEPA, has determined the project is categorically exempt from the requirements of NEPA. Therefore, this document has been prepared for CEQA-only purposes.

The project is located in an area with potentially important wildlife corridors that have been identified by the Santa Monica Mountains Conservancy (SMMC), a state agency. Ongoing coordination with the SMMC is being done for this project to address wildlife crossings.

Coordination with the California Department of Fish and Game may also be required for compliance with the Migratory Bird Treaty Act and similar sections of the California Fish and Game Code that pertain to migratory wildlife species.

## III. EXISTING ENVIRONMENT

### A. General Conditions

The proposed project is located within a transportation corridor commonly referred to as the Sepulveda Pass, which runs in a north-south direction between the communities of Encino to the north and West Los Angeles to the south. The corridor includes Sepulveda Boulevard (project site) and the I-405 San Diego Freeway. East of the corridor are the communities of Bel Air Estates and Westwood and to the west are the communities of Encino, Mountaingate Country Club, and Brentwood. The Santa Monica Mountain range spans across the corridor in an east-west direction. Between approximately Mulholland Drive to the north and Getty Center Drive to the south, the corridor is situated within a canyon that contains vast areas of open space, park land, and undeveloped land. South of Getty Center Drive, the corridor is situated within an urbanized area.

Sepulveda Boulevard is designated as a Class II Major Highway. It is also designated as a local scenic highway because it traverses through a scenic corridor that contains views of desirable open space and the Santa Monica Mountains. Currently, Sepulveda Boulevard contains two northbound lanes and two southbound lanes, with average lane widths of 11 feet, and shoulders varying in width from one to two feet. Through the tunnel at Mulholland Drive, Sepulveda Boulevard only contains one northbound lane, approximately 12.5 feet in width, and two southbound lanes approximately, 11 and 13 feet in width. No shoulders are present in the tunnel; however, a 1.5-foot wide sidewalk is present on the northbound side and a 4-foot sidewalk is present on the southbound side.

Due to the topography of the area, Sepulveda Boulevard contains curves and varying grades throughout the alignment. At the south end of the alignment near Wilshire Boulevard, the roadway is situated at approximately 300 feet above mean sea level (msl). At the northern end of the alignment near Mulholland Drive, the roadway is situated at approximately 1,300 feet above msl. The 405 Freeway runs parallel to Sepulveda Boulevard, primarily on the west side until it crosses over Sepulveda Boulevard just north of Getty Center Drive and heads along the east side. Transportation features along Sepulveda Boulevard include street lighting and traffic signs and signals. Utility poles and a cellular tower are also present. The adjacent 405 Freeway contains major transportation features including traffic signs, lighting, on- and off-ramps, overpasses, roadway dividers, and up to nine traffic lanes.

Bicycle lanes are present on Sepulveda Boulevard north of Skirball Center Drive and north of the tunnel but not through the tunnel. Currently, bicyclists are required to merge with traffic while traveling through the tunnel. South of Skirball Center Drive, there are no bicycle lanes on Sepulveda Boulevard and bicyclists are required to ride in the shoulders. The Bicycle Plan of the City's General Plan Transportation Element shows bike lanes (Class II) are designated on Sepulveda Boulevard.

Sepulveda Boulevard serves as a major arterial between the San Fernando Valley and the West Los Angeles area. It carries over 33,000 vehicles daily and is the only alternative route to the 405 Freeway. It also serves as the primary access route to the communities of Bel Air Estates and Mountaingate Country Club. Traffic on Sepulveda Boulevard is very directional during the peak periods. For instance, the number of cars traveling in the peak-direction at the Getty Center Drive intersection is approximately three times the number of cars traveling in the off-peak direction and at the Skirball Center Drive intersection, the ratio is seven to nine times[1].

Land uses surrounding Sepulveda Boulevard include residential, commercial, public facilities, and open space. Pockets of residential communities are located along the hilltops of the canyon to the west and east. Residences are also located north of Mulholland Drive and south of Getty Center Drive. Commercial buildings are present between Moraga Drive and Church Lane/Ovada Place. Other developments in the area include the Skirball Cultural Center and Milken Community High School near Skirball Center Drive and an MWD water control plant near the 405 Freeway overpass.

Areas adjacent to the roadside are either barren or occupied by vegetation consisting of native plant species commonly found in chaparral, coastal sage scrub, or riparian woodland habitats, and non-native plant species. This is predominately found along the hillside of the roadway. However, immediately adjacent to the road, the majority of the vegetation is disturbed due to maintenance activities and vehicular traffic.

## B. Site Specific Conditions

As previously discussed, the proposed project includes portions of Sepulveda Boulevard between Wilshire Boulevard and Mulholland Drive. Existing conditions for areas within the project site are described in more detail below for each location.

### Sepulveda Boulevard at Wilshire Boulevard

At the Wilshire Boulevard intersection, Sepulveda Boulevard contains two northbound lanes, two southbound lanes, and turning lanes. The roadway alignment is to the northwest-southeast. The 405 Freeway is located to the west-southwest and includes an overpass and on- and off-ramps in this location. At the northwest, northeast, and southwest corners of the intersection is undeveloped land associated with the 405 Freeway. At the southeast corner of the intersection is a Caltrans maintenance building and associated parking lot at 1200 S. Sepulveda Boulevard. Farther northeast is the Los Angeles National Cemetery.

### Sepulveda Boulevard between Church Lane/Ovada Place and Moraga Drive

Between Moraga Drive and Church Lane/Ovada Place, Sepulveda Boulevard contains three northbound lanes, two southbound lanes, and turning lanes. The roadway

1 Los Angeles Department of Transportation, Sepulveda Boulevard Reversible Lane Project, project information, 2003.

alignment is to the northwest-southeast. The 405 Freeway is located to the west-southwest. On the east and west sides of Sepulveda Boulevard, commercial buildings are present. To the north of Moraga Drive and south of Church Lane/Ovada Place, are residences.

**Sepulveda Boulevard at 405 Freeway Ramps**

Just west of the 405 Freeway overpass, Sepulveda Boulevard contains two northbound lanes, two southbound lanes, and one southbound right-turn lane. The roadway alignment curves to the west, toward a hillside occupied by the MWD's Sepulveda Canyon Control Facility. Farther northwest and to the north is undeveloped land and open space. To the east is undeveloped excess right-of-way associated with the 405 Freeway, beyond which is the freeway. Farther east is open space and the Getty View Trailhead.

**Sepulveda Boulevard between Skirball Center Drive and Bel Air Crest Road**

Between Bel Air Crest Road and Skirball Center Drive, Sepulveda Boulevard contains two northbound lanes and two southbound lanes. The alignment of the roadway is north-south from Bel Air Crest Road until it curves to the east just past Mountaingate Drive. The 405 Freeway is present to the east. There are no land uses in the vicinity other than open space and undeveloped land. Farther east along Bel Air Crest Road, are residences. Farther west along the hilltop from Mountaingate Drive, are residences and a golf course.

**Sepulveda Boulevard at Skirball Center Drive**

At the Skirball Center Drive intersection, Sepulveda Boulevard contains two northbound lanes, two southbound lanes, and turning lanes. Bike lanes are also present to the north of Skirball Center Drive. The alignment of the roadway is to the northeast-southwest until it curves to the northwest at Bergreen Place. To the east is undeveloped excess land associated with the 405 Freeway and Milken Community High School. Farther east is the 405 Freeway which runs parallel to Sepulveda Boulevard. To the west is open space and the Skirball Cultural Center.

**Sepulveda Boulevard at Mulholland Drive**

Between Skirball Center Way and Dartford Way, Sepulveda Boulevard contains one northbound lane, two southbound lanes, and bike lanes. Midway between the two intersections, Sepulveda Boulevard contains a tunnel which bores through a portion of the Santa Monica Mountains. The tunnel is situated below Mulholland Drive and extends approximately 645 feet in length. Constructed in 1929, the Sepulveda Boulevard tunnel (Bridge No. 53C0164) is approximately 27 feet in height and 36.5 feet in width curb to curb. According to Caltrans' historic bridge inventory update, the Sepulveda Boulevard tunnel is eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. Surrounding land uses in

the area include undeveloped hillsides and residences.

## C. Existing Traffic Conditions

As previously discussed, Sepulveda Boulevard serves as a major arterial and is often used as an alternate route to the 405 Freeway. Traffic on Sepulveda Boulevard is very directional during the peak periods. Traffic is heaviest in the southbound direction during the a.m. peak hours (6:00 a.m. to 9:00 a.m.) and in the northbound direction during the p.m. peak hours (4:00 p.m. to 7:00 p.m.).

Traffic data was obtained for intersections within the project site. The data was provided by LADOT which utilized a traffic model called Synchro to determine volume to capacity (V/C) ratio and level of service (LOS). In accordance with policies and procedures established by LADOT for traffic analyses, the LOS for signalized intersections is defined as follows:

**Table 6. Level of Service Definitions for Signalized Intersections**

| Level of Service (LOS) | Volume/Capacity Ratio | Definition |
|---|---|---|
| A | 0.000 – 0.600 | EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used. |
| B | 0.601 – 0.700 | VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles. |
| C | 0.701 – 0.800 | GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles. |
| D | 0.801 – 0.900 | FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups. |
| E | 0.901 – 1.000 | POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles. |
| F | Greater than 1.000 | FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. |
| Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980. | | |

Table 7 summarizes traffic conditions for intersections within the project site. As shown below, traffic conditions at the analyzed intersections are operating at poor and below poor (failure) levels of service. At the tunnel, traffic conditions are operating at very good to poor levels of service.

**Table 7. Existing Traffic Conditions for Sepulveda Boulevard**

| Intersection | AM Peak | | PM Peak | |
|---|---|---|---|---|
| | V/C Ratio | LOS | V/C Ratio | LOS |
| Sepulveda Blvd / Wilshire Blvd [1] | 1.12 | F | 1.09 | F |
| Sepulveda Blvd / Moraga Dr [2] | 1.08 | E | 0.93 | E |
| Sepulveda Blvd / Skirball Center Dr | 6.67 | F | 3.54 | F |
| Sepulveda Blvd Tunnel / Mulholland Dr [3] | Not available | Northbound–B Southbound–E | Not available | Northbound–B Southbound–C |

Notes:
1. Data is from May 2001 traffic counts.
2. Data is from December 2004 traffic counts.
3. Data is from December 2003 traffic counts and is based on signal delay and travel time.

## IV. ENVIRONMENTAL IMPACT EVALUATION

The analysis in this document assumes that, unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and Bureau of Engineering *Standard Plans*). Construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications For Public Works Construction (AKA "The Brown Book," formerly Standard Plan S-610)).

In the initial study checklist, an explanation is provided for all answers except "No Impact" answers that are adequately and clearly supported by the information sources cited after each question (*e.g.*, the California Natural Diversity Database shows no sensitive species in the project area). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (*e.g.*, the project will not expose sensitive receptors to pollutants, based on project specific screening analysis). All sources so referenced are available for review at the offices of the Bureau of Engineering, 1149 South Broadway, Suite 600, Los Angeles. Call Lisa Ochsner, Environmental Supervisor at (213) 485-5755 for an appointment.

The environmental factors checked below would be potentially affected by this project.

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture Resources | ☐ Air Quality |
| ☒ Biological Resources | ☐ Cultural Resources | ☐ Geology/Soils |
| ☐ Hazards & Hazardous Materials | ☐ Hydrology/Water Quality | ☐ Land Use & Planning |
| ☐ Mineral Resources | ☐ Noise | ☐ Population/Housing |
| ☐ Public Services | ☐ Recreation | ☐ Transportation/ Traffic |
| ☐ Utilities/Service Systems | ☒ Mandatory Findings of Significance | |

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

**1. AESTHETICS** – Would the project:

a) Have a substantial adverse effect on a scenic vista? ☐ ☐ ☒ ☐

Reference: 9, 14, 15 (L1 and L2)

A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista.

According to the Transportation Element of the General Plan, Sepulveda Boulevard is designated as a local scenic major highway from Sunset Boulevard north to beyond Mulholland Drive. Scenic features or resources include Sepulveda Boulevard as an old mountain cross road with a tunnel and views of the mountains and valley that are afforded by Sepulveda Boulevard. Within the project limits, there are no designated scenic view sites on Sepulveda Boulevard; however, the roadway lends itself to scenic vistas and panoramic views of open space and the Santa Monica Mountains, including prominent ridges and undeveloped hillsides containing natural scenic qualities. Views of the historically significant tunnel at Mulholland Drive are also provided at the approaches on Sepulveda Boulevard. Within the surrounding area, numerous scenic views of Sepulveda Boulevard are provided from view points in open space areas and in designated scenic corridors to the east and west, along ridgelines and trails, and from other nearby roadways including the scenic Mulholland Drive.

The proposed project would widen Sepulveda Boulevard in spot locations and would modify and add new transportation features. Although a designated scenic highway, Sepulveda Boulevard is part of a major transportation corridor that includes the I-405 Freeway. The corridor contains major transportation features such as traffic signs and signals, roadway lighting, on- and off-ramps, overpasses, roadway dividers, and paved traffic lanes. Aboveground utilities are also present within the corridor. Modifying or introducing new transportation features would not change the visual appearance of Sepulveda Boulevard. Widening in spot locations north of the 405 Freeway overpass and minor realignment north of Mountaingate Drive would not change the characteristics of Sepulveda Boulevard as an old mountain cross road since the majority of the alignment, including its direction, curves, and grade, would be maintained.

During construction, the project would require excavation and grading for roadway widening, constructing retaining walls, and other improvements. Earthwork and the removal of vegetation along the roadside would interrupt scenic views along Sepulveda Boulevard. This interruption would be temporary until construction is completed and would not permanently preclude visual access to or from surrounding scenic areas. Construction activities would follow the Scenic Highway Guidelines of the Transportation Element which call for minimal grading for new cuts or fills, contouring to match the surrounding terrain, and avoidance of angular cuts and fills to the maximum extent feasible. Unpaved areas disturbed during construction would be re-vegetated with native plants and any trees removed would be replaced on a two-for-one basis to restore and enhance the scenic qualities along Sepulveda Boulevard.

The placement of overhead signs for the reversible lane may cause a partial interruption to the scenic viewshed, including views of the historically significant tunnel, from Sepulveda Boulevard within a particular line of sight. This partial interruption is not considered a substantial or severe visual impact as the Scenic Highway Guidelines permit traffic and identification signs within the public right-of-way of a scenic highway. Furthermore, any partial interruption would be limited to a certain viewpoint and would not permanently block views of the tunnel or scenic areas along

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
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the roadway. Two new retaining walls and a rock fall fence may also cause a partial interruption to the scenic viewshed as that described above. However, the retaining walls and rock fall fence would not exceed 10 feet in height and would be designed with materials and colors that would blend in with the existing landscape (e.g., patterned rock walls, vegetation for screening, and natural coloring).

Based on the above, the proposed project would have a less-than-significant impact to visual resources, including scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☐ ☒

Reference: 9, 14, 15 (L1 and L2)

A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed as a result of the proposed project.

Sepulveda Boulevard is designated as a local scenic major highway from Sunset Boulevard north to beyond Mulholland Drive. It is not designated as a state scenic highway by the California Department of Transportation. Scenic resources along Sepulveda Boulevard are discussed in item 1(a) above.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? ☐ ☐ ☒ ☐

Reference: 9, 14, 15 (L1 and L3)

A significant impact may occur if the proposed project introduces incompatible visual elements to the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

As discussed in item 1(a) above, the proposed project would widen Sepulveda Boulevard in spot locations and would modify and add new transportation features, including additional lighting, overhead signs, two retaining walls, and a rock fall fence. The retaining walls and rock fall fence would be designed with materials and colors to blend in with the existing landscape and re-vegetation efforts would restore and enhance the scenic qualities along Sepulveda Boulevard. New lighting and overhead signs as well as re-striping and relocated traffic signals and utilities would not be out of character with the streetscape or the adjacent 405 Freeway. As such, the project would not change or degrade the visual appearance of Sepulveda Boulevard as a scenic highway since the corridor already contains major transportation features as those listed. The project would also not change the characteristics of Sepulveda Boulevard since the majority of the alignment, including its direction, curves, and grade, would be maintained. During construction, the placement of signage and barriers for traffic control and safety, and storage of construction equipment and materials would affect the visual character of the project site and surrounding area. However, these effects would be temporary and would not permanently degrade the visual character of the area. Based on the above, the project would result in a less-than-significant impact to the existing visual character and quality of the project site and its surroundings.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? ☐ ☐ ☒ ☐

Reference: 9, 15 (L4)

A significant impact would occur if the project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional uses that require minimal illumination for proper

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
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function, and natural areas.

Existing light sources within and adjacent to the project site include roadway lighting on Sepulveda Boulevard, in the tunnel, and along the 405 Freeway. Other sources include lighting from vehicles and adjacent institutional and commercial uses including the Skirball Cultural Center, Milken Community High School, the MWD water control plant, and businesses and/or residences near the intersections of Mulholland Drive, Moraga Drive, and Wilshire Boulevard. These light sources provide a moderate level of illumination within the project site and surrounding area. However, lower levels of illumination could be found between the 405 Freeway overpass and Skirball Center Drive due to the undeveloped character of the area and topography. In accordance with street lighting specifications, existing street lights on Sepulveda Boulevard are designed to meet national lighting levels for pedestrian and vehicular traffic while reducing sky glow and glare. This includes the use of cut-off fixtures or shielding to direct light sources onto the roadway and prevent spill-over. As such, existing light sources within the project site, with the exception of lighting from vehicles that use Sepulveda Boulevard, have a minimal effect on light-sensitive land uses which include adjacent residences, open space areas, and undeveloped land.

The project would relocate existing street lighting at the Wilshire Boulevard intersection and between Mountaingate Drive and Herscher Way near the Skirball Cultural Center. The project would also add approximately 26 new street lights between Mountaingate Drive and Skirball Center Drive. The relocation of street lights would not change existing lighting conditions, including day and nighttime views, and ambient nighttime illumination is expected to improve since all relocated lights would have their lamps changed from the current high pressure sodium to metal halide which provides for better color rendering and reduced light trespass. The addition of new lighting would have a modest effect on existing ambient light conditions and day and nighttime views within the project site and surrounding area. The new lights would be designed with metal halide lamps, full cut-off luminaries, and 40 foot poles to prevent glare, light trespass, and spill-over onto nearby open space areas and undeveloped land. Therefore, new lighting would be directed on-site and would not substantially increase illumination levels that could affect views. Furthermore, it would not adversely affect light-sensitive land uses or nocturnal animal species, as further discussed in item 4(d) below.

In addition to new street lighting, the project would add new overhead signs with directional lighting and illuminated pop-up markers at the approaches to the tunnel for the reversible lane. This would have a limited effect on existing ambient light conditions since signal lights are located within close proximity. In addition, nearby light sources from the Skirball Cultural Center and residential neighborhoods near Mulholland Drive already contribute to illumination levels in the area. As such, the directional lighting and roadway markers are not anticipated to produce a new source of substantial light or glare that would adversely affect day or nighttime views.

**2. AGRICULTURE RESOURCES** – Would the project:

| | | | | |
|---|---|---|---|---|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? Reference: 6 | ☐ | ☐ | ☐ | ☒ |

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

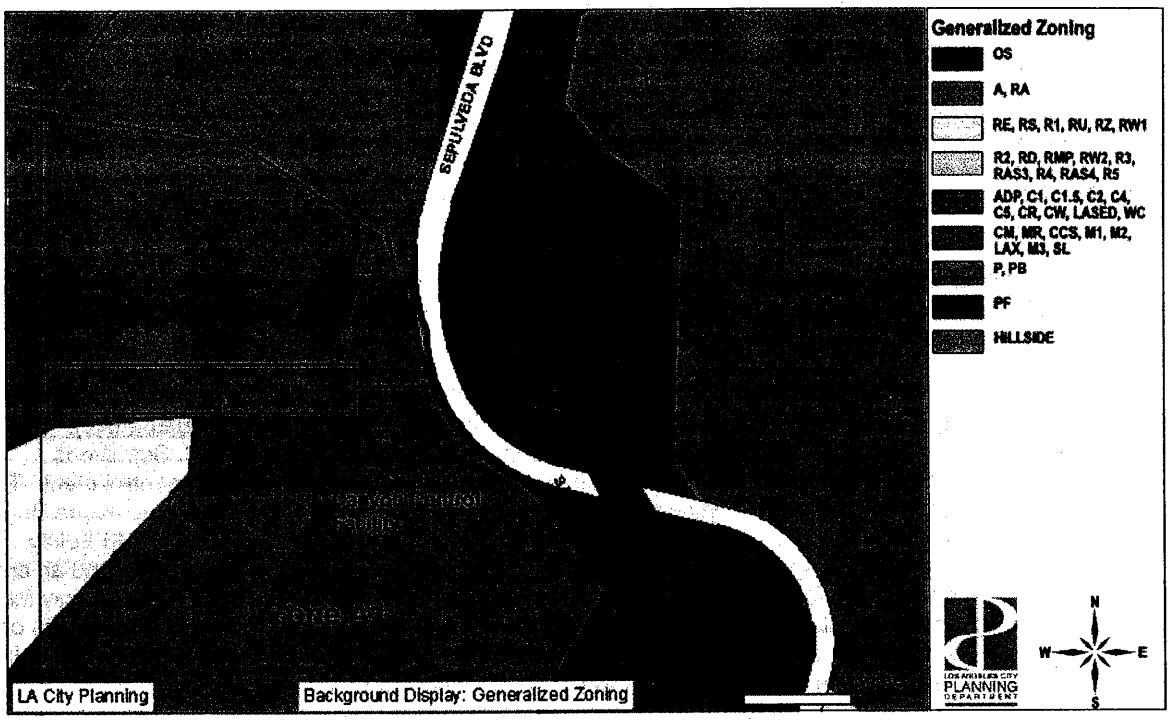
No prime farmland, unique farmland, or farmland of statewide importance exists within the City of Los Angeles.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ☐ ☐ ☐ ☒
Reference: 13

A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use, or indicated under a Williamson Act contract, from agricultural use to another non-agricultural use.

No land on or near the project site contains agricultural uses. However, on the west side of Sepulveda Boulevard just north of the 405 Freeway overpass, is land that is zoned as agriculture (A1). The land is currently occupied by the MWD's Sepulveda Canyon Control facility at 1900 N. Sepulveda Boulevard which does not contain any agricultural uses and operates as a water control plant. There are no known Williamson Act contracts on this property. The project would widen Sepulveda Boulevard by up to 8 feet on the west side within the agricultural zoned area as shown in Figure 11 below. Specifically, the widening would occur between the 405 Freeway southbound on-ramp and an access driveway to the MWD facility, in an area that currently serves as a dirt shoulder. Right-of-way for the widening would be obtained through an easement from the MWD which would not conflict with or change the existing zoning. The proposed project would also not prevent the conversion of this land to an agricultural use. As such, the project would have no impact to agricultural resources.

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|




Proposed project widening shown in blue. Source: Los Angeles City Planning, Zone Information and Map Access System.

**Figure 4. Zoning Map for Sepulveda Boulevard at 405 Freeway Overpass.**

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use? ☐ ☐ ☐ ☒

Reference: 13

A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use.

No land on or near the project site contains farmland or agricultural uses. See item 2(a) above for further discussion.

**3. AIR QUALITY** – Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan? ☐ ☐ ☐ ☒

Reference: 18, 19

The project is located within the South Coast Air Basin which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the air pollution control district. The SCAQMD is responsible for the Air Quality Management Plan (AQMP) for the Basin, which is a comprehensive air pollution control program for attaining state and federal ambient air quality standards. A significant impact may occur if the project was not consistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of the plan.

As one of the strategies for reducing air pollutant emissions from vehicles, the AQMP includes transportation control measures identified in the Regional Transportation Plan (RTP) administered by the Southern California Association of Governments (SCAG). The RTP serves as the overall program for carrying out funded projects in the Regional Transportation Improvement Program (RTIP). The project is included in the most recently adopted 2006 RTIP (Project ID LA996425). Inclusion in the RTIP means the project conforms to the AQMP and its applicable policies and goals for reducing vehicle emissions through transportation enhancements. As such, the project would not conflict with or obstruct implementation of the AQMP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ☐ ☐ ☒ ☐

Reference: 3, 19

The South Coast Air Basin is a non-attainment area for carbon monoxide (CO), nitrogen dioxide (NO2), ozone, and particulate matter less than 10 microns in size (PM10) and less than 2.5 microns in size (PM2.5). In determining attainment and maintenance of air quality standards, the SCAQMD has established thresholds of significance for these and other criteria pollutants. A significant impact would occur if the project resulted in substantial emissions during construction or operation which would exceed the established thresholds.

An air quality analysis was conducted for the project to determine construction related emissions (Road Construction Emissions Model, Version 5.2). The analysis estimates construction emissions from grubbing and land clearing, grading and excavation, utilities and sub-grade work, paving, and exhaust from workers' travel and construction equipment. The analysis is based on a two year construction period beginning in June 2007 and ending in June 2009. A summary of the emissions data generated for the project is provided in Table 8 below. Reduction credits used in the analysis include dust control measures in accordance with SCAQMD Rule 403 Fugitive Dust.

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

**Table 8. Construction Emissions Analysis**

| | ROG | NOx | CO | PM2.5 [a} | PM10 | PM10 Fractions |
|---|---|---|---|---|---|---|
| **SCAQMD Construction Thresholds (lbs/day)** | **75** | **100** | **550** | **55** | **150** | |
| 2007 Construction Emissions by Phase | | | | | | |
| Grubbing/Land Clearing | 14 | 68 | 63 | 9 | 29 | Exhaust 4 Fugitive Dust 25 |
| Grading/Excavation | 12 | 61 | 58 | 9 | 29 | Exhaust 4 Fugitive Dust 25 |
| Drainage/Utilities/Sub-Grade | 13 | 60 | 59 | 9 | 29 | Exhaust 4 Fugitive Dust 25 |
| Paving | 7 | 40 | 33 | 3 | 3 | Exhaust 3 Fugitive Dust 0 |
| **Exceeds Threshold? [b]** | **NO** | **NO** | **NO** | **NO** | **NO** | |

Notes:
[a] PM2.5 fraction of PM10 fugitive dust emissions is 21% and PM2.5 fraction of PM10 exhaust emissions is 99%.
[b] Thresholds apply to each construction phase.

Results of the analysis showed project related construction emissions would not exceed the established SCAQMD thresholds for criteria pollutants. As such, the project would not result in a violation of air quality standards or substantially contribute to existing or projected air quality violations during construction.

Operational emissions of the project would be generated by vehicular trips. The purpose of the project is to enhance vehicular traffic and turning movements by adding auxiliary lanes that would serve existing traffic volumes. No increases in traffic volumes are anticipated by the project and existing levels of service at affected intersections are expected to improve, resulting in a reduction in emissions from vehicles. As illustrated in Table 9 below, levels of service during peak hours would improve or remain the same, but with increased V/C ratios as follows:

**Table 9. Summary of Existing and Projected Traffic Conditions for Sepulveda Boulevard**

| **Sepulveda Blvd/Wilshire Blvd A.M. Peak Hour** | | **Sepulveda Blvd/Wilshire Blvd P.M. Peak Hour** | |
|---|---|---|---|
| 2007 w/ Related Projects | 2007 w/ Project | 2007 w/ Related Projects | 2007 w/ Project |
| V/C 0.994 | V/C 0.940 | V/C 1.010 | V/C 0.951 |
| **LOS E** | **LOS E** | **LOS F** | **LOS E** |
| **Sepulveda Blvd/Skirball Center Dr A.M. Peak Hour** | | **Sepulveda Blvd/Skirball Center Dr P.M. Peak Hour** | |
| 2007 w/ Related Projects | 2007 w/ Project | 2007 w/ Related Projects | 2007 w/ Project |
| V/C 1.128 | V/C 0.837 | V/C 0.904 | V/C 0.793 |
| **LOS F** | **LOS D** | **LOS E** | **LOS C** |
| **Sepulveda Blvd/Mulholland Tunnel A.M. Peak Hour** | | **Sepulveda Blvd/Mulholland Tunnel P.M. Peak Hour** | |
| 2006 Baseline Conditions N/B | 2007 w/ Ambient Growth N/B | 2006 Baseline Conditions N/B | 2007 w/ Ambient Growth N/B |

| **Issues** | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

| **Table 9. Summary of Existing and Projected Traffic Conditions for Sepulveda Boulevard** | | | |
|---|---|---|---|
| **LOS B (N/B)<br>LOS E (S/B)** | **LOS B (N/B)<br>LOS E (S/B)** | **LOS B (N/B)<br>LOS C (S/B)** | **LOS B (N/B)<br>LOS C (S/B)** |
| **Sepulveda Blvd/Moraga Dr** | | **Sepulveda Blvd/Church Lane/Ovada Place** | |
| Existing | **LOS F** | Existing | **LOS F** |
| Proposed | **LOS F** | Proposed | **LOS F** |
| Time Savings | 15.7 sec/veh (11%) | Time Savings | 67.3 sec/veh (40%) |
| Notes:<br>V/C = volume/capacity ratio<br>LOS = level of service<br>sec/veh = seconds per vehicle<br>N/B = northbound<br>S/B =southbound | | | |

Given the information above, the project would improve traffic flow thereby causing beneficial impacts to local air quality. Since the project is included in the RTIP which conforms to the AQMP's goals for achieving air quality standards, no regional impacts to air quality are anticipated. As such, operation of the project would not cause or contribute to any air quality violations or increase the frequency or severity of an existing violation.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? ☐ ☐ ☒ ☐

Reference: 3, 19

A significant impact would occur if the project's incremental air quality effects are considerable when viewed in connection with the effects of past, present, and future projects.

As indicated in item 3(b) above, the project would not exceed established thresholds for criteria pollutants during construction and would not cause or contribute to local or regional air quality impacts during operation. Therefore, net increases of emissions generated by the project are not considered to substantially exacerbate a violation of air quality standards or significantly contribute to a cumulative air quality impact when combined with the effects of other projects.

d) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☒ ☐

Reference: 3, 15, 19

A significant impact may occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors include residences, board and care facilities, schools, playgrounds, hospitals, parks, child care centers, and outdoor athletic facilities.

No sensitive receptors are located in the vicinity of the project site except as follows: residences are located north of the tunnel at Mulholland Drive and near the intersections of Moraga Drive and Church Lane/Ovada Place, and Milken Community High School is located north of Skirball Center Drive. However, as indicated in 3(b) above, construction and operational emissions of the project would not exceed any of the established air quality thresholds or cause or contribute to significant air quality impacts. As such, the project would not subject sensitive receptors to substantial pollutants such as localized CO or PM hot spots.

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☐ | ☒ |

Reference: 15 (E2)

A significant impact may occur if construction or operation of the proposed project generated objectionable odors to a degree that would significantly affect sensitive receptors.

The project involves street improvements that would not generate objectionable odors.

**4. BIOLOGICAL RESOURCES** – Would the project:

| | | | | |
|---|---|---|---|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☒ | ☐ |

Reference: 7

A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited.

A biological evaluation was conducted within the project limits to determine if any substantial biological resources would be affected by the project. Existing biological conditions within the project study area are noted as being dominated by invasive plant species. The sole, intact community in or immediately adjacent to the project study area is southern mixed chaparral. The adjacent hillsides provide habitat for wildlife species, while the habitat within the project study area is intensely disturbed and contains marginal to unsuitable habitat for most native species. As part of the study, 63 species were concluded not to have an occurrence in the project study area based on the species' distribution and habitat requirements. Six species were judged to have a reasonable potential for occurrence in the project study area as noted: San Diego Coast Horned Lizard (*Phrynosoma coronatum blainvillei*), Sharp-shinned Hawk (*Accipiter striatus*), Cooper's Hawk (*Accipiter cooperi*), Ashy (Southern California) Rufous-crowned Sparrow (*Aimophila ruficeps canescens*), Bell's Sage Sparrow (*Amphispiza belli belli*), and Pallid Bat (*Antrozous pallidus*). All are state Species of Special Concern and none are listed as endangered or threatened at the state or federal levels. One of the species, Sharp-shinned Hawk, was observed during the fieldwork for the biological study. No other special regulatory status species were identified or observed within the project study area.

It is estimated approximately 2.72 acres of ruderal (disturbance-adapted) roadside vegetation, dominated by nonnative species, would be directly removed as a result of the project. In addition, approximately 1.42 acres of southern mixed chaparral closely adjacent to Sepulveda Boulevard would be directly removed. Potential impacts to the six species identified as state Species of Special Concern would be less-than-significant due to the low probability for occurrence within the project study area and minimal loss of marginally to moderately suitable habitat. Although Sharp-shinned Hawk and Cooper's Hawk have a likelihood of occurrence as observed during the field visit, the project study area has limited resources and habitat value. As such, these special status species are not anticipated to be adversely affected by the project.

| | | | | |
|---|---|---|---|---|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |

Reference: 7

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact may occur if riparian habitat or any other sensitive natural community were to be adversely modified.

Existing biological conditions within the project study area are primarily dominated by invasive plant species. The sole, intact community in or immediately adjacent to the project study area is southern mixed chaparral. It is estimated approximately 2.72 acres of ruderal (disturbance-adapted) roadside vegetation, dominated by nonnative species, would be directly removed as a result of the project. In addition, approximately 1.42 acres of southern mixed chaparral closely adjacent to Sepulveda Boulevard would be directly removed. All of the chaparral is intact, dominated by native plant shrubs, contains no special-status plant species, and has moderate disturbance including invasion by nonnative species. According to the biological study, southern mixed chaparral is the most widespread native plant community in coastal southern California and the loss of approximately 1.42 acres is not considered substantial. There are no depleted or special-status natural communities within or immediately adjacent to the project study area. Therefore, impacts to riparian habitat or other special-status natural communities would not occur.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☐ ☐ ☒
Reference: 7

A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act would be modified or removed.

The biological study did not identify any wetlands within the project study area. However, riparian vegetation was observed within 100 feet of the project study area in various locations as well as two small canyon bottoms south of Skirball Center Drive, on the west side of Sepulveda Boulevard, and a runoff ditch along the east side of Sepulveda Boulevard, south of the Gettyview Trailhead. Adjacent to the project study area on the west side of Sepulveda Boulevard, near an access driveway to the MWD facility, a small extent of non-riparian and non-wetland features was observed that may be "waters of the U.S." under Section 404. During construction, there is a potential for indirect impacts to water quality adjacent to and downstream of the project site. However, with implementation of best management practices for erosion control and storm water protection, the project would not result in impacts to these water features.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ☐ ☒ ☐ ☐
Reference: 7

A significant impact may occur if the proposed project interferes with the movement of any native resident or migratory fish or wildlife species or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites.

A limited extent of natural vegetation, primarily dominated by nonnative plant species but also containing southern mixed chaparral, is present within the project study area. A moderately low variety of native resident and/or migratory birds are expected to nest in locations within the project study area. Potential impacts to nesting birds from project-related construction activities, including vegetation and tree removals, could result in both nest failure and/or direct mortality, thereby resulting in a significant impact. As such mitigation measures, as outlined in Section V of this report, would be implemented to reduce impacts to a less-than-significant level. The

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

mitigation measures include a preconstruction survey of nesting birds for all clearing of native vegetation during the core nesting season of February 1 through August 31.

Habitat linkages are areas that provide a communication between two or more other habitat areas that are often larger or superior in quality to the linkage. Linkages can be quite small or constricted, but can be vital to the long-term health of connected habitats. Wildlife corridors are similar to linkages, but provide specific opportunities for individual animals to migrate or disperse between areas that otherwise would be partially or wholly unconnected. Adequate cover and tolerably low levels of specific disturbances are common requirements for corridors. Habitat in corridors may be quite different than that in the connected areas, but if used by the wildlife species of interest, the corridor still functions as desired. Early consultations with the Santa Monica Mountains Conservancy (SMMC) revealed potentially important wildlife corridors across Sepulveda Boulevard and the 405 Freeway. The areas applicable to the project study area include potential corridors at the 405 Freeway overpass, Bel Air Crest Road, and Skirball Center Drive. During the fieldwork for the biological study, no evidence of wildlife movement across Sepulveda Boulevard was seen along most of the project study area or at the Skirball Center Drive bridge over the 405 Freeway (i.e., road-killed animals, tracks or scat indicating concentration or movement, etc.). Some evidence of wildlife movement both along and across Sepulveda Boulevard (both Mule Deer and Coyote tracks and sign) was noted in the vicinity of the 405 freeway crossing over the roadway, just north of Gettyview Trailhead.

An evaluation of wildlife movement and potential corridors across the 405 Freeway through the Sepulveda Pass was provided in a master's thesis (Roth 2001). That study found no evidence of wildlife movement across the 405 Freeway, specifically at Skirball Center Drive and limited evidence elsewhere adjacent to the current project study area. Most recently, as part of a biological resources evaluation for the Route 405 Northbound HOV Lane Project (Caltrans 2006), wildlife corridor resources were evaluated along much of the current project study area. That project will result in widening of, and changes to off-ramps and on-ramps along the 405 Freeway, and resulting impacts to existing wildlife corridors. These studies concluded there was potential for some wildlife movement across the 405 Freeway (and Sepulveda Boulevard) at and near the current project study area, and that such movement was potentially important to local populations. Mitigation proposed therein includes addition of a culvert crossing where the 405 Freeway crosses over Sepulveda Boulevard just north of the Gettyview Trailhead, widening of the Skirball Center Drive bridge following specific guidelines, and use of native landscaping supportive of movement at various points. As such, the Skirball Center Drive bridge location and others in the current project study area could become more important for wildlife movement in the future, if improved for this use under mitigation proposed for the Route 405 Northbound HOV Lane Project.

The proposed project is not anticipated to result in substantial adverse impacts, either directly or indirectly, to wildlife movement with the potential exception of widening between Skirball Center Drive and Bel Air Crest Road and the retaining wall on the west side in that section of the project study area. The retaining wall would begin at approximately 500 feet south of the intersection of Skirball Center Drive where the current retaining wall at Skirball Cultural Center ends. It would extend in a southerly direction, approximately 450 feet in length and 4 to 5 feet in height. It would be set back at least 2 feet from the new curb line after widening, in an area that is currently occupied by dense, native chaparral vegetation. There would be no gap between the new and existing Skirball Cultural Center retaining wall, thereby further obstructing potential crossings in this area. The project is anticipated to result in faster-moving and/or increased numbers of vehicles along Sepulveda Boulevard due to projected traffic use. This in turn is likely to result in

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

indirect impacts to wildlife corridor functions through (1) increased injury and mortality of wildlife attempting to cross Sepulveda Boulevard, and (2) increased avoidance of the project study area by wildlife due to the resulting traffic (noise and visual disturbance) and lighting. In order to reduce potential impacts to wildlife corridors to a less-than-significant level, mitigation measures as outlined in Section V would be implemented. The mitigation measures include (1) use of suitable, native landscaping in re-vegetated areas for use as stepping stones for wildlife movement, (2) a break, opening, or other suitable crossing location to funnel wildlife across Sepulveda Boulevard at the proposed retaining wall location, and (3) detailed specifications to minimize street lighting disturbance to wildlife. The first two measures would be designed under consultation with Caltrans and the SMMC.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ☐ ☐ ☒ ☐
Reference: 7, 10, 11, 12

A significant impact may occur if the proposed project would cause an impact that was inconsistent with local regulations pertaining to biological resources, including protected trees.

As previously indicated, a limited extent of natural vegetation, primarily dominated by nonnative plant species but also containing southern mixed chaparral, is present within the project study area. During the fieldwork for the biological study, several native and nonnative plant species were identified as well as trees that would be removed by the project (including any alterations within the tree dripline). This includes: California Sycamore (*Platanus racemosa*), Pine (*Pinus* species; nonnative), California Walnut (*Juglans californica*), and Windmill Palm (*Trachycarpus fortunei*).

In accordance with applicable City policies and guidelines, all trees removed would be replaced on a two-for-one basis. The Municipal Code (Section 1. Subdivision 12 of Subsection A of Section 12.21; Ordinance 177404) provides for the protection of native trees of four types: (1) oaks other than Scrub Oak (*Quercus dumosa*), (2) Southern California Black Walnut (*Juglans californica var. californica*), (3) Western Sycamore (*Platanus racemosa*), and (4) California Bay (*Umbellularia californica*). Two native trees of the covered species would be affected by the project: one California Sycamore (*Platanus racemosa*) and one Southern California Black Walnut (*Juglans californica*). As required by the ordinance, these trees would be replaced within the project study area by at least two trees, also of a protected variety. The size of each replacement tree will be a 15-gallon or larger specimen, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height, measured from the base. The size and number of replacement trees will approximate the value of the tree to be replaced. Based on the above, the project would not conflict with any local policies or ordinances protecting biological resources.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ☐ ☐ ☐ ☒
Reference: 7

A significant impact may occur if the proposed project would be inconsistent with policies in any conservation plans of the cited type.

The proposed project does not occur within or adjacent to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan area. As such, no impacts are anticipated.

**5. CULTURAL RESOURCES** – Would the project:

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5? Reference: 5, 8 | ☐ | ☐ | ☒ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5? Reference: 5, 8 | ☐ | ☐ | ☒ | ☐ |

A significant impact would occur if the project caused a substantial adverse change to a historical resource through demolition, construction, conversion, rehabilitation, relocation, or alteration.

An inventory of potential historical resources was conducted for the entire project site. The only feature identified as historically significant is the Sepulveda Boulevard tunnel (Bridge No. 53C0164) at Mulholland Drive, which was constructed in 1929. The tunnel was evaluated for historical significance in 2003 during Caltrans' Historic Bridge Inventory Update. It was determined eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. The tunnel was found to meet California Register Criterion 1 for its improvement of one of the primary routes between the communities in the San Fernando Valley and the Los Angeles basin in 1930 and Criterion 3 because it retains integrity and exemplifies the use of the Art Moderne style.

The proposed project would not cause a substantial adverse change in the significance of the Sepulveda Boulevard tunnel because it would not be demolished, destroyed, or materially altered. Overhead signs for the reversible lane would be installed at approximately 80 feet from the tunnel portals. Because the signs are intended to be visible to alert drivers of the direction of traffic flow, it is not possible to place the signs in a location that would not alter the visual setting of the tunnel. However, the simple design of the overhead sign structure and their placement would not physically alter or impair the character defining features of the tunnel. Furthermore, the signs are removable and would only cause a partial interruption to the visual setting. As such, the project would not cause an adverse effect, either directly or indirectly, to the tunnel's significance as a historical resource. No other cultural resources were identified within the project site as being eligible for the California Register of Historical Resources, and none are listed as a City of Los Angeles Historic-Cultural Monument.

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact would occur if the project caused a substantial adverse change to an archaeological resource through demolition, construction, or other activities that could disturb remains.

An archaeological survey was conducted to determine the sensitivity for archaeological resources within the project site. Literature and archival research revealed no archaeological sites or isolates have been identified within a one-quarter mile radius of the project site. Field reconnaissance did not observe archaeological resources within the project area. The disturbed nature would suggest archaeological resources are not likely to be present. No formal cemeteries or other places of human internment are known to exist within the project area. The proposed project would not require excavation within the boundary of the nearby Los Angeles National Cemetery.

Based on the above, it is not anticipated the project would result in impacts to archaeological resources or disturb human remains. If buried cultural resources are encountered during construction, standard practices would be employed such as the suspension of work until a qualified archaeologist can evaluate the find and make recommendations as appropriate, for the protection of such resources. In accordance with applicable regulations, construction activities would halt in the event of discovery of human remains, and consultation and treatment would occur as prescribed by law.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☒ ☐
Reference: 8

A significant impact would occur if the project caused a substantial adverse change to paleontological resource through demolition, construction, or other activities that could disturb fossil remains.

Results of archival research conducted by the Los Angeles County Natural History Museum revealed no fossil vertebrate localities are located within the project site but there are fossil localities in the general vicinity of the project site. Field reconnaissance did not observe paleontological resources within the project area.

Although the project includes some grading and excavation for retaining walls and utility relocations, the potential for encountering paleontological resources is considered to be low. Therefore, it is not anticipated that the proposed project would destroy fossil remains or unique geologic features. In the event fossil remains are uncovered during construction, standard practices would be employed such as the suspension of work until a qualified paleontologist can evaluate the find and make recommendations as necessary, for the protection of paleontological resources.

d) Disturb any human remains, including those interred outside of formal cemeteries? ☐ ☐ ☐ ☒
Reference: 8

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact would occur if the project disturbed human remains through demolition, construction, or other earthmoving activities.

Results of archival research and an archaeological survey did not identify the presence of known formal cemeteries or other places of human internment within the project area. As indicated in item 5(b) above, it is unlikely any burial sites or human remains would be encountered during project construction. In accordance with applicable regulations, construction activities would halt in the event of discovery of human remains, and consultation and treatment would occur as prescribed by law.

**6. GEOLOGY AND SOILS** – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ☐ ☐ ☐ ☒

References: 20

A significant impact would occur if the project resulted in or exposed people to adverse effects involving fault rupture, such as from the placement of structures or infrastructure in areas of known or suspected geologic hazard.

The project site is not located within an Alquist-Priolo Special Studies Zone. Thus, the potential for ground surface rupture impacting the project site is considered low.

ii) Strong seismic ground shaking? ☐ ☐ ☐ ☒

Reference: 20

A significant impact would occur if the project resulted in or exposed people to adverse effects involving strong ground shaking from fault rupture or seismic hazards.

As with most locations in southern California, the project site is susceptible to ground shaking generated during earthquakes on nearby faults. As indicated in item 6(a)(i) above, the project site is not located within an Alquist-Priolo Special Studies Zone. Known regional faults that could produce significant ground shaking at the project site include the Santa Monica, Northridge, Sierra Madre, Verdugo, Santa Susana, San Gabriel, Hollywood, Malibu Coast, Oakridge, Raymond and Newport-Inglewood Faults, among others. The closest of these are the Santa Monica Fault with surface projections of potential rupture area located at distances of less than one mile from the project site. In general, the project involves street widening and improvements along Sepulveda Boulevard within the Sepulveda Pass area. The project does not include the construction of any buildings or structures other than two retaining walls which would be designed in accordance with applicable building code requirements. As such, the project would not result in or expose people to substantial impacts involving strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction? ☐ ☐ ☒ ☐

Reference: 20

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact would occur if the project resulted in or exposed people to adverse effects involving seismic-related ground failure from liquefaction and other geologic hazards. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils.

The southerly portion of the project site at the Wilshire Boulevard/Sepulveda Boulevard intersection is shown on the State of California Seismic Hazard Zones map as being within an area that has potential for liquefaction. Liquefaction typically occurs when near surface (usually upper 50 feet) saturated, clean, fine-grained loose sands are subject to intense ground shaking. The historic groundwater level in this area is reported to be on the order of 40 feet below the ground surface. Based on this data, the potential for liquefaction in the area of Wilshire and Sepulveda is considered moderate. The project calls for road widening in this area and there are no plans for retaining walls or other structures that would be affected by the liquefaction hazard. Groundwater seepage was not encountered in any of the exploratory borings conducted during the geotechnical investigation for the remaining portion of the project site. As such, liquefaction is not anticipated to be a hazard for the proposed retaining walls that would be founded on bedrock or deep fill.

iv) Landslides? ☐ ☐ ☒ ☐

Reference: 20

A significant impact would occur if the project resulted in or exposed people to adverse effects involving landslides from geologic hazards.

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The majority of the project site falls within an Earthquake Induced Landslide Seismic Hazard Zone. As indicated in item 5(a) above, the project does not include the construction of any buildings or structures other than two retaining walls which would be designed in accordance with applicable building code requirements. The proposed street widening would primarily occur along the freeway side of Sepulveda Boulevard and would not move traffic closure to the hillside which has a greater potential for landslide hazards. Furthermore, the project includes the installation of a rock fall fence to prevent future rock fall hazards from landslides in the area north of Mountaingate Drive. As such, the project would not result in or expose people to substantial impacts involving landslides.

b) Result in substantial soil erosion or the loss of topsoil? ☐ ☐ ☒ ☐

Reference: 1, 15 (C2)

A significant impact may occur if the proposed project were to expose large areas to the erosion effects of wind or water for a prolonged period of time.

In accordance with standard specifications, the proposed project would implement a storm water pollution prevention plan for erosion and sedimentation control during construction. Best management practices would be undertaken to control runoff and erosion from earthmoving activities such as excavation, grading, and compaction. Implementation of such control measures would prevent substantial soil erosion or the loss of topsoil. After construction is completed, exposed areas would be paved or re-vegetated.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ☐ ☐ ☐ ☒

Reference: 20

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact may occur if the proposed project were built in an unstable area without proper site preparation or design features, thus posing a hazard to life and property.

The geotechnical investigation undertaken for the project identified the project site as being located within Sepulveda Canyon, which at the southern portion contains exposed bedrock of the Santa Monica Slate and Modelo Formations. Surficial deposits include artificial fill, surficial slope failure debris, landslide debris, colluvium and alluvium. Artificial fill deposits are present in much of the pre-existing drainage areas along Sepulveda Boulevard in the area of the proposed street widening. Several landslides have been mapped on the slopes along Sepulveda Boulevard in the area of the proposed project. These landslides are located for the most part on private property outside of the City right-of-way. Furthermore, most of these landslides have been removed or altered by grading and development in the canyon. Larger mapped landslides appear to predate grading in the canyon and are related to undercutting of natural slopes by stream erosion along the pre-existing canyon bottom.

No geologic hazards such as landsliding, erosion, subsidence, or poor soil conditions were identified for the project site. Results of the subsurface soil investigation revealed subsurface conditions are expected to satisfactorily support the proposed project given the project would comply with geotechnical requirements related to excavation, temporary shoring, sub-grade preparation for paving, and retaining wall foundation specifications.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? ☐ ☐ ☐ ☒
Reference: 4, 20

Expansive soils typically have high clay content and may present a significant environmental impact to a project due to a high shrink-swell potential. Shrinking and swelling of soils underlying a project area may cause structures to become physically unsound or walkways to buckle and become dangerous or difficult to navigate.

Underlying soils include artificial fill, surficial slope failure debris, landslide debris, colluvium and alluvium. These soils are not considered to be expansive. As such, no adverse impacts from unstable soil conditions are anticipated.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ☐ ☐ ☐ ☒
Reference: 1

A significant impact may occur if the proposed project were built on soils that were incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system, and such a system was proposed.

No wastewater disposal system is required as part of the proposed project.

**7. HAZARDS AND HAZARDOUS MATERIALS** – Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☐ ☐ ☒ ☐
Reference: 20, 21

A significant impact may occur if the proposed project involved the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions.

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

The proposed project involves street widening and other transportation improvements that do not require routine transport, use, or disposal of hazardous materials. During construction, there is a potential for temporary transport and disposal of hazardous materials. The Initial Site Assessment conducted for the project revealed aerially-deposited lead (ADL) could be present in soils from emissions generated by vehicles using Sepulveda Boulevard and the 405 Freeway. This would primarily occur in existing unpaved areas within and adjacent to the right-of-way of Sepulveda Boulevard. Construction activities involving excavation and ground disturbance could encounter contaminated soils. Several power poles equipped with transformers are located within the project site. In general, transformers are a concern because of the potential presence of polychlorinated biphenyls (PCBs) in the coolant of some older units. The project would require the relocation of utilities, including transformers.

In the event contamination is encountered during construction, standard practices would be followed for proper removal and disposal. In addition, testing for ADL would be conducted to characterize conditions for worker safety and potential reuse of excavated soils. In accordance with Los Angeles Department of Water and Power procedures, transformers would be tested for PCBs prior to removal or relocation. If PCBs are found, all applicable laws and regulations would be followed for proper disposal. As such, impacts are considered to be less-than-significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ☐ ☐ ☐ ☒
Reference: 14, 21, 22

A significant impact may occur if the proposed project utilized substantial amounts of hazardous materials as part of its routine operations and could potentially pose a hazard to the public under accident or upset conditions.

No potentially hazardous substances would be utilized as part of this proposed project. Review of substructure and land use maps show underground oil pipelines are located beneath Sepulveda Boulevard. No evidence of seepage or spills within or adjacent to Sepulveda Boulevard was observed during the Initial Site Assessment. Construction activities would not require the relocation or removal of any portion of existing petroleum pipelines. As such, no impacts are anticipated.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ☐ ☒
Reference: 20

A significant impact may occur if the proposed project were located within one-quarter mile of an existing or proposed school site and was projected to release toxic emissions that pose a hazard beyond regulatory thresholds.

Because hazardous substances would not be utilized as part of this proposed project, there would be no potential for emissions of hazardous materials, substances, or waste. In the event contaminated soil is encountered during construction, standard practices would be followed for proper removal and disposal. As such, no impacts are anticipated.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the ☐ ☐ ☐ ☒

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

environment?
Reference: 20
Results of the Initial Site Assessment did not reveal the project site as being included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Two former gasoline stations at 770 and 750 S. Sepulveda Boulevard are listed on the State Water Resources Control Board's Underground Storage Tank (UST) list. The gasoline stations are described as being located on a single property at the northeast corner of Sepulveda Boulevard and Wilshire Boulevard. This location is now vacant and serves as Caltrans right-of-way adjacent to the 405 Freeway northbound off-ramp. The gasoline stations are not identified on any other databases that report unauthorized releases or spills. The proposed project would obtain an easement in this location for widening and other construction related activities that would only be limited to a minor area along the existing curb and sidewalk. Based on the absence of reported unauthorized releases or spills and limited construction activities in this area, the proposed project would not create a significant hazard to the public or the environment as a result the former gasoline stations.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ☒
Reference: 22
A significant impact may occur if the project site were located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard.

The project is not located within an airport land use plan, or within two miles of a public airport or public use airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ☒
Reference: 22
No private airstrips are located within the vicinity of the project site.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☐ ☒
Reference: 15 (H1)
A significant impact may occur if the proposed project were to substantially interfere with roadway operations used in conjunction with an emergency response plan or evacuation plan or if the project resulted in an incompatible use or contained a design feature that would interfere with emergency response or evacuation plans.

The proposed project involves street widening and other transportation improvements that are expected to enhance vehicular traffic and turning movements, thereby relieving congestion and improving response times for emergency vehicles utilizing Sepulveda Boulevard. As one of the improvements, the project would install a reversible lane operation through the Sepulveda Boulevard tunnel at Mulholland Drive. The reversible lane would meet traffic and safety requirements by incorporating overhead electronic lane controls and pavement markers or pop-up delineators to guide motorists and emergency vehicles through the reversible lane. It would not include any design features that would interfere with or impair emergency response or evacuation plans. As such, no impacts are anticipated.

h) Expose people or structures to a significant risk of loss, injury or death ☐ ☐ ☒ ☐

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
Reference: 1, 7, 14, 22

A significant impact may occur if the proposed project were located in a wildland area and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire.

The project site is located within a wildland fire hazard zone and within a very high fire hazard severity zone. The proposed project involves street widening and other transportation improvements to an existing highway. It does not involve any major changes to the alignment or the construction of any buildings that would expose people or structures to fire hazards. During construction, the project may result in temporary, indirect impacts from increased disturbance of adjacent natural areas. To reduce the risk of fire in natural vegetation areas, best management practices would be implemented such as prohibiting smoking within 25 feet of vegetation or other potentially flammable materials. As such, impacts are considered to be less-than-significant.

**8. HYDROLOGY AND WATER QUALITY** – Would the project:

a) Violate any water quality standards or waste discharge requirements? ☐ ☐ ☒ ☐

Reference: 1, 7, 15 (D2)

A significant impact would occur if the project resulted in soil erosion, sediment runoff, or nonpoint sources of contamination that would adversely affect water quality standards.

During construction, the project would comply with applicable storm water management requirements for pollution prevention. Construction practices would include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas to the storm water system. There are no water features or wetlands within the project site but there are some water features at two small canyon bottoms south of Skirball Cultural Center on the west side of Sepulveda Boulevard and a runoff ditch along the east side of Sepulveda Boulevard just south of the Getty View Trailhead. Implementation of these measures would also prevent water quality impacts to these nearby water features. As such, impacts related to potential discharge into surface water or changes in water quality are considered to be less-than-significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ☐ ☐ ☐ ☒

Reference: 15 (D3)

Groundwater is a major component of the water supply for many public water suppliers in the Los Angeles metropolitan area, and is also used by private industries, as well as a limited number of private agricultural and domestic users. A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow.

The proposed project would not utilize existing groundwater resources nor would it interfere with groundwater recharge.

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ☐ ☐ ☐ ☒

Reference: 1, 15 (D1)

A significant impact may occur if the proposed project resulted in a substantial alteration of drainage patterns that resulted in a substantial increase in erosion or siltation during construction or operation of the project.

The proposed project involves street widening and other transportation improvements that would add paving to existing unpaved areas along the roadway. During construction, the project would implement a storm water pollution prevention plan for erosion and sedimentation control. Best management practices would be undertaken to control runoff and erosion from earthmoving activities such as excavation, grading, and compaction. Implementation of such control measures would not alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion. After widening, drainage patterns on Sepulveda Boulevard would not be changed and would continue to be directed to the storm water drainage system. Exposed areas would also be re-vegetated. As such, no impacts would occur.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? ☐ ☐ ☒ ☐

Reference: 15 (D1)

A significant impact may occur if the proposed project resulted in increased runoff volumes during construction or operation of the proposed project that would result in flooding conditions affecting the project site or nearby properties.

The proposed project would widen Sepulveda Boulevard in spot locations that are currently unpaved. It is estimated that the widening would add an additional 65,000 square feet of paving. Although this change would increase the volume and rate of runoff, this increase would be served by the existing storm water drainage system and would not result in flooding conditions on- or off-site. As such, impacts are considered to be less-than-significant.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? ☐ ☐ ☒ ☐

Reference: 15 (D)

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact may occur if the volume of runoff were to increase to a level which exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.

As indicated in item 8(d) above, the project would cause an increase in the volume and rate of runoff due to additional paving from widening and street improvements. However, it has been determined that the capacity of the existing storm water drainage system is sufficient to serve the project and thus would not be exceeded. The project does not include any changes in the use of Sepulveda Boulevard; therefore, no additional sources of polluted runoff would occur. As such, impacts are considered to be less-than-significant.

f) Otherwise substantially degrade water quality? ☐ ☐ ☒ ☐

Reference: 1, 7, 15 (D2)
See item 8(a) above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ☐ ☐ ☐ ☒

Reference: 22
The project site is not located within a 100-year flood hazard area and does not include the construction of any housing.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? ☐ ☐ ☐ ☒

Reference: 22
The project site is not located within a 100-year flood hazard area.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ☐ ☐ ☐ ☒

Reference: 20, 22
A significant impact would occur if the project exposed people or structures to significant risk from development within a flood prone area, including flood hazard areas and areas where a levee or dam could fail.

The project would not place any permanent structures within a special flood hazard area and would not be located near a levee or dam. As such, no impacts would occur.

j) Inundation by seiche, tsunami, or mudflow? ☐ ☐ ☐ ☒

Reference: 14, 20, 22

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact may occur if the proposed project were located in an area with inundation potential due to seiche, tsunami, or mudflow.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. The project site is not located adjacent to any enclosed large bodies of water that could experience seiches during an earthquake. Thus, the potential for seiches impacting the project site is considered very low. Tsunamis are tidal waves generated in large bodies of water by fault displacement or major ground movement. Based on the location and elevation of the project site, tsunamis do not pose a significant hazard to the project site. The project site is not located within an area of potential inundation that could cause mudflows. As such, no impacts would occur.

**9. LAND USE AND PLANNING** – Would the project:

a) Physically divide an established community? ☐ ☐ ☐ ☒

Reference: 15 (A2)

A significant impact would occur if the project included features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise isolate an existing land use.

The project involves street widening and improvements to Sepulveda Boulevard that would not change the alignment or access to nearby residential neighborhoods and other land uses. During construction, at least two lanes of traffic would remain open in the peak direction during peak hours (southbound direction from 6:00 a.m. to 9:00 a.m. and northbound direction from 4:00 p.m. to 7:00 p.m.) and one lane of traffic would remain open in the non-peak direction. This would be in accordance with City policy regarding construction in the public right-of-way during rush hour and would not preclude access to nearby surrounding areas. As such, no impacts would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ☐ ☐ ☐ ☒

Reference: 14, 15 (A)

A significant impact may occur if the proposed project were inconsistent with the General Plan, or other applicable plan, or with the site's zoning if designated to avoid or mitigate a significant potential environmental impact.

Sepulveda Boulevard is designated as a local scenic major highway from Sunset Boulevard north to beyond Mulholland Drive. The Transportation Element of the General Plan includes Scenic Highway Guidelines related to the roadway, earthwork and grading, landscaping, signs, and utilities. Construction activities would follow the guidelines which call for minimal grading for new cuts or fills, contouring to match the surrounding terrain, and avoidance of angular cuts and fills to the maximum extent feasible. In accordance with landscaping guidelines, unpaved areas disturbed during construction would be re-vegetated with native plants and any trees removed would be replaced on a two-for-one basis to restore and enhance the scenic qualities along Sepulveda Boulevard. The placement of overhead signs for the reversible lane would also be consistent with the guidelines which permit traffic and identification signs within the public right-of-way of a scenic highway. Design characteristics such as curves, changes of direction, and topography which provide identity to individual scenic highways would be preserved for Sepulveda Boulevard.

| **Issues** | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

The project is located within the Brentwood-Pacific Palisades, Bel Air-Beverly Crest, and Encino-Tarzana Community Plan areas. It is also within the Mulholland Scenic Parkway Specific Plan area. The project is consistent with the goals and policies of the community plans which support street improvements to accommodate existing and future traffic growth and to maintain satisfactory levels of service. The project is exempt from the requirements of the Mulholland Scenic Parkway Specific Plan area as it involves street improvements within the public right-of-way. However, the project would be consistent with environmental protection measures related to grading and allowable building heights as well as general landscaping requirements.

The Bicycle Plan of the Transportation Element shows Class II bike lanes are designated on Sepulveda Boulevard. Class II bike lanes serve as recreational and commuter routes. Currently, bicycle lanes are present on Sepulveda Boulevard north of Skirball Center Drive and north of the tunnel but not through the tunnel. Bicyclists are required to merge with traffic while traveling through the tunnel. South of Skirball Center Drive, there are no bicycle lanes on Sepulveda Boulevard and bicyclists are required to ride in the shoulders. The project would be consistent with the plan by providing bike lanes on Sepulveda Boulevard between Bel Air Crest Road and Skirball Center Drive, approximately one mile in length. The northbound bike lane would be striped as a Class II bike lane and would join with the existing bike lane north of Skirball Center Drive. However, only striping for a wider shoulder would be provided for bicycle usage in the southbound direction. This was determined in consultation with representatives from the City's Bicycle Advisory Committee and LADOT as bicyclists traveling downhill at high speeds would be able to merge with traffic if necessary and would not be confined to a designated bike lane. The project would remove the existing southbound bike lane between the tunnel and Skirball Center Drive to accommodate a new third southbound traffic lane. The bike lane in this location is approximately 500 feet in length. The removal was deemed necessary by LADOT in order to improve capacity and traffic flow at the Sepulveda Boulevard and Skirball Center Drive intersection. After widening is completed, the project would replace the former southbound bike lane with a bike route by adding signs for bicycle use in the affected location but no striping. Although the Bicycle Plan calls for no removal of existing bike lanes on a Class II Citywide Bikeway on any street, the project would restore a designated bike lane with a bike route which would maintain the current bikeway system. As such, the project would not impair the purpose or environmental benefits of providing bicycle facilities for commuting and recreational use as established by the Bicycle Plan. Given there are no bike lanes through the tunnel and the project does not include widening the tunnel to accommodate new bike lanes, a bike lane gap would continue to exist at this location.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒
Reference: 7

A significant impact may occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan and would conflict with such a plan.

The proposed project does not occur within or adjacent to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan area. As such, no impacts are anticipated.

**10. MINERAL RESOURCES** – Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ☐ ☐ ☐ ☒

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

Reference: 14, 15 (C4)
A significant impact may occur if the project were located in an area used or available for extraction of a regionally important mineral resource, if the project converted a regionally important mineral extraction use to another use, or if the project affected access to such use.

The project site is not located within an area that contains mineral resources that are of value to the region and residents of the state.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ☐ ☐ ☐ ☒
Reference: 14, 15 (C4)
See item 10(a) above.

**11. NOISE** – Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ☐ ☐ ☒ ☐
Reference: 10, 14
A significant impact may occur if the project generated noise levels that exceeded the standards for ambient noise as established by the general plan and Municipal Code and/or exposed persons or sensitive uses to increased noise levels. Noise sensitive uses may include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks.

Noise impacts from construction are generally a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise generating activities. During construction, the project would generate increased noise levels from excavation, grading, and other activities that require the use of construction equipment and machinery. Noise sensitive land uses along Sepulveda Boulevard that would be exposed to potential noise increases include residences near the intersections of Church Lane/Ovada Place and Moraga Drive, residences north of the tunnel at Mulholland Drive, and the Skirball Cultural Center and Milken Community High School north of Skirball Center Drive. Existing ambient noise sources in the project area include vehicles that use Sepulveda Boulevard with the majority of background noise generated by vehicles on the 405 Freeway. The project would comply with noise regulations of the municipal code which limit construction work to normal daytime hours. Staging for construction equipment and materials storage would occur in areas that are used for commercial purposes where no noise sensitive land uses are located. Furthermore, construction activities would be phased at certain locations for a duration of approximately 18 to 24 months. Given construction noise would be temporary and intermittent and the existing ambient noise generated by the adjacent 405 Freeway, the project is not anticipated to exceed noise regulation standards or expose sensitive land uses to increased noise levels. As such, noise impacts during construction are considered to be less-than-significant.

The project includes improvements to an existing highway in spot locations. The project is not growth inducing and would serve existing and future traffic levels in the area. Although traffic is expected to increase and may contribute to the existing ambient noise, the project would not move traffic closer to noise sensitive land uses. As such, the project would not cause long-term operational noise impacts from vehicular trips.

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Reference: 10, 14, 15 (l) | ☐ | ☐ | ☒ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Reference: 10, 14 | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Reference: 10, 14 | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? Reference: 22 | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? Reference: 22 | ☐ | ☐ | ☐ | ☒ |

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
Reference: 10, 14, 15 (l)

A significant impact would occur if the project resulted in or exposed people to excessive groundborne vibration or groundborne noise levels during construction or operation. This would include excessive groundborne vibration or noise which causes structural damage or displaces objects in nearby buildings.

Demolition activities associated with the project could generate groundborne vibration from heavy equipment. However, these effects would be temporary and short-term in nature and would comply with applicable noise standards of the municipal code. The project would not include any operations or would not operate machinery or equipment on a routine basis that would result in long-term groundborne vibration or noise. As such, impacts are considered to be less-than-significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
Reference: 10, 14

A significant impact may occur if the project were to substantially and permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project.

As discussed in item 11(a) above, the project includes improvements to an existing highway in spot locations. The project is not growth inducing and would serve existing and future traffic levels in the area. Although traffic is expected to increase and may contribute to the existing ambient noise, the project would not result in a substantial permanent increase in ambient noise levels since the majority of the background noise is generated by vehicles using the adjacent 405 Freeway. Traffic volumes are expected to increase on the 405 Freeway. As such, ambient noise levels would increase in the vicinity in the absence of the proposed project.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
Reference: 10, 14

A significant impact may occur if the project were to create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project.

Refer to discussion under 11 (a) above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
Reference: 22

No public airport is located within the vicinity of the project site.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
Reference: 22

No private airstrips are located within the vicinity of the project site.

**12. POPULATION AND HOUSING** – Would the project:

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ☐ ☐ ☐ ☒
Reference: 15 (B2)

A significant impact would occur if the project induced substantial population and housing growth through new development in undeveloped areas or by introducing unplanned infrastructure that was not previously evaluated in the adopted community plan or general plan.

The project includes improvements to an existing highway in spot locations that already provide access to surrounding land uses. The project is not growth inducing and is consistent with the goals and policies of the applicable community plans which support street improvements to accommodate existing and future traffic growth and to maintain satisfactory levels of service. As such, no impacts would occur.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒
Reference: 15 (B2)

The proposed project would be constructed within and adjacent to the public right-of-way of Sepulveda Boulevard. The project does not include the displacement of any housing. As such, no impacts would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒
Reference: 15 (B2)

See item 12 (b) above.

**13. PUBLIC SERVICES –**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection? ☐ ☐ ☐ ☒

Reference: 15 (J2)

A significant impact would occur if the project resulted in an increased demand for fire protection services which would require new or altered fire stations or other facilities.

The proposed project would not induce growth, either directly or indirectly. There would be no impact on the level of fire protection, which is currently provided by the Los Angeles Fire Department.

ii) Police protection? ☐ ☐ ☐ ☒

Reference: 15 (J1)

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact may occur if the proposed project were to result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

The proposed project would not induce growth, either directly or indirectly. There would be no impact on the level of police protection, which is currently provided by the Los Angeles Police Department.

iii) Schools? ☐ ☐ ☐ ☒

Reference: 15 (J3)

A significant impact would occur if the project resulted in the need for new or altered school facilities such as through population or housing growth.

The proposed project is not growth inducing, either directly or indirectly, and would therefore not increase the demand for schools in the area.

iv) Parks? ☐ ☐ ☐ ☒

Reference: 15 (J4)

A significant impact would occur if the project resulted in the need for new or altered parks or recreational facilities such as through population or housing growth.

The proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for parks in the area.

v) Other public facilities? ☐ ☐ ☐ ☒

Reference: 15 (J5)

A significant impact would occur if the project resulted in the need for new or altered public facilities such as libraries due to population or housing growth.

The proposed project is not a growth inducing project, either directly or indirectly. No impact on other public facilities has been identified.

**14. RECREATION –**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ☐ ☐ ☐ ☒

Reference: 15 (J4)

A significant impact may occur if the proposed project includes substantial employment or population growth that may generate demand for public park facilities that exceed the capacity of existing parks.

The proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for parks or other recreational facilities in the area.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? ☐ ☐ ☐ ☒

Reference: 15 (J4)

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

No recreational facilities would be included in the proposed project nor would any new recreation facilities be required. No impact has been identified.

**15. TRANSPORTATION/TRAFFIC** – Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? ☐ ☐ ☐ ☒

Reference: 15, 23

Project impacts on the transportation system are related to existing traffic conditions, the number and type of trips resulting from the project, plus the projected future increase in ambient vehicle trips. Most impacts are evaluated in terms of level of service, volume to capacity, and/or demand to capacity ratios. This would normally be determined by the ability of an intersection to accommodate increased vehicular demands associated with a project. Generally, a project that generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system has the potential to result in a significant impact to the intersection capacity of a street system.

The purpose of the project is to enhance vehicular traffic and turning movements by adding auxiliary lanes that would serve existing traffic volumes. No increases in traffic volumes are anticipated and existing levels of service at affected intersections are expected to improve due to increases in turning capacity and reduced travel delays for through-flow traffic. This is supported by traffic data obtained by LADOT as summarized in the table below. As such, no impacts would occur.

**Table 10. Existing and Projected Traffic Conditions for Sepulveda Boulevard**

| **Sepulveda Blvd/Wilshire Blvd** | | **Peak Hour 9-10 a.m.** | |
|---|---|---|---|
| 2001 Baseline Conditions | 2007 w/ Ambient Growth | 2007 w/ Related Projects | 2007 w/ Project |
| V/C 0.971 | V/C 0.994 | V/C 0.994 | V/C 0.940 |
| LOS E | LOS E | **LOS E** | **LOS E** |
| **Sepulveda Blvd/Wilshire Blvd** | | **Peak Hour 4-5 p.m.** | |
| 2001 Baseline Conditions | 2007 w/ Ambient Growth | 2007 w/ Related Projects | 2007 w/ Project |
| V/C 0.985 | V/C 1.010 | V/C 1.010 | V/C 0.951 |
| LOS E | LOS F | **LOS F** | **LOS E** |
| **Sepulveda Blvd/Skirball Center Dr** | | **Peak Hour 8-9 a.m.** | |
| 2003 Baseline Conditions | 2007 w/ Ambient Growth | 2007 w/ Related Projects | 2007 w/ Project |
| V/C 1.134 | V/C 1.128 | V/C 1.128 | V/C 0.837 |
| LOS F | LOS F | **LOS F** | **LOS D** |
| **Sepulveda Blvd/Skirball Center Dr** | | **Peak Hour 5-6 p.m.** | |
| 2003 Baseline Conditions | 2007 w/ Ambient Growth | 2007 w/ Related Projects | 2007 w/ Project |
| V/C 0.927 | V/C 0.904 | V/C 0.904 | V/C 0.793 |
| LOS E | LOS E | **LOS E** | **LOS C** |

| **Issues** | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

**Table 10. Existing and Projected Traffic Conditions for Sepulveda Boulevard**

| **Sepulveda Blvd/Mulholland Tunnel** | | **Peak Hour 9-10 a.m.** | |
|---|---|---|---|
| 2006 Baseline Conditions N/B | 2007 w/ Ambient Growth N/B | 2006 Baseline Conditions S/B | 2007 w/ Ambient Growth S/B |
| **LOS B** | **LOS B** | **LOS E** | **LOS E** |
| **Sepulveda Blvd/Mulholland Tunnel** | | **Peak Hour 5-6 p.m.** | |
| 2006 Baseline Conditions N/B | 2007 w/ Ambient Growth N/B | 2006 Baseline Conditions S/B | 2007 w/ Ambient Growth S/B |
| **LOS B** | **LOS B** | **LOS C** | **LOS C** |

| **Sepulveda Blvd/Moraga Dr** | | |
|---|---|---|
| | Intersection Delay (sec/veh) | LOS |
| Existing | 143.6 | **F** |
| Proposed | 127.9 | **F** |
| Time Savings | 15.7 sec/veh (11%) | |

| **Sepulveda Blvd/Church Lane/Ovada Place** | | |
|---|---|---|
| | Intersection Delay (sec/veh) | LOS |
| Existing | 166.2 | **F** |
| Proposed | 98.9 | **F** |
| Time Savings | 67.3 sec/veh (40%) | |

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? ☐ ☐ ☐ ☒
Reference: 15, 23

New projects within the City must comply with the Congestion Management Program (CMP) for Los Angeles County. The CMP includes Transportation Impact Assessment (TIA) guidelines for the designated transportation network. The TIA guidelines require analysis at monitored street intersections and segments, including freeway on- or off-ramp intersections, at which a project is expected to add 50 or more peak hour vehicle trips, and mainline freeway or ramp monitoring locations where the project will add 150 or more peak hour trips. If a project does not add, but merely shifts trips at a given monitoring location, the CMP analysis is not required. A significant impact would occur if the project was subject to a CMP analysis and resulted in increased traffic demand by two percent of capacity at an intersection, causing or worsening level of service conditions.

See comment to item 15 (a).

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ☐ ☐ ☐ ☒
Reference: 15

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

A significant impact may occur if the proposed project changed air traffic patterns, including either an increase in traffic levels or a change in location that resulted in substantial safety risks.

The project consists of street improvements that would have no impact to air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☐ ☐ ☐ ☒
Reference: 15 (F5)

A significant impact would occur if the project resulted in hazards or barriers for pedestrians or bicyclists or inadequate access from design features or incompatible uses.

The project would install a reversible lane operation through the Sepulveda Boulevard tunnel at Mulholland Drive. The reversible lane would meet traffic and safety requirements by incorporating overhead electronic lane controls and pavement markers or pop-up delineators to guide motorists and emergency vehicles through the reversible lane. It would not include any design features that would interfere with pedestrian, vehicular, or emergency clearances. The project does not include any changes to the alignment or grade of Sepulveda Boulevard that would impair visibility for bicyclists or motorists. The proposed retaining walls on the hillside and freeway side of Sepulveda Boulevard would not exceed 10 feet in height and would provide a safety barrier for motorists and bicyclists traveling within the canyon portion of the corridor. Furthermore, the project includes the installation of a rock fall fence to prevent rock fall hazards from landslides in the area north of Mountaingate Drive. As such, the project would not substantially increase hazards or result in an incompatible use.

e) Result in inadequate emergency access? ☐ ☐ ☐ ☒
Reference: 15 (F5, F8, and J2)

A significant impact would occur if the project included design features or barriers which would impede emergency access, resulting in safety hazards.

The proposed project involves street widening and other transportation improvements that are expected to enhance vehicular traffic and turning movements, thereby relieving congestion and improving response times for emergency vehicles utilizing Sepulveda Boulevard. The project would be designed in accordance with traffic and safety requirements established by LADOT. It would not include any design features that would interfere with or impair emergency response or evacuation plans. During construction, at least two lanes of traffic would remain open in the peak direction during peak hours and one lane of traffic would remain open in the non-peak direction. No other changes in local traffic patterns during construction are anticipated such as road detours or ramp closures. Therefore, the project would not impair emergency access. As such, no impacts are anticipated.

f) Result in inadequate parking capacity? ☐ ☐ ☐ ☒
Reference: 15 (F5 and F7)

A significant impact would occur if the project resulted in insufficient parking capacity onsite or offsite by spillover of project parking demands to nearby streets or parking facilities or neighborhoods.

There is no on-street parking on Sepulveda Boulevard within the project limits except for the portion between Ovada Place/Church Lane and Moraga Drive. On-street parking is available on the east side (northbound side) on weekdays before 3:00 p.m. and after 7:00 p.m. and on the weekends. Re-striping in this area to install left-turn pockets would not affect available on-street parking.

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? Reference: 14 | ☐ | ☐ | ☐ | ☒ |

A significant impact would occur if the project was inconsistent with the City's Bicycle Plan or other adopted policies supporting alternative transportation.

The project would be consistent with the Bicycle Plan by providing bike lanes on Sepulveda Boulevard between Bel Air Crest Road and Skirball Center Drive, approximately one mile in length. The northbound bike lane would be striped as a Class II bike lane and would join with the existing bike lane north of Skirball Center Drive. However, only striping for a wider shoulder would be provided for bicycle usage in the southbound direction. This was determined in consultation with representatives from the City's Bicycle Advisory Committee and LADOT as bicyclists traveling downhill at high speeds would be able to merge with traffic if necessary and would not be confined to a designated bike lane. The project would remove the existing southbound bike lane between the tunnel and Skirball Center Drive to accommodate a new third southbound traffic lane. The bike lane in this location is approximately 500 feet in length. The removal was deemed necessary by LADOT in order to improve capacity and traffic flow at the Sepulveda Boulevard and Skirball Center Drive intersection. After widening is completed, the project would replace the former southbound bike lane with a bike route by adding signs for bicycle use in the affected location but no striping. Although the Bicycle Plan calls for no removal of existing bike lanes on a Class II Citywide Bikeway on any street, the project would restore a designated bike lane with a bike route which would maintain the current bikeway system. As such, the project would not impair the purpose or environmental benefits of providing bicycle facilities for commuting and recreational use as established by the Bicycle Plan.

**16. UTILITIES AND SERVICE SYSTEMS** – Would the project:

| | | | | |
|---|---|---|---|---|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Reference: 15 (K2) | ☐ | ☐ | ☐ | ☒ |

A significant impact would occur if the project discharges wastewater which would exceed the regulatory limits established by the Los Angeles Regional Water Quality Control Board.

The proposed project would not generate any wastewater.

| | | | | |
|---|---|---|---|---|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Reference: 15 (K1 and K2) | ☐ | ☐ | ☐ | ☒ |

Wastewater service requirements are related to the size and type of projects and geographic area served. New projects may increase wastewater generation and affect wastewater collection and treatment systems. A significant impact would occur if the project produced wastewater flows greater than existing flows in identified sewer constrained areas, produced new or increased average daily wastewater flows of 4,000 gallons per day or more regardless of location, or included changes in land use limitations which could allow greater average daily flows than could be produced following current land use limitations.

The proposed project would not generate any wastewater.

| | | | | |
|---|---|---|---|---|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

Reference: 15 (D1)

A significant impact would occur if the project caused substantial changes to the rate of absorption, drainage patterns, or surface runoff within the project area, resulting in increased storm water flows that would require the construction or expansion of storm water drainage facilities.

The project would cause an increase in the volume and rate of runoff due to additional paving from widening and street improvements. However, it has been determined that the capacity of the existing storm water drainage system is sufficient to serve the project and thus construction or expansion of storm water drainage facilities is not required. The project does require the relocation of an existing storm water catch basin due to the proposed minor alignment of Sepulveda Boulevard north of Mountaingate Drive. The relocation would be temporary and would not result in increased storm water flows in the area. As such, impacts are considered to be less-than-significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ☐ ☐ ☐ ☒

Reference: 15 (K1)

Potable water is provided by the City of Los Angeles Department of Water and Power. The type, size, and characteristics of a project determine the quantity of water consumed. A significant impact would occur if existing water supplies were inadequate to meet the demand of the project, resulting in the need for a new potable water source that necessitated new off-site development of potable water infrastructure.

The proposed project would not require the use of water for consumption purposes.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ☐ ☐ ☐ ☒

Reference: 15 (K2)

A significant impact may occur if the proposed project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

The proposed project would not generate any wastewater.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ☐ ☐ ☐ ☒

Reference: 15 (K3)

The management of solid waste in the City involves public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. A significant impact would occur if the project resulted in solid waste generation of five tons or more per week.

The proposed project would not generate any solid waste.

g) Comply with federal, state, and local statutes and regulations related to solid waste? ☐ ☐ ☐ ☒

Reference: 15 (K3)

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

Construction of the proposed project would generate minor amounts of solid waste, which would be disposed of in accordance with all federal, state, local statutes and regulations related to solid waste.

**17. MANDATORY FINDINGS OF SIGNIFICANCE**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ☐ ☒ ☐ ☐

Reference: 5, 7, 8

A limited extent of natural vegetation, primarily dominated by nonnative plant species but also containing southern mixed chaparral, is present within the project study area. A moderately low variety of native resident and/or migratory birds are expected to nest in locations within the project study area. Potential impacts to nesting birds from project-related construction activities, including vegetation and tree removals, could result in both nest failure and/or direct mortality, thereby resulting in a significant impact. As such mitigation measures, as outlined in Section V of this report, would be implemented to reduce impacts to a less-than-significant level.

Potentially important wildlife corridors have been identified across Sepulveda Boulevard and the 405 Freeway. The proposed project is not anticipated to result in substantial adverse impacts, either directly or indirectly, to wildlife movement with the potential exception of widening between Skirball Center Drive and Bel Air Crest Road and the retaining wall on the west side in that section of the project study area. The retaining wall would begin at approximately 500 feet south of the intersection of Skirball Center Drive where the current retaining wall at Skirball Cultural Center ends. It would extend in a southerly direction, approximately 450 feet in length and 4 to 5 feet in height. It would be set back at least 2 feet from the new curb line after widening, in an area that is currently occupied by dense, native chaparral vegetation. There would be no gap between the new and existing Skirball Cultural Center retaining wall, thereby further obstructing potential crossings in this area. The project is anticipated to result in faster-moving and/or increased numbers of vehicles along Sepulveda Boulevard due to projected traffic use. This in turn is likely to result in indirect impacts to wildlife corridor functions through (1) increased injury and mortality of wildlife attempting to cross Sepulveda Boulevard, and (2) increased avoidance of the project study area by wildlife due to the resulting traffic (noise and visual disturbance) and lighting. In order to reduce potential impacts to wildlife corridors to a less-than-significant level, mitigation measures as outlined in Section V would be implemented.

Existing biological conditions within the project study area are noted as being dominated by invasive plant species. The sole, intact community in or immediately adjacent to the project study area is southern mixed chaparral. Six species were judged to have a reasonable potential for occurrence in the project study area. All are state Species of Special Concern and none are listed as endangered or threatened at the state or federal levels. One of the species, Sharp-shinned Hawk, was observed during the fieldwork for the biological study. No other special regulatory status species were identified or observed within the project study area. It is estimated approximately 2.72 acres of ruderal (disturbance-adapted) roadside vegetation, dominated by nonnative species, would be directly removed as a result of the project. In addition, approximately 1.42 acres of southern mixed chaparral closely adjacent to Sepulveda Boulevard would be directly removed. Potential impacts to the six species identified as state Species of Special Concern would be less-than-significant due to the low probability for

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

occurrence within the project study area and minimal loss of marginally to moderately suitable habitat. Although Sharp-shinned Hawk and Cooper's Hawk have a likelihood of occurrence as observed during the field visit, the project study area has limited resources and habitat value. As such, these special status species are not anticipated to be adversely affected by the project.

There are no depleted or special-status natural communities or wetlands within or immediately adjacent to the project study area. Therefore, impacts to riparian habitat, wetlands, or other special-status natural communities would not occur. Furthermore, the proposed project does not occur within or adjacent to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan area.

As previously indicated, a limited extent of natural vegetation, primarily dominated by nonnative plant species but also containing southern mixed chaparral, is present within the project study area. During the fieldwork for the biological study, several native and nonnative plant species were identified as well as trees that would be removed by the project (including any alterations within the tree dripline). This includes: California Sycamore (*Platanus racemosa*), Pine (*Pinus* species; nonnative), California Walnut (*Juglans californica*), and Windmill Palm (*Trachycarpus fortunei*). In accordance with applicable City policies and guidelines, all trees removed would be replaced on a two-for-one basis. The Municipal Code (Section 1. Subdivision 12 of Subsection A of Section 12.21; Ordinance 177404) provides for the protection of native trees of four types: (1) oaks other than Scrub Oak (*Quercus dumosa*), (2) Southern California Black Walnut (*Juglans californica var. californica*), (3) Western Sycamore (*Platanus racemosa*), and (4) California Bay (*Umbellularia californica*). Two native trees of the covered species would be affected by the project: one California Sycamore (*Platanus racemosa*) and one Southern California Black Walnut (*Juglans californica*). As required by the ordinance, these trees would be replaced within the project study area by at least two trees, also of a protected variety. The size of each replacement tree will be a 15-gallon or larger specimen, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height, measured from the base. The size and number of replacement trees will approximate the value of the tree to be replaced.

An inventory of potential historical resources was conducted for the entire project site. The only feature identified as historically significant is the Sepulveda Boulevard tunnel (Bridge No. 53C0164) at Mulholland Drive. The proposed project would not cause a substantial adverse change in the significance of the Sepulveda Boulevard tunnel because it would not be demolished, destroyed, or materially altered. The disturbed nature of the project area would suggest archaeological resources are not likely to be present. As such, it is not anticipated the project would result in impacts to archaeological resources. If buried cultural resources are encountered during construction, standard practices would be employed such as the suspension of work until a qualified archaeologist can evaluate the find and make recommendations as appropriate, for the protection of such resources.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? Reference: 5, 7, 8, 15 ☐ ☒ ☐ ☐

| Issues | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|---|---|---|---|---|

The project would not result in significant visual, air quality, cultural resources, geologic, hazard, water quality, land use, noise, or traffic impacts, either directly or indirectly. Given the location of the project, there could be several current and planned development projects in the area. A known related project includes the Route 405 Northbound HOV Lane Project proposed by Caltrans. The project could result in cumulatively considerable impacts to native resident or migratory wildlife species when combined with the effects of the proposed Caltrans project. Potential impacts to nesting birds from project-related construction activities, including vegetation and tree removals, could result in both nest failure and/or direct mortality, thereby resulting in a significant impact. The project also has the potential to result in impacts to wildlife corridor functions. In order to reduce these potential impacts to a less-than-significant level, mitigation measures as outlined in Section V would be implemented. Mitigation would also be implemented for the Route 405 Northbound HOV Lane Project, supportive of wildlife movement within the corridor. As such, the project would not have cumulatively considerable impacts to wildlife species.

The Sepulveda Boulevard tunnel (Bridge No. 53C0164) at Mulholland Drive is considered to be historically significant. The project does not include any plans to widen the tunnel although there may be future plans related to this independent of the current project. The proposed project would not cause a substantial adverse change in the historical significance of the Sepulveda Boulevard tunnel because it would not be demolished, destroyed, or materially altered. As such, the project would not have cumulatively considerable impacts to this historical resource.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☐ ☒ ☐
Reference: 15

The project does not have significant visual, air quality, geologic, hazard, land use, noise, or traffic impacts that would cause substantial adverse effects on human beings, either directly or indirectly. The proposed project involves street widening and other transportation improvements that do not require routine transport, use, or disposal of hazardous materials. During construction, there is a potential for temporary transport and disposal of hazardous materials. In the event contamination is encountered during construction, standard practices would be followed for proper removal and disposal.

The project would install a reversible lane operation through the Sepulveda Boulevard tunnel at Mulholland Drive. The reversible lane would meet traffic and safety requirements by incorporating overhead electronic lane controls and pavement markers or pop-up delineators to guide motorists and emergency vehicles through the reversible lane. It would not include any design features that would interfere with pedestrian, vehicular, or emergency clearances. The project does not include any major changes to the alignment or grade of Sepulveda Boulevard that would impair visibility for bicyclists or motorists. The proposed retaining walls on the hillside and freeway side of Sepulveda Boulevard would not exceed 10 feet in height and would provide a safety barrier for motorists and bicyclists traveling within the canyon portion of the corridor. Furthermore, the project includes the installation of a rock fall fence to prevent rock fall hazards from landslides in the area north of Mountaingate Drive. As such, the project would not substantially increase hazards or result in an adverse effect on human beings.

## V. MITIGATION MEASURES

The mitigation measures below address potential impacts to biological resources resulting directly or indirectly from the project as currently proposed. With these measures fully implemented, project impacts to those resources would be reduced to a less-than-significant level.

1. The project must comply with protections afforded to native birds under the federal Migratory Bird Treaty Act and similar sections of the California Fish and Game Code. Therefore all clearing of native chaparral vegetation at the project site shall either (1) avoid the seasonal window when birds are most likely to be nesting on the project site, anticipated to be February 1 through August 31, or (2) have a qualified biologist complete a nesting bird survey with negative results.
   - The nesting bird survey shall consist of visits by a qualified biologist to determine the presence or absence of nesting, native birds within seven days prior to initial clearing and grubbing of the project site and during the period from February 1 through August 31, if the initial clearing and grubbing is within that period and again, if no site work is conducted for a period of over 30 days before project construction is complete within that period.
   - No potentially disturbing project related activities shall be conducted at any time within 500 feet of an active nest of a raptor (orders *Falconiformes* and *Strigiformes*) nest or 200 feet of an active nest of a native non-raptor.
   - Copies of survey reports shall be sent to the U.S. Fish and Wildlife Service and California Department of Fish and Game.

2. To reduce potential impacts to wildlife corridors, the following measures shall be implemented:
   - Suitable use of native landscaping in re-vegetated areas near the retaining wall on the west side of Sepulveda Boulevard south of Skirball Center Drive for, "stepping stones" supportive of wildlife movement. This will include a mixture of trees, shrubs, and ground cover. The density will be appropriate to maneuver, neither too dense nor too sparse. The City staff will work together with the Santa Monica Mountains Conservancy to create the appropriate re-vegetation plan suitable for the area.
   - A break, opening, or other suitable crossing location point will be incorporated into the design of the retaining wall on the west side of Sepulveda Boulevard southeast of the Skirball Center Drive bridge to funnel wildlife across Sepulveda Boulevard at a suitable location. The specific location and design will be selected through consultation with the Santa Monica Mountains Conservancy. The location is anticipated to be close to the signal intersection at Sepulveda Boulevard and Skirball Center Drive, where vehicle speeds will often be lower, and signs cautioning drivers of wildlife crossings will be placed and maintained for high visibility.

- Effective shielding of all installed or modified street lighting shall meet or exceed the two specifications below. Both measures are specifically designed to minimize light trespass (IDA 2000):

  a) Limitation of Observation of Direct Glare: Direct glare shall not be observable (outside the originating property/easement limits) at an angle greater than 85 degrees from the nadir of the vertical axis of the light source.

  b) Light Trespass: Limit the exterior lighting to a maximum of 0.5 horizontal foot candles (HFC) at a distance of 25 feet beyond the property/easement lines.

## VI. PREPARATION AND COORDINATION / CONSULTATION

### A. Prepared by:

Lisa M. Ochsner, Environmental Supervisor I
Environmental Management Group
Bureau of Engineering
Department of Public Works

### B. Coordination / Consultation:

**City of Los Angeles**

Mark Chmielowiec, Project Manager
Street Improvement Group
Bureau of Engineering
Department of Public Works

Stephanie Masuda and Paul Meshkin
Regional Surface Transportation Improvements Division
Department of Transportation

**Agencies**

Carlos Montez, Environmental Planner
Environmental Planning Division
California Department of Transportation, District 7

Paul Edelman, Deputy Director
Natural Resources and Planning
Santa Monica Mountains Conservancy

**Other**

Mary Nguyen, Lead Environmental Planner
Parson Brinckerhoff Quade & Douglas, Inc.

## VII. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

### A. Summary

The proposed project extends from Wilshire Boulevard to Mulholland Drive in the Sepulveda Pass area within the city and county of Los Angeles. The proposed project includes widening in spot locations along Sepulveda Boulevard to: 1) add right-turn pockets at Wilshire Boulevard, 2) add turning pockets between Moraga Drive and Church Lane/Ovada Place, 3) add a southbound right-turn lane at the 405 Freeway southbound on-ramp (405 Freeway overpass north of Getty Center Drive), 4) install bike lanes between Skirball Center Drive and Bel Air Crest Road, 5) add a northbound right-turn lane at Skirball Center Drive, 6) add a third southbound through lane on the approach to Skirball Center Drive, and 7) create a reversible lane in the Sepulveda Boulevard tunnel at Mulholland Drive. Construction of the proposed project would begin at the earliest in June 2007 and would last approximately 18 to 24 months. Construction activities require removal and reconstruction of concrete curbs, gutters, and sidewalks; grading and excavation; new paving; new curb returns and ramps; re-striping; signage and utility relocations; new retaining walls (2); new rock fall fence; vegetation removal and new landscaping; new overhead signs at the tunnel approach for the reversible lane; and new and relocated street lights.

The project would not result in significant visual, air quality, cultural resources, geologic, hazard, water quality, land use, noise, or traffic impacts, either directly or indirectly. However, the project has the potential to result in significant impacts to biological resources, including impacts to nesting birds from project-related construction activities and wildlife corridors. As such, mitigation measures would be required to reduce potential impacts to a less-than-significant level.

### B. Recommended Environmental Documentation

On the basis of this initial evaluation, I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measure described in Section V have been added to the project. A Mitigated Negative Declaration should be adopted.

Prepared by: ORIGINAL SIGNED
Lisa M. Ochsner
Environmental Supervisor I

Approved by: ORIGINAL SIGNED
Ara Kasparian, Ph.D., Manager
Environmental Management Group

## VIII. REFERENCES

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2. American Public Works Association, Southern California Chapter. *Work Area Traffic Control Handbook.*

3. Sacramento Metropolitan Air Quality Management District, *Road Construction Emissions Model, Version 5.2.*

4. California Building Standards Commission, 1994. *Uniform Building Code*, [*California Code of Regulations*, "Title 24, Part 2"]. Table 18-1-B.

5. State of California. *California Code of Regulations, Section 15064.5 "Determining the Significance of Impacts to Archaeological and Historical Resources."*

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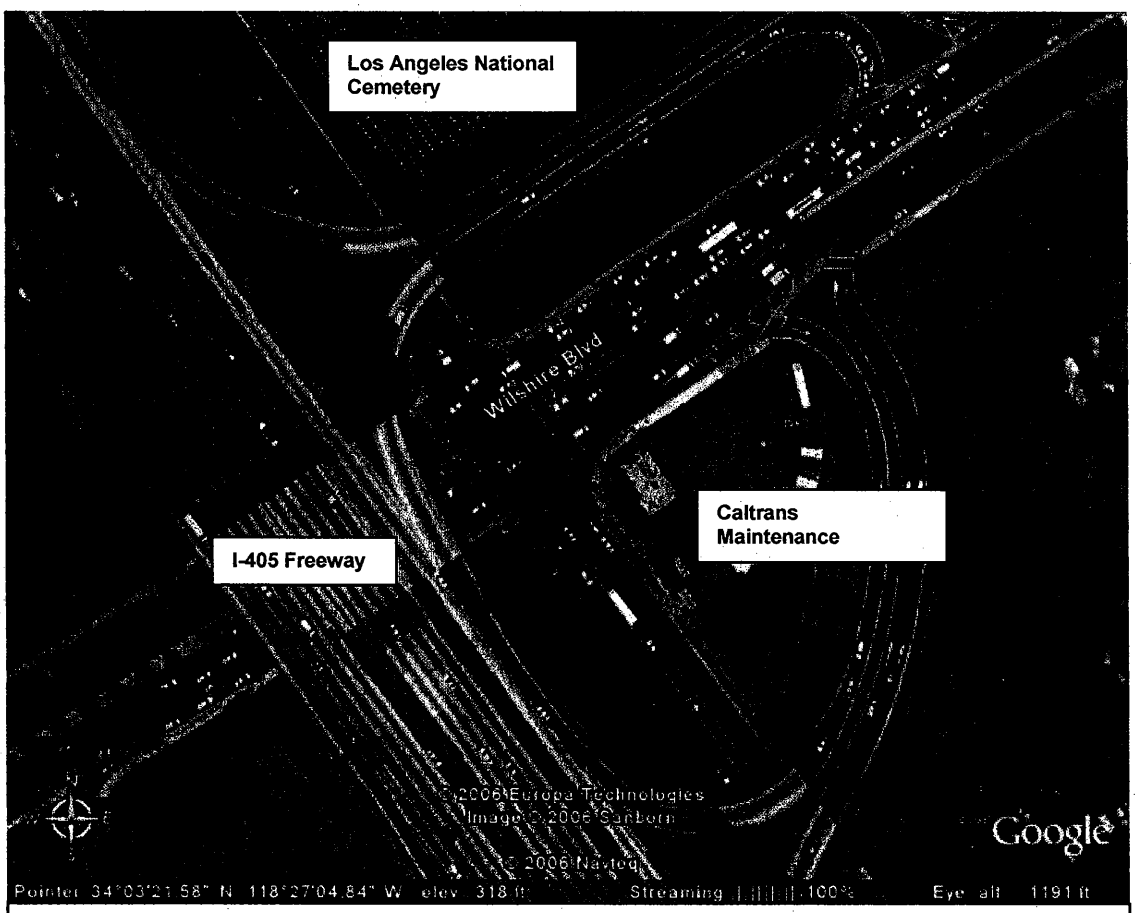
21. City of Los Angeles, Department of Public Works, Bureau of Engineering. *Addendum to Initial Site Assessment, Route 405 Freeway Widening HOV Lane Sepulveda Pass Project, for the Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project.* October 2006.

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# APPENDIX A

**Project Site Location Maps**




**Legend**

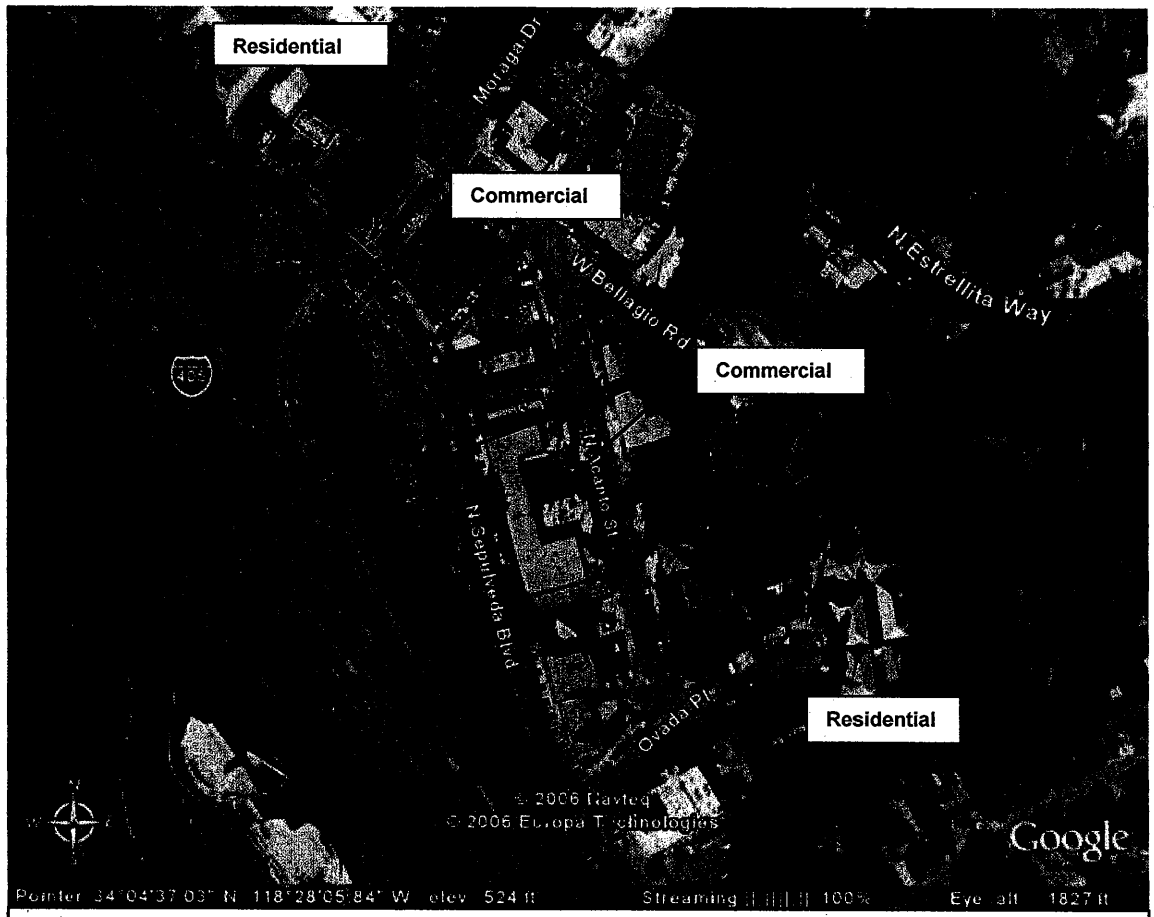
Project Site

**Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project**

Sepulveda Boulevard at Wilshire Boulevard

No scale

Sheet 1




**Legend**

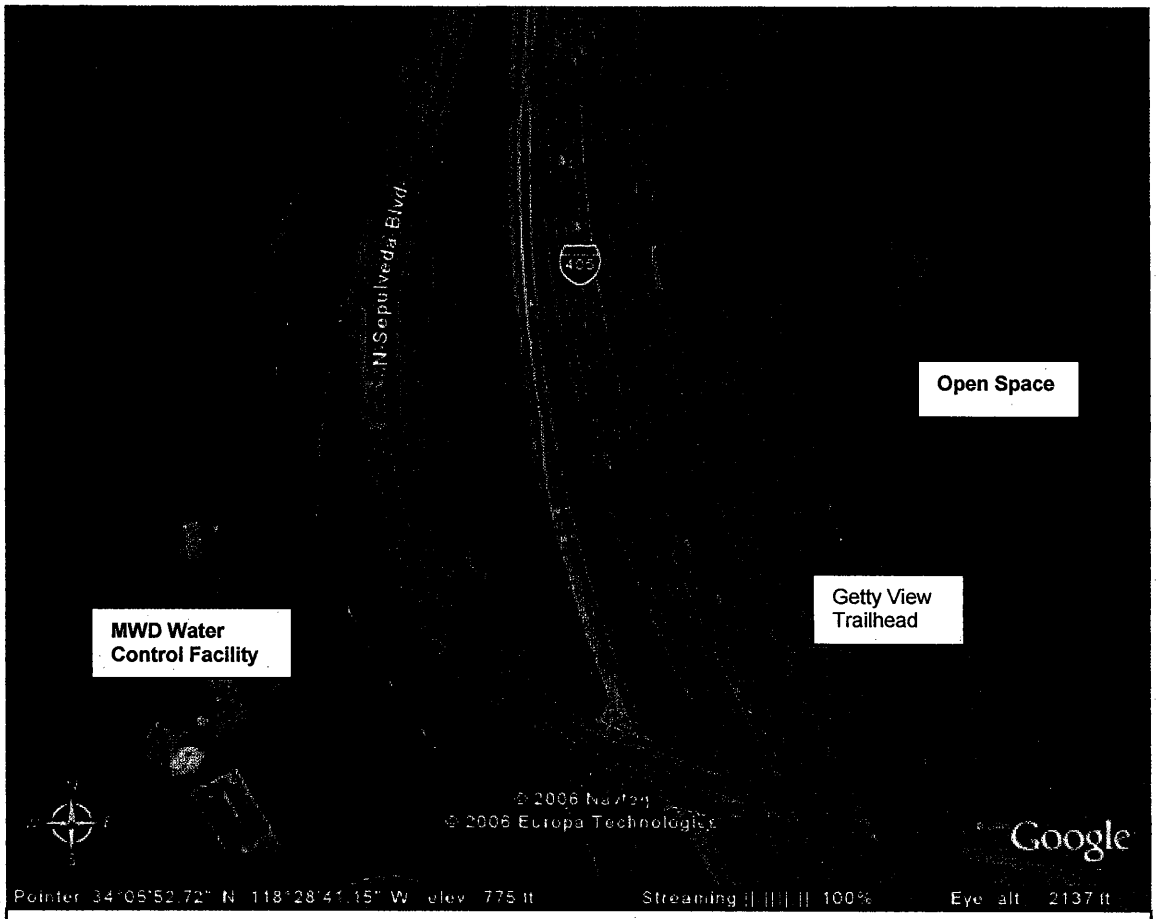
Project Site

**Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project**

Sepulveda Boulevard between Moraga Drive and Church Lane/Ovada Place

No scale

Sheet 2




**Legend**

Project Site

**Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project**

Sepulveda Boulevard at 405 Freeway Overpass

No scale

Sheet 3




**Legend**

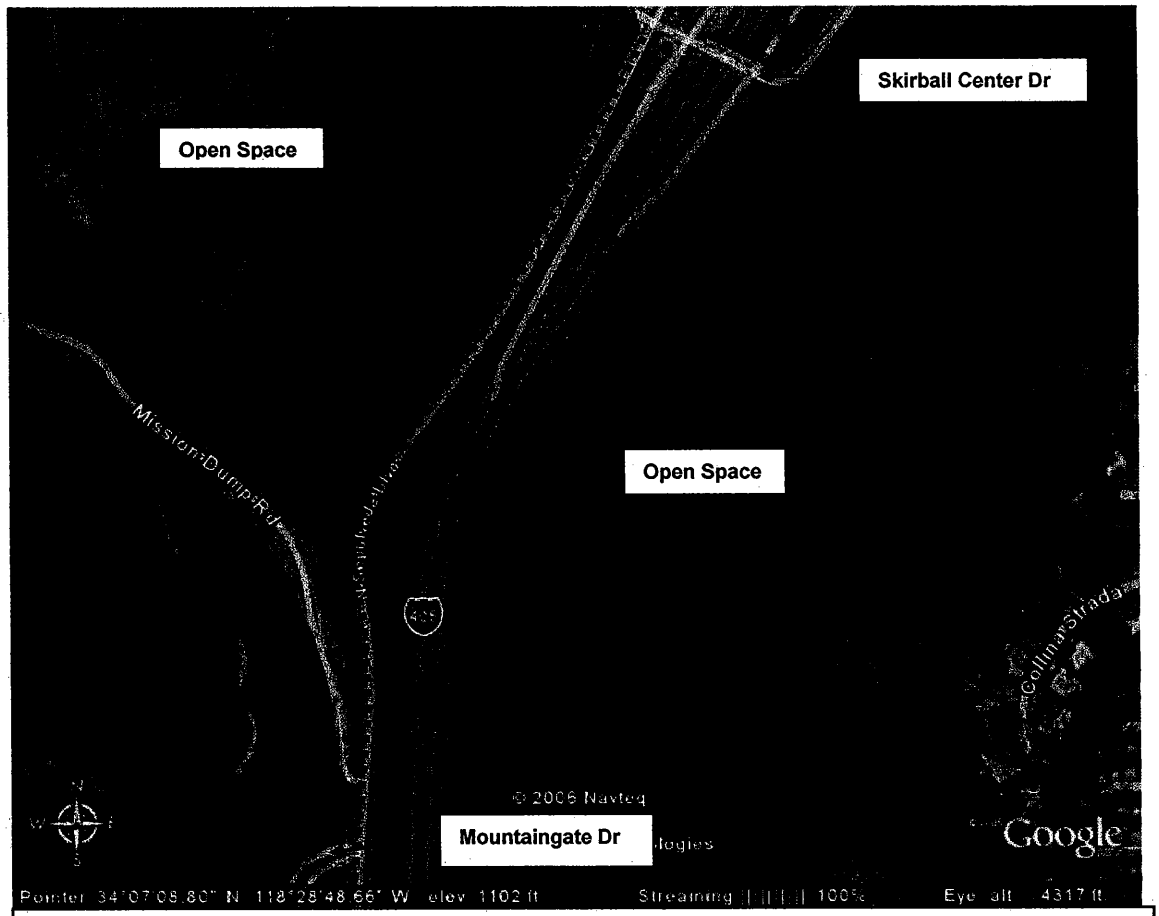
Project Site

**Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project**

Sepulveda Boulevard north of Bel Air Crest Road

No scale

Sheet 4




**Legend**

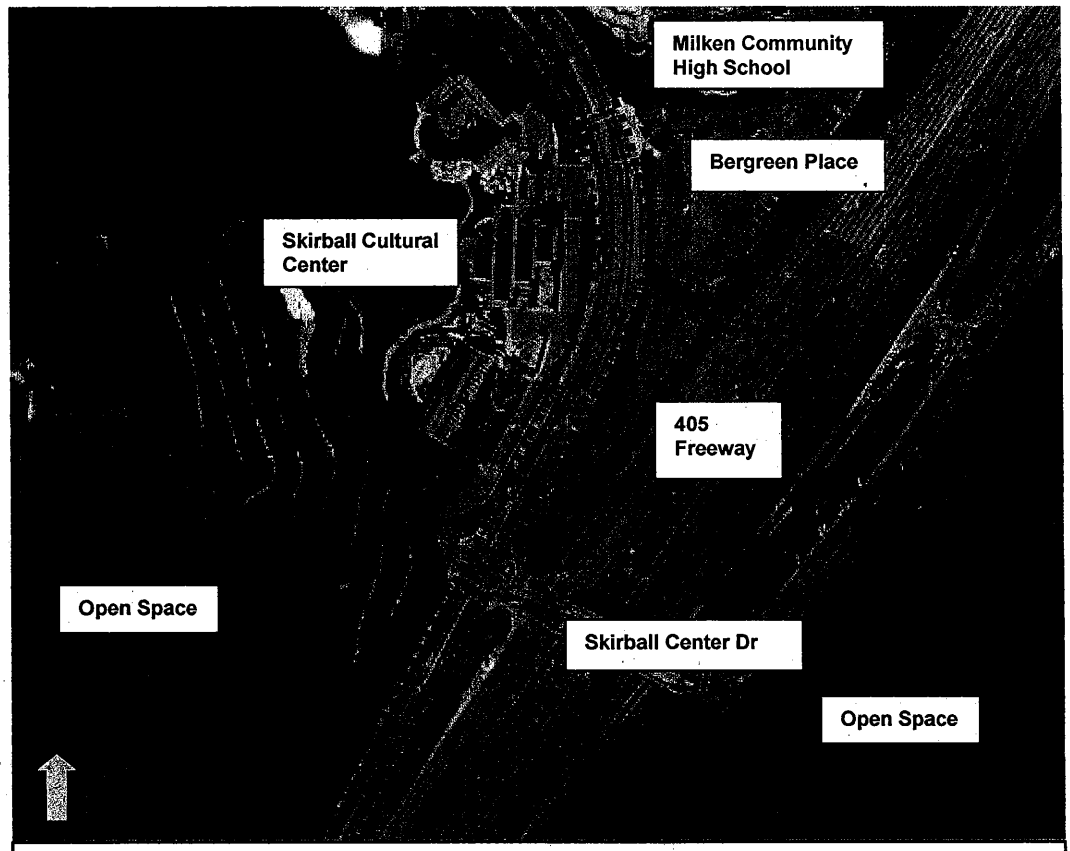
Project Site

**Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project**

Sepulveda Boulevard north of Mountaingate Drive

No scale

Sheet 5




**Legend**

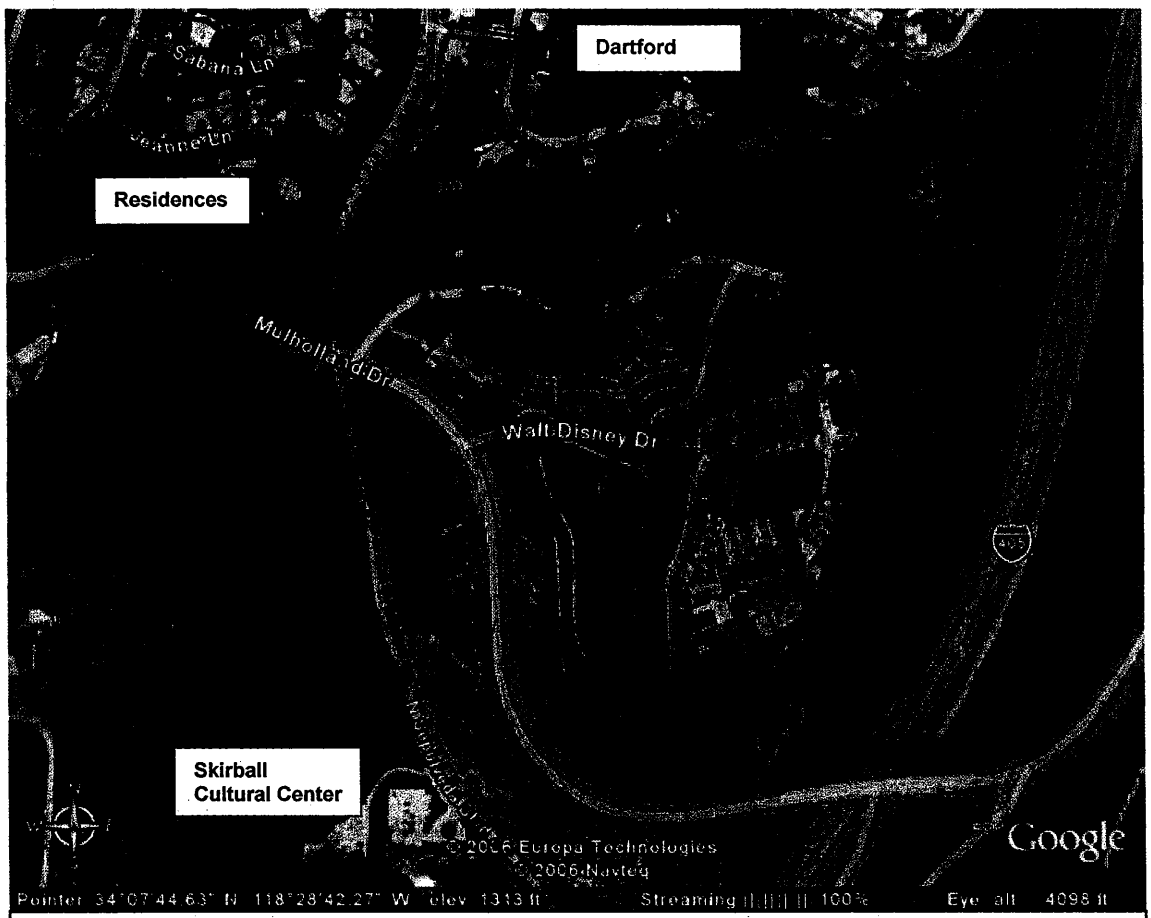
Project Site

**Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project**

Sepulveda Boulevard at Skirball Center Drive

No scale

Sheet 6




**Legend**

Project Site

**Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project**

Sepulveda Boulevard at Mulholland Drive

No scale

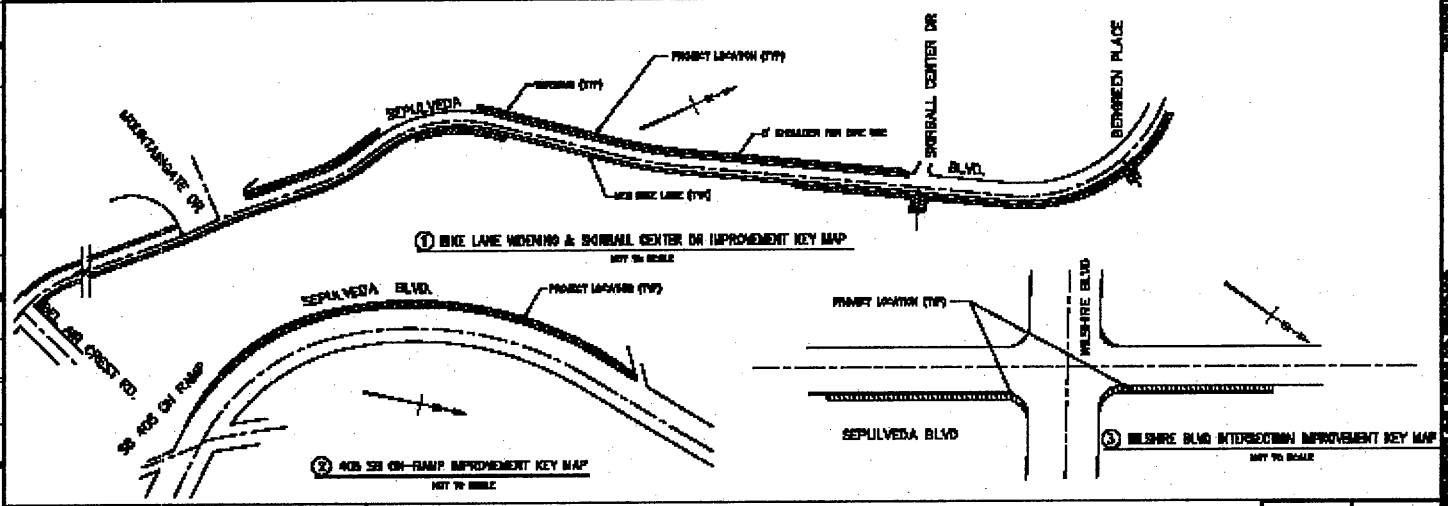
Sheet 7

# APPENDIX B

**Selected Project Design Plans**

BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY OF LOS ANGELES

# SEPULVEDA BOULEVARD REVERSIBLE LANE & BIKE LANE AND INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DRIVE, SB 405 ON-RAMP AND WILSHIRE BLVD

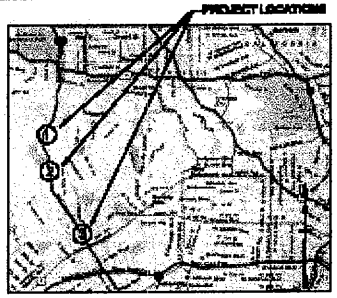



① BIKE LANE WIDENING & SKIRBALL CENTER DR IMPROVEMENT KEY MAP
NOT TO SCALE

② 405 SB ON-RAMP IMPROVEMENT KEY MAP
NOT TO SCALE

③ WILSHIRE BLVD INTERSECTION IMPROVEMENT KEY MAP
NOT TO SCALE

PROJECT LOCATIONS



VICINITY MAP
NOT TO SCALE

## PROJECT TEAM

| | | | |
|---|---|---|---|
| OWNER | BOARD OF PUBLIC WORKS, STREET & STORMWATER PROGRAM | LEAD | DEPARTMENT OF TRANSPORTATION |
| ENGINEERS | MICHAEL THOMPSON, P.E. PROGRAM MANAGER | | |
| | PROJECT MANAGER | | |
| | | BID AND AWARD | PROJECT AWARD AND CONTROL DIVISION |
| DESIGN | STREET IMPROVEMENT GROUP | | |
| | | ARCHITECTURAL | ARCHITECTURAL DIVISION |
| | | ENVIRONMENTAL | ENVIRONMENTAL GROUP |
| | STORMWATER GROUP | STREET LIGHTING | BUREAU OF STREET LIGHTING |
| | | | |
| STRUCTURAL | STRUCTURAL ENGINEERING DIVISION | | |
| | | | BUREAU OF CONTRACT ADMINISTRATION |
| | | REAL ESTATE | REAL ESTATE GROUP |
| | | SURVEY | SURVEY DIVISION |

COUNTY OF LOS ANGELES

R-1

## NOTICE TO CONTRACTORS

1. [illegible]

2. THIS IMPROVEMENT CONSISTS OF WORK CALLED FOR ONLY ON THIS PLAN.

3. STANDARD PLANS FOR THIS PROJECT:

| CITY OF LOS ANGELES | NUMBER |
|---|---|
| RAMP, 12 CONTRACTION--ASPHALT CONCRETE | "THE STAND. SERV" |
| ADJUSTING SEWER MANHOLES TO GRADE | S-727-0 |
| TYPES OF CURB AND GUTTER | S-929-0 |
| JOINTS IN PORTLAND CEMENT CONCRETE PAVEMENT | S-930-0 |
| STANDARD STREET SLOPE SECTIONS | S-931-0 |
| CURB RAMPS | S-940-0 |
| TREE WELL GUARD--TYPE A | S-1006-0 |
| TREE WELL, PAINT GUARDS AND PLANTING | S-1006-1 |
| SLOPE PAVING | S-1014-0 |
| CRASHING SHIELDS FOR EXISTING GUARDRAIL | S-1014-1 |
| TUBE STANDARD FOR GUARDRAIL DETAILS | S-1014-2 |
| APPROACH DEPOTTENTION SCHOOL ZONES | S-1101-0 |
| STANDARD FOR DEPOTTENTION GUARDRAIL | S-1014-3 |
| SUPPORTS FOR STORM DRAIN AND SEWER PIPES ACROSS TRENCHES | S-1014-4 |
| BLANKET PAVEMENT FOR REPAIR | S-1014-5 |
| DRIVEWAYS | S-1014-6 |
| DRIVEWAYS AS CURB | S-1014-7 |
| REINFORCED CONCRETE PIPE | S-1014-8 |
| PIPE LADDER OR TRENCHES | S-1014-9 |
| PIPE ANCHORS AND SHEARTAIL ENCASEMENT | S-1014-10 |
| SUPPORTS FOR STORM DRAIN AND SEWER PIPES ACROSS TRENCHES | S-1014-11 |
| RAMP, 12 CONTRACTION -- PORTLAND CEMENT | S-970 |

[illegible]
300 SURFACING CRUSHED MISCELLANEOUS BASE
301 SURFACING CRUSHED AGGREGATE BASE
302 CRUSHED STONE BASE
303 CRUSHED STONE BASE REINFORCEMENT
310 GUTTER DRAIN STEEL PLATE ASSEMBLY AND PREVENTION BAR
311 GUTTER DRAIN SHRINKAGE FRAME AND COVER
[illegible] SPACE VALVE
[illegible] POLYPROPYLENE PLASTIC MESH

4. [illegible]

5. [illegible]

6. THE CONTRACTOR SHALL PROVIDE A MOBILE CLASS "B" FIELD OFFICE, WITH AIR CONDITIONING, AT A LOCATION ACCEPTABLE TO THE ENGINEER IN ACCORDANCE WITH SECTION 7 OF THE STANDARD SPECIFICATIONS.

7. [illegible]

8. [illegible]

9. THE CONTRACTOR SHALL NOTIFY THE BUREAU OF STREET LIGHTING, (213) 847-0600, AT LEAST 48 HOURS PRIOR TO EXCAVATION BY CALLING (800) 422-4133.

10. THE STANDARD PLANS S-440-3 ARE HEREBY MODIFIED BY ELIMINATING TYPE 1 A.C. DIKE AT PERMIT OF 3" PORTION OF THE DRAIN. ALL RAMPS SHALL HAVE 3" CURB RAMP IN LIEU OF 6" PORTION OF THE DRAIN.

11. [illegible]

12. THE CONTRACTOR, IN PERFORMANCE WITH THE LOS ANGELES DAY EMERGENCY REGISTER SHALL PROVIDE CONTINUED LANE AND ALTERNATE ACCESS/TRAFFIC REGULATIONS SHOWING OR CAUSE TO HAVE DIRECT TRAFFIC ELECTRONIC TO DETERMINE WHEN LOCATIONS ARE ELIMINATED FROM TO EMERGENCY CONDITIONS. NO FORCE WORK PERMITTED EXCEPT TO ENSURE PROGRESS.

13. AT LEAST TEN (10) DAYS BEFORE THE START OF CONSTRUCTION, THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO ADJOINING PROPERTY OWNERS OR OCCUPANTS OF THE PROPOSED CONSTRUCTION START AND COMPLETION DATES.

14. UNLESS OTHERWISE NOTED, THE CONTRACTOR MAY PROPOSE ALTERNATE SOURCE AND STORM DRAIN MATERIALS BEFORE THE BIDDING DAYS AFTER THE NOTICE TO PROCEED, TO FACILITATE A TIMELY MATERIAL REVIEW BY THE ENGINEER, SUCH PROPOSAL SHALL BE SELF-EXPLANATORY, COMPLETE, BEING SOLELY ON MATERIALS ALREADY APPROVED BY THE BUREAU OF ENGINEERING. THE LIST OF APPROVED MATERIALS IS AVAILABLE AT THE BUREAU OF ENGINEERING OFFICES. INCOMPLETE PROPOSALS OR PROPOSALS WHICH INCLUDE UNAPPROVED MATERIALS WILL BE REVIEWED WITHOUT GUARANTEE, PROPOSALS WITHOUT AN ATTACHMENT, WRITTEN RESPONSE BY THE ENGINEER WITHIN TEN WORKDAY DAYS AFTER SUBMITTAL ARE DISREGARDED. ACCEPTED, AFTER A PROPOSED ALTERNATE IS ACCEPTED, THE CONTRACTOR SHALL IMMEDIATELY PURCHASE FOR PLANT INSPECTION OF THE FINAL INSPECTION OF THE PROPOSED ALTERNATE. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL COST OR TIME TO EXPLORE ALTERNATIVES.

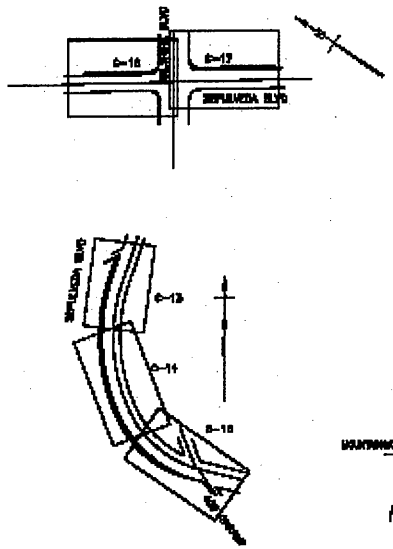
15. EXISTING CONCRETE AND ASPHALT CONCRETE PAVEMENT SHALL BE SAW CUT AT JOINS TO PROPOSED PAVEMENT IMPROVEMENTS. EXISTING CONCRETE PAVEMENT SHALL BE JOINED TO PROPOSED CONCRETE PAVEMENT BY SAWCUT.

16. ALL EXCAVATIONS UTILITIES INCLUDING PIPE, HYDRANT, GATES SECTION, GATES AND GAS VALVES, TELEPHONE MANHOLES, POWER VAULTS SHALL BE ADJUSTED TO GRADE BY OTHERS. THE CONTRACTOR SHALL RELOCATE TRAFFIC SIGNAL AND STREET LIGHTING FULL DUCT WITH CONDUITS ARE REQUIRED.

## INDEX MAPS FOR ROAD WIDENING

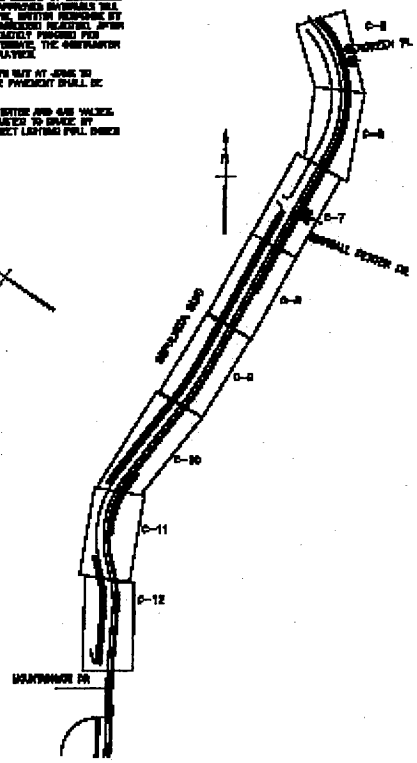
NOT TO SCALE

NOTE:
SEE TS-1 TO TS-4 FOR SIDE RANGE
BETWEEN SEPULVEDA BL. AND DEL AIR CREST RD.





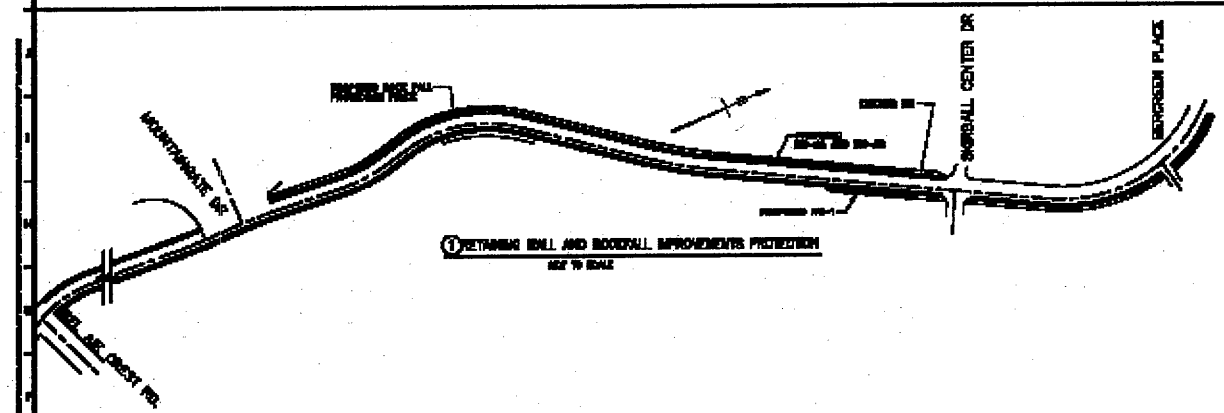




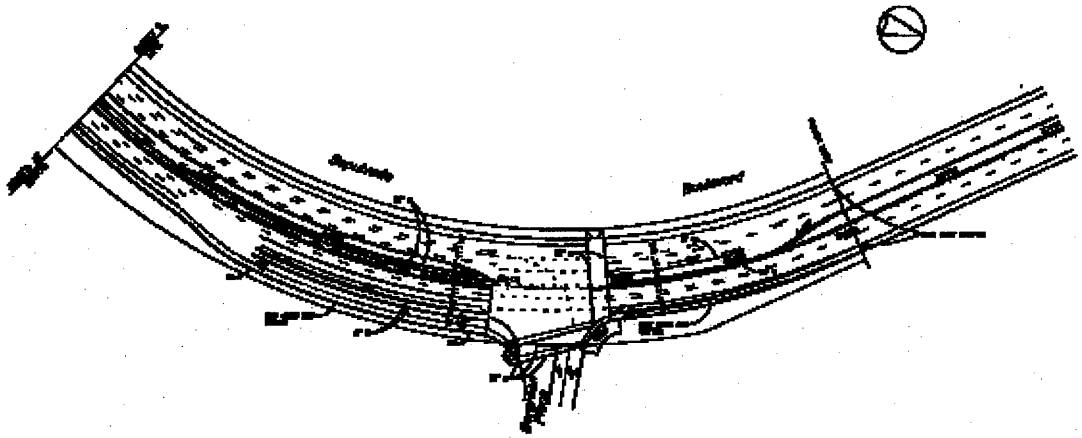

C-1

BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY OF LOS ANGELES

# SEPULVEDA BOULEVARD WIDENING FOR BIKE LANE & INTERSECTION IMPROVEMENTS AT WILSHIRE BLVD, SB 405 ON-RAMP AND SKIRBALL CENTER DRIVE




S-0



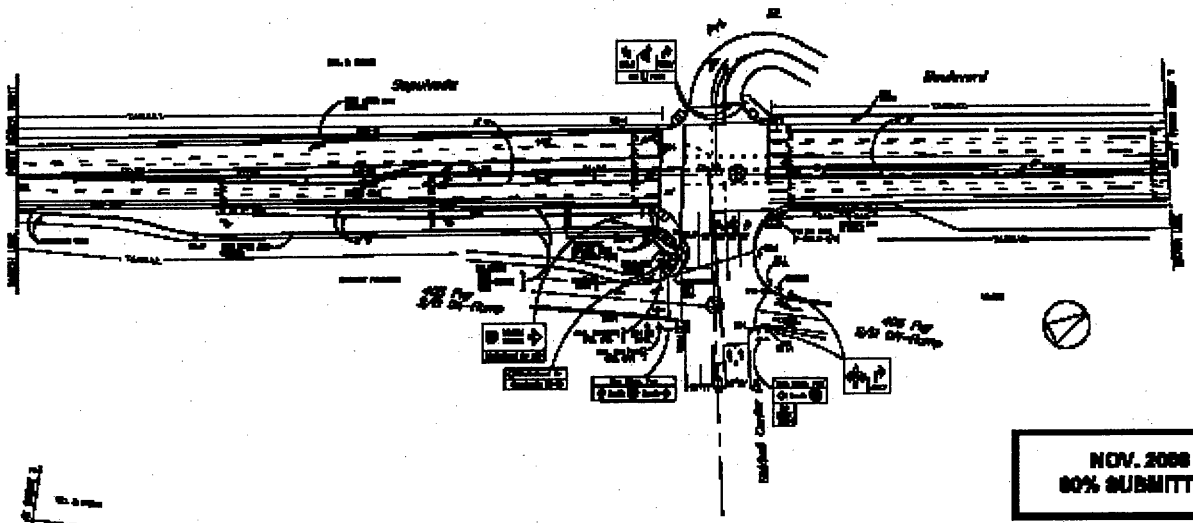
**NOV. 2006**
**90% SUBMITTAL**

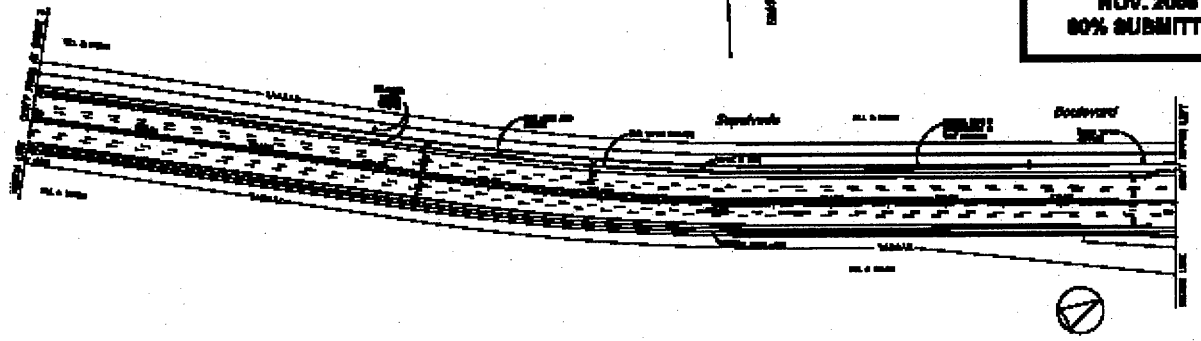
DEPARTMENT OF TRANSPORTATION

SEPULVEDA BLVD.

MORGAN PL. TO MID. AIR CREST RD.

SCALES | SHEET | INDEX NUMBER





**NOV. 2008**
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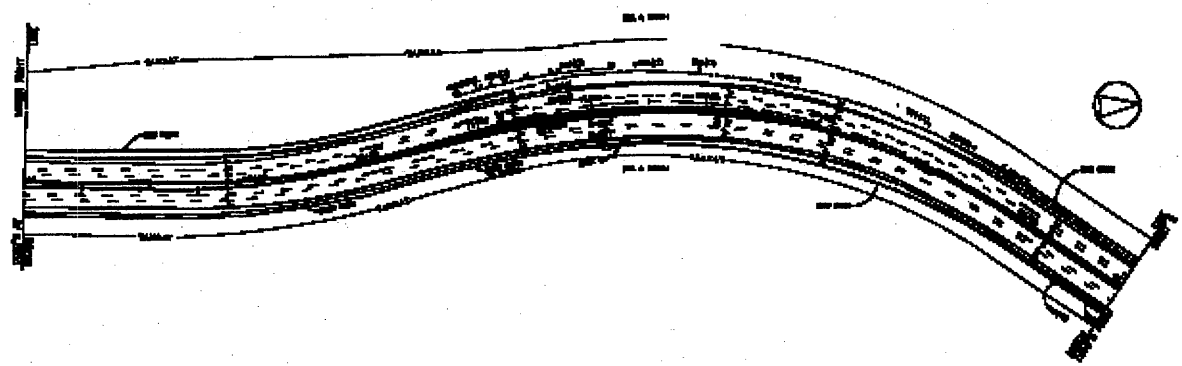
DEPARTMENT OF TRANSPORTATION

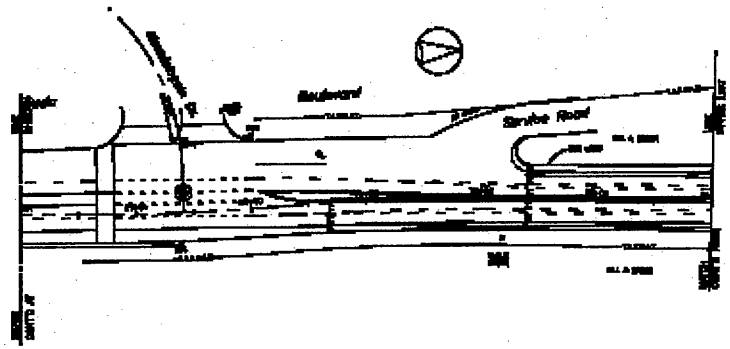
SEPULVEDA BLVD

BETWEEN PL. TO BEL AIR CREST RD.

75883 | TS-2 | 2/4

SCALES | SHEET | INDEX NUMBER






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**90% SUBMITTAL**

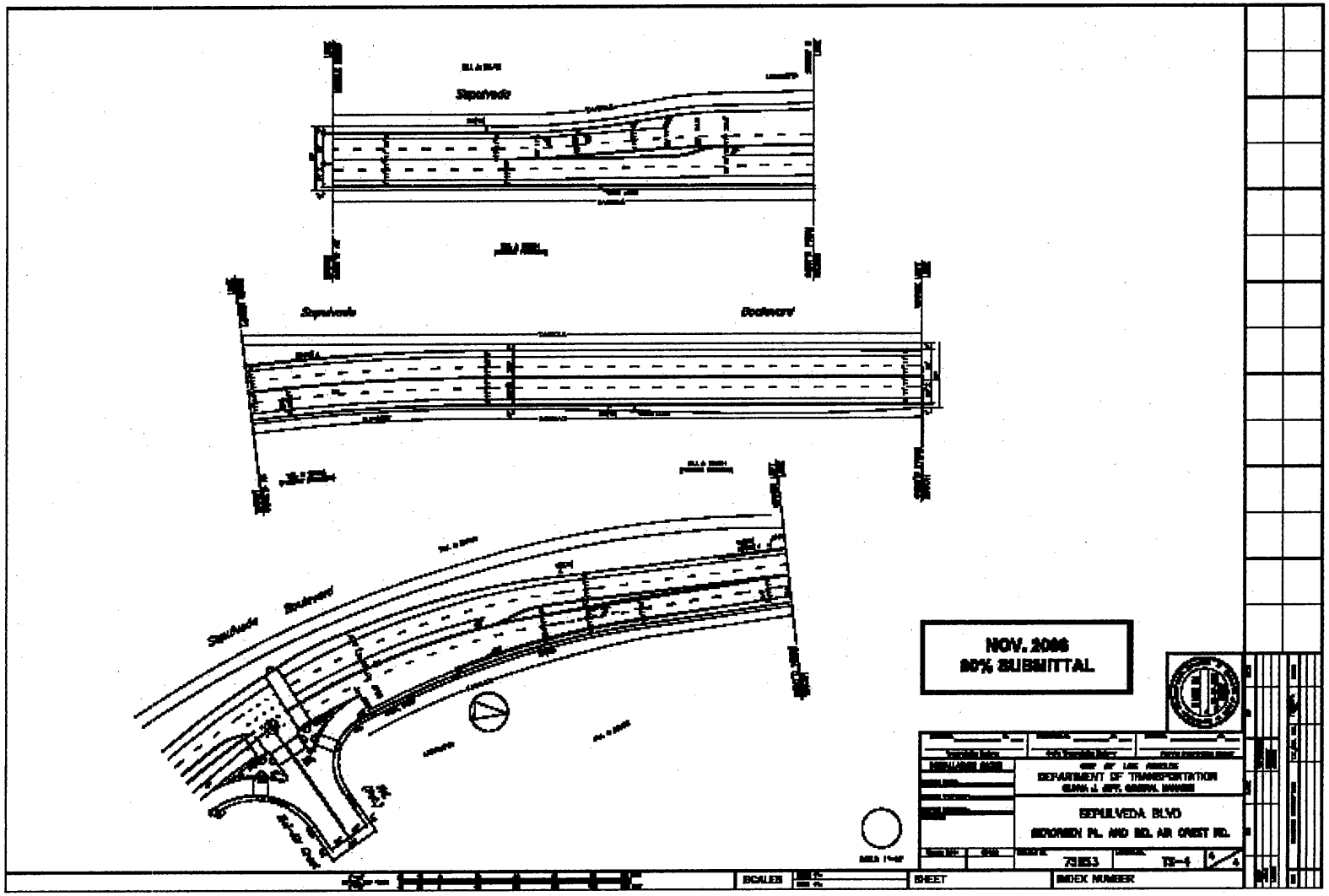
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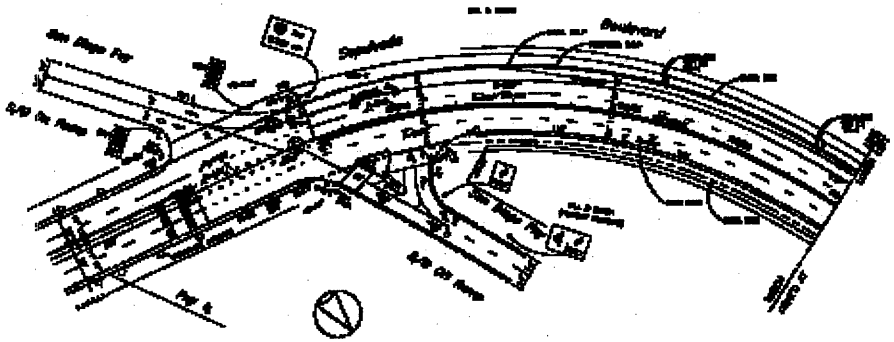
SEPULVEDA BLVD

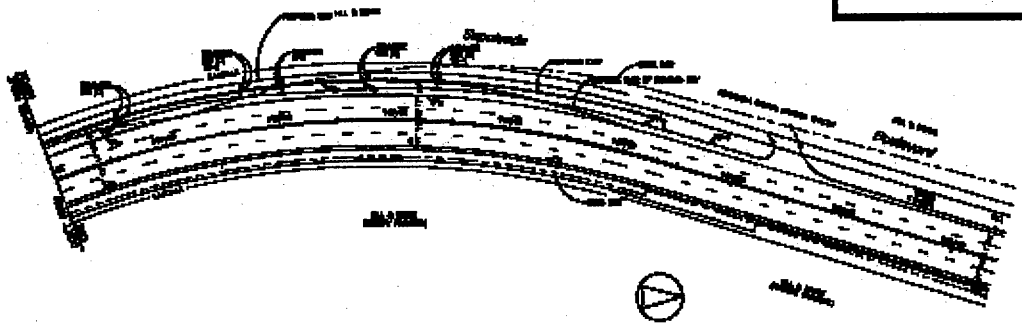
BETWEEN PL. AND BEL AIR CREST RD.

73553 | TS-3 | 3/4

SCALES | SHEET | INDEX NUMBER


Sepulveda
Sepulveda
Sepulveda Boulevard
NOV. 2006
90% SUBMITTAL
DEPARTMENT OF TRANSPORTATION
SEPULVEDA BLVD
BENOMEN PL. AND NO. AIR CREST RD.
73153
TR-4
SCALES
SHEET
INDEX NUMBER





**NOV. 2008**
**90% SUBMITTAL**

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

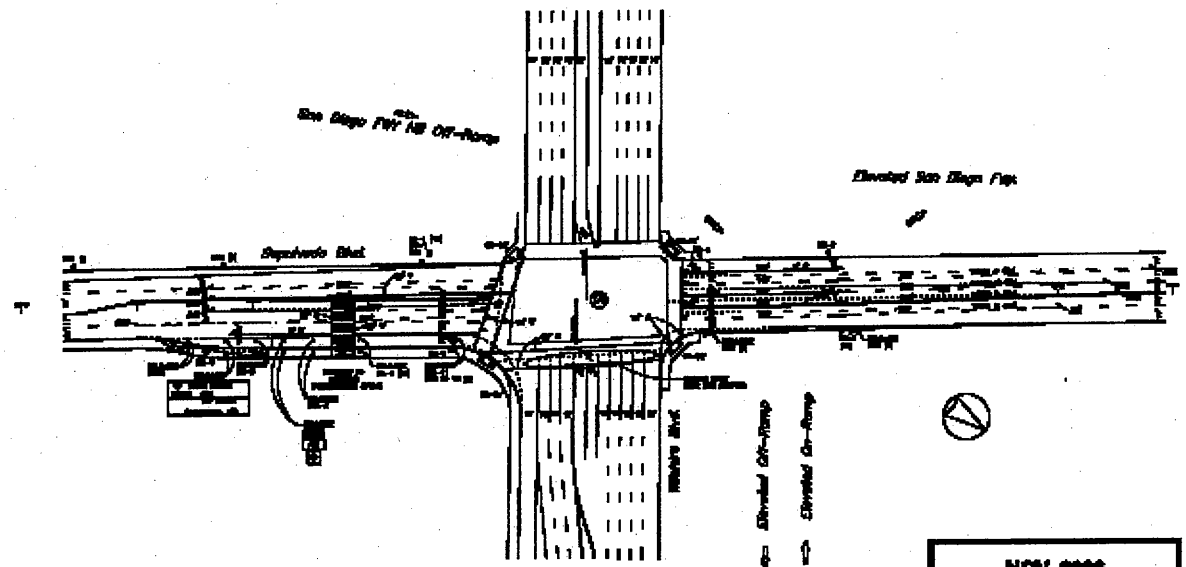
SEPULVEDA BLVD

NORTH OF I-405 SB ON-RAMP

SCALES

SHEET

INDEX NUMBER

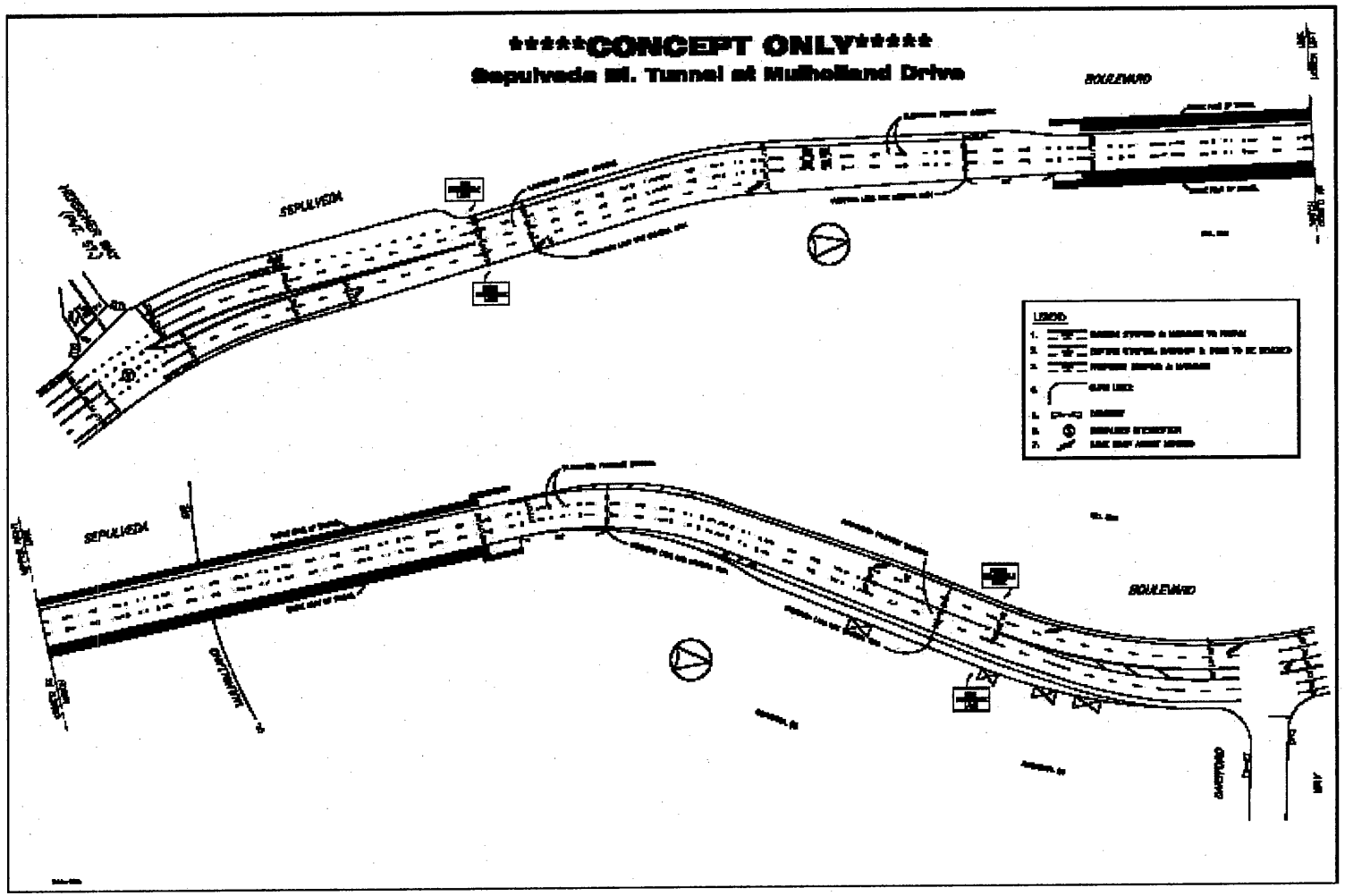



**NOV. 2000**
**90% SUBMITTAL**

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

SEPULVEDA BLVD
AT WILSHIRE BLVD INTERSECTION

| SCALES | SHEET | INDEX NUMBER |
|---|---|---|
| | 1 / 1 | TS-8 |


*****CONCEPT ONLY*****
Sepulveda Bl. Tunnel at Mulholland Drive
SEPULVEDA
BOULEVARD
SEPULVEDA
BOULEVARD

BOARD OF PUBLIC WORKS
MEMBERS

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COMMISSIONER

JAMES A. GIBSON
EXECUTIVE OFFICER

# CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

**Transmittal #2**

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

GARY LEE MOORE, P.E.
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

## MITIGATION MONITORING PLAN

## FOR

## SEPULVEDA BLVD REVERSIBLE LANE, BIKE LANE, AND INTERSECTION IMPROVEMENT PROJECT

**(W.O. #E1904736 / BE #114-07)**

**June 2007**

## I. INTRODUCTION

As required by Section 15097 of the California Code of Regulations (Guidelines for the Implementation of the California Environmental Quality Act), this mitigation monitoring plan identifies the mitigation measures contained in the mitigated negative declaration for the project referenced above. Adoption of this plan by the City Council commits the City to implementation of each of the measures contained herein.

The plan includes the following information for each mitigation measure: (1) details of the mitigation; (2) the phase of the project during which the required mitigation measure must be implemented; (3) the phase of the project during which the required mitigation measure must be monitored; and (4) the enforcement entity and monitoring entity. The plan also includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

The project manager in the Department of Public Works Bureau of Engineering (BOE) is charged with ensuring that the mitigation measures are incorporated into project plans and specifications and for ensuring that all measures are completed at the appropriate time. The Bureau of Contract Administration is responsible for ensuring that the construction contractor(s) comply with the requirements involving construction.



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## II. MITIGATION MEASURES

### A. Nesting Bird Survey

**Mitigation**

The project must comply with protections afforded to native birds under the federal Migratory Bird Treaty Act and similar sections of the California Fish and Game Code. Therefore all clearing of trees and native chaparral vegetation at the project site shall either (1) avoid the seasonal window when birds are most likely to be nesting on the project site, anticipated to be February 1 through August 31, or (2) have a qualified biologist complete a nesting bird survey with negative results.

The nesting bird survey shall consist of visits by a qualified biologist to determine the presence or absence of nesting, native birds within seven days prior to initial clearing and grubbing of the project site and during the period from February 1 through August 31, if the initial clearing and grubbing is within that period and again, if no site work is conducted for a period of over 30 days before project construction is complete within that period.

No potentially disturbing project related activities shall be conducted at any time within 500 feet of an active nest of a raptor (orders *Falconiformes* and *Strigiformes*) nest or 200 feet of an active nest of a native non-raptor.

Copies of survey reports shall be sent to the U.S. Fish and Wildlife Service and California Department of Fish and Game.

**Implementation Procedures and Enforcement**

**Pre-construction:**

The BOE project manager shall incorporate the mitigation measure into the final plans and contract specifications for the project. The Environmental Management Division (EMD) shall review, comment and approve the contractor specifications prior to bid and award of the project to ensure the above-mentioned mitigation measure has been incorporated into the contract specifications.

EMD shall retain a qualified biologist to conduct a pre-construction nesting bird survey within seven days prior to the start of construction if any construction activities occur within the seasonal window when birds are most likely to be nesting on the project site, anticipated to be from February 1 through August 31.

**Construction:**

The BOE project manager, through the Bureau of Contract Administration, shall ensure that the contractor complies with any requirements identified in the nesting bird survey,

unless negative results show no active bird nests are present within the project site and construction activities can proceed.

EMD shall submit copies of completed survey reports to the U.S. Fish and Wildlife Service and California Department of Fish and Game.

## B. Landscaping

### Mitigation

Suitable use of native landscaping shall be incorporated in re-vegetated areas near the retaining wall on the west side of Sepulveda Boulevard south of Skirball Center Drive for "stepping stones" supportive of wildlife movement. This will include a mixture of trees, shrubs, and ground cover. The density will be appropriate to maneuver, neither too dense nor too sparse. City staff will work together with the Santa Monica Mountains Conservancy (SMMC) to create the appropriate re-vegetation plan suitable for the area.

### Voluntary Mitigation

As a requirement of the project, all disturbed areas will be revegetated with native plant species, including the area where a retaining wall is proposed on the east side of Sepulveda Boulevard south of Skirball Center Drive within Caltrans right-of-way. As a voluntary measure, Toyon (*Heteromoles arbutifolia*) will be planted in the area of the retaining wall as recommended by the SMMC. It will be placed along the existing I-405 southbound on-ramp where fencing will be relocated.

### Implementation Procedures and Enforcement

**Pre-construction:**

A BOE landscape architect shall prepare landscaping plans for the revegetated areas near the retaining walls to be constructed on both sides of Sepulveda Boulevard, south of Skirball Center Drive. The landscaping plans shall incorporate plant species supportive of wildlife movement as described above. The plans shall be submitted to the SMMC for review and any comments or recommendations received shall be incorporated as feasible.

The BOE project manager shall incorporate the landscaping plans into the final plans and contract specifications for the project. EMD shall review the contractor specifications prior to bid and award of the project to ensure the above-mentioned mitigation measures have been incorporated into the contract specifications.

## C. Retaining Wall Gaps

### Mitigation

A break, opening, or other suitable crossing location point will be incorporated into the design of the retaining walls on both sides of Sepulveda Boulevard south of Skirball Center Drive to funnel wildlife across Sepulveda Boulevard at a suitable location. The specific location and design has been determined through consultation with the SMMC and includes the following:

- Two gaps will be incorporated in the retaining wall (RW #2) on the west side of Sepulveda Boulevard. The gaps will be appropriately sized (15' or larger if feasible). The northern most gap will be located between the existing Skirball Cultural Center retaining wall and RW#2 and the southern most gap will be located approximately 200 feet south where the new wall will begin.
- A gap will be incorporated into the retaining wall (RW#1) on the on the east side of Sepulveda Boulevard. It will be parallel to or directly across from the northern most gap in RW#2 to facilitate movement across Sepulveda Boulevard.
- The retaining wall gap openings will be "flared" or angled at 45 degrees, if feasible.

### Implementation Procedures and Enforcement

**Pre-construction:**

The BOE project manager shall incorporate the mitigation measures into the final plans and contract specifications for the project. EMD shall review the contractor specifications prior to bid and award of the project to ensure the above-mentioned mitigation measures have been incorporated into the contract specifications.

## D. Street Lighting

### Mitigation

Effective shielding of all installed or modified street lighting shall meet or exceed the two specifications below. Both measures are specifically designed to minimize light trespass (IDA 2000):

- Limitation of Observation of Direct Glare: Direct glare shall not be observable (outside the originating property/easement limits) at an angle greater than 85 degrees from the nadir of the vertical axis of the light source.
- Light Trespass: Limit the exterior lighting to a maximum of 0.5 horizontal foot candles (HFC) at a distance of 25 feet beyond the property/easement lines.

**Voluntary Mitigation**

As part of the project, street lighting would be relocated on the east side of Sepulveda Boulevard south of Skirball Center Drive to accommodate the proposed northbound right-turn lane within the Caltrans right-of-way. This area would also be improved with a retaining wall (RW #1), fencing, and landscaping as discussed in this document. As a voluntary measure, relocated street lighting shall not be placed near the narrowest area between the new retaining wall (RW #1) and the existing southbound on-ramp. Relocated street lighting shall also avoid the area where the gap is proposed in retaining wall RW #1. This is consistent with the SMMC's recommendation for minimizing lighting in the area for funneling wildlife to the Skirball Center Drive bridge.

**Implementation Procedures and Enforcement**

**Pre-construction:**

The BOE project manager shall incorporate the mitigation measures into the final plans and contract specifications for the project. EMD shall review the contractor specifications prior to bid and award of the project to ensure the above-mentioned mitigation measures have been incorporated into the contract specifications.

**E. Fencing**

**Mitigation**

Existing fencing on the east side of Sepulveda Boulevard south of Skirball Center Drive shall be relocated to the west side of the I-405 southbound on-ramp to funnel wildlife movement to the Skirball Center Drive bridge. The relocated fence should start near the sewer manhole and cypress cluster and extend northerly to the existing bus stop located at the on-ramp. In accordance with Caltrans' requirements, appropriate clearance shall be maintained from the edge of the southbound on-ramp. The City will relocate the fencing as recommended by the SMMC as an interim measure for funneling wildlife movement. As part of a future proposal, Caltrans may close the southbound on-ramp which will require the relocation of this fencing to the east to maximize the use of this area for future wildlife staging purposes.

**Implementation Procedures and Enforcement**

**Pre-construction:**

The BOE project manager shall incorporate the mitigation measure into the final plans and contract specifications for the project. EMD shall review the contractor specifications prior to bid and award of the project to ensure the above-mentioned mitigation measure has been incorporated into the contract specifications.

## F. Wildlife Crossing Signage

**Mitigation**

In addition to placing signage near the proposed retaining wall gaps, wildlife crossing signage shall also be placed at 1) the Sepulveda Boulevard/Skirball Center Drive intersection, 2) on Skirball Center Drive before Sepulveda Boulevard, 3) on Skirball Center Drive before the I-405 southbound on-ramp, and 4) along the I-405 southbound on-ramp.

**Implementation Procedures and Enforcement**

**Pre-construction:**

The BOE project manager shall incorporate the mitigation measure into the final plans and contract specifications for the project. EMD shall review the contractor specifications prior to bid and award of the project to ensure the above-mentioned mitigation measure has been incorporated into the contract specifications.

| MITIGATION MONITORING CHECKLIST<br>Mitigation Measures | Implementation Procedures | Responsible Entity | Monitoring Procedures[1] | Enforcement Entity | Verification of Compliance | |
|---|---|---|---|---|---|---|
| | | | | | Initial/Date | Remarks |
| **NESTING BIRD SURVEY** | | | | | | |
| Incorporate requirements into final plans and specifications. | Pre-construction | BOE Project Manager | Review specifications prior to bid and award | BOE EMD | | |
| Conduct pre-construction nesting bird survey within seven days prior to start of construction if any work occurs within seasonal window. | Pre-construction | BOE EMD | Review survey results | BOE EMD | | |
| Send completed survey reports, if prepared, to the U.S. Fish and Wildlife Service and California Department of Fish and Game. | Construction | BOE EMD | N/A | N/A | | |
| **LANDSCAPING** | | | | | | |
| Prepare landscaping plans for SMMC review and comment. | Pre-construction | BOE Project Manager | Review plans and coordinate with SMMC. | BOE EMD | | |
| Incorporate requirements into final plans and specifications. | Pre-construction | BOE Project Manager | Review specifications prior to bid and award | BOE EMD | | |
| **RETAINING WALL GAPS** | | | | | | |
| Incorporate requirements into final plans and specifications. | Pre-construction | BOE Project Manager | Review specifications prior to bid and award | BOE EMD | | |
| **STREET LIGHTING** | | | | | | |
| Incorporate requirements into final plans and specifications. | Pre-construction | BOE Project Manager | Review specifications prior to bid and award | BOE EMD | | |
| **FENCING** | | | | | | |
| Incorporate requirements into final plans and specifications. | Pre-construction | BOE Project Manager | Review specifications prior to bid and award | BOE EMD | | |
| **WILDLIFE CROSSING SIGNAGE** | | | | | | |
| Incorporate requirements into final plans and specifications. | Pre-construction | BOE Project Manager | Review specifications prior to bid and award | BOE EMD | | |

**Notes:**
"Final Plans and Specifications" indicates that the mitigation measure must be incorporated into the final approved design, plans, and specifications for the project prior to bid and award.
"Pre-Construction" refers to measures that are required prior to the start of construction.
"Construction" refers to measures that must be implemented during all applicable aspects of project construction, including, but not limited to, clearing, grubbing, and site preparation.
"Post-Construction" refers to measures that must be carried out after construction activities have ceased.
BOE – Bureau of Engineering
BOCA – Bureau of Contract Administration
SMMC – Santa Monica Mountains Conservancy

TRANSMITTAL #3

# SEPULVEDA BLVD REVERSIBLE/BIKE LANE & INTERSECTION IMPROVEMENT PROJECT

## Response to Comments and Changes to Initial Study/Mitigated Negative Declaration

**Department of Public Works, Bureau of Engineering**
**Environmental Management Division**

**June 2007**

| Comments | Response | Changes to Document |
|---|---|---|
| **COMMENT LETTER #1. DEAN BERKUS 2/22/07** | | |
| 1-1. Commenter supports improvements to Sepulveda Blvd and thinks reversible lane should extend from Ventura Blvd to Wilshire Blvd. | 1-1. Comment noted. | No changes are required. |
| **COMMENT LETTER #2. FRANCINE OSCHIN 2/26/07** | | |
| 2-1. Commenter supports project and noted Encino Neighborhood Council voted in favor of original project that was abandoned. | 2-1. Comment noted. | No changes are required. |
| **COMMENT LETTER #3. IRA TERRIS 3/14/07** | | |
| 3-1. Commenter states they have read the report and have comments and provides cycling information. | 3-1. Comment noted. | No changes are required. |
| 3-2. Commenter has concerns with pages 8 and 43 of the initial study which states only striping as a shoulder would be provided for bicycle use in the southbound direction so bicyclists can merge with traffic if necessary. Commenter states assumption that bicyclists would merge with traffic is "an invitation for death" and possibility for merging is not likely given the high speed of traffic which means bikes will have to hold the edge of the road. | 3-2. See response to comment 12-3 below. | No changes are required. |

| Comments | Response | Changes to Document |
|---|---|---|
| 3-3. Commenter has concerns with page 10 of the initial study which calls for a new third southbound through lane and the elimination of an existing 500 foot southbound bike lane segment between Skirball Center Dr and the Sepulveda Blvd tunnel at Mulholland Dr, which would be replaced with a bike route. Commenter notes bike routes only have signs which are meant for bicyclists and are largely ignored by motorists. Commenter considers eliminating bike lane where it is needed the most creates a danger as motorists "emerge from the darker tunnel into the bright daylight and their vision has not yet adjusted to the bright light." | 3-3. See response to comment 12-5 below. | See changes noted under Comment Letter #12. |
| 3-4. Commenter thinks the project does not provide safe bicycling and will make conditions worse south of the tunnel. | 3-4. Comment noted. | No changes are required. |
| **COMMENT LETTER #4. EVAN L. ROKLEN (THE CROWN CONDOMINIUM ASSOC. & MOUNTAINGATE OPEN SPACE MAINTENANCE ASSOC.) 3/16/07** | | |
| 4-1. Commenter has concerns with the project (costs/benefits of the project, construction impacts, and effects to the Sepulveda Pass communities, including Mountaingate) and thinks there are deficiencies in the plan but states the concern they want to address is that the project calls for providing bike lanes, but not through the tunnel. The commenter states the project encourages bicyclists to come to the area and creates a deathly hazard for the additional bicycle traffic going through the tunnel. | 4-1. The proposed project does not include adding any bike lanes through the Sepulveda tunnel. This would be physically infeasible due to the current lane configuration and design of the tunnel and would require the elimination of a traffic lane or tunnel widening, which is not part of this project. However, any future plans to rehabilitate or widen the tunnel would need to consider the addition of new bike lanes in accordance with the City's Bicycle Plan.<br><br>Currently, there are bike lanes north and south of the tunnel; therefore, bicyclists already use the tunnel when traveling through this area. In response to safety concerns, LADOT installed a tunnel warning device (flashing beacon) to alert motorists when bicyclists are present in the tunnel. It has been operational since 2001. Although the project may encourage additional bicycle use from adding new bike lanes south of Skirball Center Drive, the project would not worsen or create any new hazards for bicycle traffic through the tunnel. Refer to Section 15(d) of the initial study checklist for further discussion on safety and potential hazards of the proposed project. | No changes are required. |

| Comments | Response | Changes to Document |
|---|---|---|
| 4-2. Commenter has concerns with public notification and lack of a public meeting to understand and openly discuss the potential impacts of the project. | 4-2. The Initial Study/Mitigated Negative Declaration prepared for the proposed project was circulated for public review and comment for a period of at least 30 days as required by CEQA Guidelines Section 15105. Public notification regarding the availability of the environmental document was provided in accordance with CEQA Guidelines Section 15072 as follows:<br>- notices were mailed to all property owners/occupants within 500 feet of the project limits as well as all interested persons and organizations that have submitted written correspondence on the project.<br>- notices were e-mailed to all interested persons and organizations that provided e-mail addresses and written correspondence on the project.<br>- notices were filed and posted at the offices of the City and County Clerks.<br>- newspaper notification was provided in the Los Angeles Times on February 15, 2007.<br>- copies of the environmental document were posted online on the City's website, at the Westwood and Brentwood branch libraries, and were submitted to the State Clearinghouse for state agency review and distribution.<br><br>During the public review period of the environmental document, no public hearings or meetings on the proposed project were scheduled by the City. | No changes are required. |
| 4-3. Commenter urges delay of the public review period until the City has properly advised the public about all aspects of the project and has given the public a reasonable opportunity to question the project costs, impact on ingress/egress to the Mountaingate community, potential effects on the environment, and the general value of the project. | 4-3. In accordance with the requirements of CEQA, the City has prepared an Initial Study/Mitigated Negative Declaration to evaluate the potential environmental impacts of the proposed project, including potential impacts on ingress/egress. In addition, the environmental document addresses the purpose and need of the proposed project and discusses the benefits of the transportation improvements proposed. The environmental document has been circulated for a period of 30 days to disclose the potential environmental impacts and provide the public an opportunity to comment on the adequacy of the analysis. For details regarding public notification, refer to response to comment 4-2 above. | No changes are required. |

| Comments | Response | Changes to Document |
|---|---|---|
| **COMMENT LETTER #5. MATT BENJAMIN, LOS ANGELES COUNTY BICYCLE COALITION 3/19/07** | | |
| 5-1. Commenter is recommending the following measures for the southbound "downhill" section of the project where bike lanes will be removed.<br>1. install pavement markings in the roadway to alert motorists that bicyclists will be present in the travel lane<br>2. install signage alerting motorists to the right of bicyclists to move into the travel lane on this segment. | 5-1. See response to comment 12-5 below. | See changes noted under Comment Letter #12. |
| **COMMENT LETTER #6. FIONA COLE, BEL AIR CREST HOA 3/19/07** | | |
| 6-1. Commenter notes receipt of the February 16, 2007 notice for the project and indicates the Board and Associates met to discuss the project and hear residents voice their concerns about the project. | 6-1. Comment noted. | No changes are required. |
| 6-2. Commenter expresses concern over access to the community from Sepulveda Boulevard and the potential for significant and/or prolonged construction delays from the project as well as reduced accessibility and increased congestion in the area from proposed renovations to the San Diego Freeway, Skirball Center Drive, and Getty Center Drive. Commenter is suggesting significant efforts be taken toward the reduction of traffic delays for the Bel Air Crest community and wants assurances that traffic will not be significantly impacted. Commenter also notes that residents want the City to develop an appropriate evacuation plan in case an emergency situation arises during construction. | 6-2. As discussed in Chapter II Section D of the initial study, during construction at least two lanes of traffic would remain open in the peak direction during peak hours and one lane of traffic would remain open in the non-peak direction. As such, there would be no change in traffic patterns during rush hour and only one lane of traffic would be temporarily closed during off-peak hours when construction activities are most likely to occur and traffic levels are low. Construction activities would only be limited to six spot locations along Sepulveda Blvd and would be phased at these locations for a period of 12 to 18 months. Other than temporary lane closures, there would be no changes in access such as through road detours or ramp closures to the 405 Freeway. Prior to construction, a work site traffic control plan would be issued by LADOT to ensure adequate traffic control measures are taken by the construction contractor in accordance with municipal code requirements. As such, no prolonged traffic delays or reduced accessibility along Sepulveda Blvd would occur.<br><br>As part of the Caltrans 405 HOV lane widening project, improvements are proposed to the freeway, ramps, and local intersections including Skirball Center Drive and Getty Center Drive. Construction of the Caltrans project would occur from summer 2009 to 2013. As part of a separate environmental review process, the Caltrans project would need to identify feasible mitigation measures to reduce both short-term and long-term traffic impacts caused by the project. Temporary measures for traffic control during construction would also be required. Given that the proposed project would be | Changes have been made to Chapter II Section E of the initial study to update the project construction schedule which now shows construction will begin in June 2008 instead of June 2007. This change is not considered a substantial revision and has not resulted in the identification of new or avoidable significant effects.<br><br>As a new project requirement, the work site traffic control plan will be reviewed by the Los Angeles Fire Department and Police Department prior to the start of construction to ensure compliance with applicable traffic and safety requirements that would not interfere with emergency response or evacuation plans. The worksite traffic control plan will be prepared by the contractor and approved by LADOT. This will be added to Chapter II Section E of the initial study. This change is in response to comments received, is not required by CEQA, does not create new significant environmental effects, and is not necessary to mitigate an avoidable significant effect.<br><br>The discussion on cumulative impacts in Section 17(b) of the initial study checklist has been expanded to discuss in more detail, the project's |

| Comments | Response | Changes to Document |
|---|---|---|
| | completed at the earliest by June 2009, there would be no overlap with the Caltrans project or minimal concurrent construction activities would only occur for less than 6 months. However, it is unknown whether certain locations would be under construction concurrently for both projects since the proposed project is only limited to six spot locations on Sepulveda Blvd and the Caltrans project would encompass 10 miles along the 405 Freeway. As part of the project, voluntary measures would be taken to expedite the construction schedule to enable earlier completion and minimize or avoid any temporary concurrent construction activities. The City would continue to work with Caltrans to coordinate construction schedules and phasing. As such, the proposed project would not cause significant traffic impacts and would not contribute to cumulatively considerable traffic impacts when combined with the potential effects of the Caltrans project.<br><br>As discussed in Sections 7(g) and 15(e) of the initial study checklist, the project would not impair implementation of or physically interfere with emergency response or evacuation plans or impede emergency access on Sepulveda Blvd. The project would be designed and constructed in accordance with standard specifications for public works construction and would comply with all applicable requirements of the municipal code for work within the public right-of-way as well as work area traffic control measures. As a new project requirement, the work site traffic control plan will be reviewed by the Los Angeles Fire Department and Police Department prior to the start of construction to ensure compliance with applicable traffic and safety requirements. | potential to result in cumulatively considerable impacts, including traffic impacts, when combined with the effects of related projects in the area. This change is not considered a substantial revision and has not resulted in the identification of new or avoidable significant effects. |
| 6-3. Commenter notes that the south and north sides of the front entrance to the Bel Air Crest property is landscaped with trees, shrubs, ground cover, and illuminated monuments. Commenter wants assurances that the front entrance will not be altered during construction. | 6-3. The extent of construction activities at the Sepulveda Blvd and Bel Air Crest Rd intersection is limited to restriping only. There is no other work planned for this area that would negatively impact the Bel Air Crest property, including any landscaping or illuminated monuments. | No changes are required. |

| Comments | Response | Changes to Document |
|---|---|---|
| 6-4. Commenter notes there would be a less than significant chance for noise impacts to the community as stated in Section 11 of the initial study checklist. Commenter wants assurances that significant efforts will be made towards the reduction of noise for the Bel Air Crest community and notes that this issue is of significant concern if nighttime construction is scheduled. | 6-4. As noted in Section 11 of the initial study checklist, the project would comply with noise regulations of the municipal code which limits construction work to normal daytime hours. The construction noise would be temporary and intermittent during these hours and given the existing ambient noise generated by the adjacent 405 Freeway, the project would not expose sensitive land uses (including residences) to increased noise levels. As such, no significant noise impacts would occur and no mitigation measures are required. In the event construction work is scheduled at nighttime or outside of normal daytime hours, approval by the Board of Police Commissioners would be required. The Board of Police Commissioners may grant approval where the work proposed to be done is effected with public interest or where unreasonable delay would result from the interruption thereof during the hours of 9:00 a.m. and 7:00 a.m. of the following day (LAMC Section 41.40). | No changes are required. |
| 6-5. Commenter has offered a location for informational meetings regarding the project. | 6-5. Comment noted. | No changes are required. |
| **COMMENT LETTER #7. PATRICIA BELL HEARST 3/18/07** | | |
| 7-1. Commenter notes that upon review of the project plans and recent Caltrans designs/plans for the 405 and Sepulveda Pass area (between Getty Center Dr and the Mulholland bridge/tunnel – Alternative 2A and 3A), it appears the project is an interim fix at the Skirball Center Dr/Sepulveda section that turns right into the 405 going southbound. Commenter notes that the Caltrans plans would relocate this project at that section approximately one-half mile south and wants confirmation to that effect. | 7-1. The proposed project would add a northbound right-turn lane on Sepulveda Boulevard at Skirball Center Drive to alleviate traffic and heavy right-turn demand at the intersection. The new northbound right-turn lane would serve traffic going eastbound on Skirball Center Drive as well as, and not only limited to, traffic utilizing the existing 405 Freeway southbound on-ramp. As part of the 405 HOV lane widening project, Caltrans is proposing to relocate the southbound on-ramp to approximately one-half mile south of it's current location. This would result in permanent closure of the on-ramp. However, through coordination with Caltrans, improvements on Sepulveda Boulevard, including the addition of a new right-turn lane, would remain if the Caltrans' project is built. As such, the project is not interim and would relieve traffic congestion at this intersection as discussed in Section 15(a) of the initial study checklist. | No changes are required. |

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| 7-2. Commenter wants to know why California taxpayers should be paying for LADOT's interim projects when the department was well aware of the Caltrans project and designs. Commenter is claiming this is a "cumulative impact" for a temporary fix. | 7-2. As stated in response to comment 7-1, the proposed project is not interim, nor is it temporary. The improvements proposed at the Skirball Center Drive intersection would remain if the Caltran's project is built. Furthermore, in the event any portions of Sepulveda Boulevard are modified as a result of the Caltrans project, such as from Getty Center Drive to the tunnel at Mulholland Drive, the improvements would need to be replaced in order to maintain highway standards established by LADOT. For a discussion of cumulative impacts, refer to Section 17(b) of the initial study checklist. | No changes are required. |
| **COMMENT LETTER #8. PATRICIA BELL HEARST 3/18/07** | | |
| 8-1. Commenter provides information on opposition to the original project and claims omission of a traffic study for the project area which serves surrounding communities, including Mountaingate and Bel Air Crest that are landlocked in the highest fire risk area in Los Angeles County. | 8-1. In accordance with the City's CEQA thresholds guide, a project that generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system has the potential to result in a significant impact to the intersection capacity of a street system, thereby requiring a traffic study. As discussed in Section 15(a) of the initial study checklist, the project would not increase traffic volumes and is expected to improve LOS and V/C ratios at intersections due to increases in turning movements and reduced travel delays for through-flow traffic, as shown in Table 10. As such, a traffic study is not required given the project would result in beneficial impacts to traffic conditions in the area. | No changes are required. |
| 8-2. Commenter states cumulative impacts of projects approved for construction was not included in the initial study: Leo Baeck synagogue-Getty parking lot, Skirball Cultural Center parking structure, and improvements related to the 405 HOV lane widening project (changes to ramps at Montana and Moraga and Skirball Center Dr bridge). Commenter also notes amount of traffic that is generated from surrounding land uses. | 8-2. As part of the Caltrans 405 HOV lane widening project, improvements are proposed to the freeway, ramps, and local intersections including Montana Ave, Moraga Dr, and Skirball Center Dr. Construction of the Caltrans project would occur from summer 2009 to 2013. As part of a separate environmental review process, the Caltrans project would need to identify feasible mitigation measures to reduce both short-term and long-term traffic impacts caused by the project. Temporary measures for traffic control during construction would also be required. Given that the proposed project would be completed at the earliest by June 2009, there would be no overlap with the Caltrans project or minimal concurrent construction activities would only occur for less than 6 months. However, it is unknown whether certain locations would be under construction concurrently for both projects since the proposed project is only limited to six spot locations on Sepulveda Boulevard and the Caltrans project would encompass 10 miles along the 405 Freeway. As part of the project, voluntary measures would be taken to expedite the construction | The discussion on cumulative impacts in Section 17(b) of the initial study checklist has been expanded to discuss in more detail, the project's potential to result in cumulatively considerable impacts, including traffic impacts, when combined with the effects of related projects in the area. These changes are not considered substantial revisions and have not resulted in the identification of new or avoidable significant effects. |

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| | schedule to enable earlier completion and minimize or avoid any temporary concurrent construction activities. The City would continue to work with Caltrans to coordinate construction schedules and phasing. Given the proposed project would not cause significant traffic impacts and would implement measures for traffic control, it would not contribute to cumulatively considerable traffic impacts when combined with the potential effects of the Caltrans project.<br><br>Any other planned and future development projects in the area, including the Leo Baeck synagogue-Getty parking lot and Skirball Cultural Center parking structure, would be subject to traffic control measures during construction in accordance with applicable laws and regulations. However, the proposed project does not include any improvements near Getty Center Dr and would therefore, not contribute to traffic impacts as result of planned construction activities in this area. According to information obtained from the Skirball Cultural Center (David Stafford, Alfa Tech Cambridge Group, April 11, 2007), the parking structure proposed on the east side of Sepulveda Blvd is scheduled to start construction in July 2007 and would be completed by December 2008. Given the proposed project would be phased at certain locations, there would be no overlap or minimal concurrent construction activities would only occur in the area for less than 6 months. As such, there may be a temporary increase in congestion from construction activities but the proposed project would not result in cumulatively considerable traffic impacts when combined with the effects of other projects in the area. | |
| 8-3. Commenter claims that the initial study did not arrive at the libraries until Saturday and the maps attached to the study were unreadable. | 8-3. Comment noted. Delivery of the initial study was confirmed through mail tracking which shows the initial study arrived at the libraries on Friday, February 16, 2007. In addition to providing copies of the initial study to the Westwood and Brentwood branch libraries, the initial study was posted online on the City's website for viewing. | No changes are required. |

| Comments | Response | Changes to Document |
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| 8-4. Commenter states that the northbound lane on Sepulveda Blvd at Skirball Center Dr is the area of congestion, not the tunnel, and claims that if ATSAC would adjust the traffic lights during peak hours, the traffic study might show LOS conditions change from an F to an E. Commenter notes concern as a taxpayer for this area due to information obtained by Caltrans which revealed that "Caltrans reserves the right to remove the LADOT project at that corner" because it is within the Caltrans ROW. Commenter wants to know if a traffic study was done for the northbound lane at Skirball Center Dr/Sepulveda Blvd to count the cars going north and/or that turn onto the southbound on-ramp to the 405 Freeway. | 8-4. A new northbound right-turn lane is proposed on Sepulveda Blvd at Skirball Center Dr to reduce traffic delays for heavy right-turn demand at this intersection. This would result in an improvement to LOS conditions from an F to a D during a.m. peak hours and from an E to a D during the p.m. peak hours as shown in Table 10 of the initial study. ATSAC is already operational at this intersection.<br><br>In order to install the northbound right-turn lane, the City would need to obtain an easement from Caltrans for work within State right-of-way. This would require the issuance of a construction encroachment permit. The permit only grants use and not ownership of the right-of-way and Caltrans will maintain all rights to the property. The City has been working closely with Caltrans to obtain the necessary permits and ensure design requirements are met for the improvement proposed at this location.<br><br>LADOT has conducted traffic counts at the Sepulveda Blvd/Skirball Center Dr intersection for the proposed improvement at this location as described above (see Table 10 of the initial study). | No changes are required. |
| 8-5. Commenter provides detailed information obtained by BOE Bridge Group on the structural integrity of the Sepulveda tunnel, specifically with regard to the tunnel's sufficiency rating as functionally obsolete and excessive water seepage conditions. Commenter states that the information contained on page 32 of the initial study indicates the tunnel was found historically significant as part of the 2003 Caltrans Historic Bridge Inventory update. Commenter notes this would imply that the tunnel retains integrity but that the condition of the tunnel is a safety issue and asks how can the tunnel/bridge be repaired if it is historically significant. | 8-5. According to the cultural resources study prepared for the proposed project dated November 2006, the Sepulveda Blvd tunnel was found eligible for the National Register and California Register through the 2003 Caltrans Historic Bridge Inventory update. Because the tunnel was previously determined eligible for the National Register and California Register in a survey evaluation, it is considered a historical resource in accordance with Section 15064.5(a) of the CEQA Guidelines. In order for a resource to be historically significant, it must meet one of the eligibility criteria and retain enough integrity of its historic character or appearance. The Caltrans survey found the tunnel has not been substantially altered and retains sufficient integrity of its historic character-defining features (i.e., original dimensions of the tunnel and the Art Moderne style applied). The conditions noted at the time of the survey such as water leakage and deteriorating interior did not disqualify the eligibility of the tunnel. Issues such as structural deficiencies, serviceability, seismic safety, and substandard conditions are not evaluated in historical surveys and have not affected the historic character or appearance of the tunnel.<br><br>Any future plans to repair, improve, or widen the tunnel as currently planned by the City but independent of this project, would need to | No changes are required. |

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| | consider and evaluate potential adverse impacts to the tunnel as a historical resource as required by Section 15064.5(b) of the CEQA Guidelines. Adverse impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. Generally, a project that follows the Secretary of the Interior's Standards for preserving, rehabilitating, restoring, and reconstructing historic properties would avoid substantial adverse impacts. | |
| 8-6. Commenter notes that areas on the west side of Sepulveda have "slumping" which will be a concern if any grading takes place and that during rain storms, runoff onto Sepulveda Blvd creates a muddy and dangerous affair. | 8-6. As indicated in Section 6(d) of the initial study checklist, the geotechnical investigation undertaken for the proposed project did not identify geologic hazards such as landsliding, erosion, subsidence, or poor soil conditions. The subsurface conditions are expected to satisfactorily support the proposed project given the project would comply with geotechnical requirements for excavation, temporary shoring, and sub-grade preparation. | No changes are required. |
| 8-7. Commenter is asking why a retaining wall is necessary south of the existing Skirball Center museum wall, which is a canyon area. | 8-7. The proposed retaining wall on the west side of Sepulveda Blvd, south of Skirball Center Dr, is necessary to support the street widening along the canyon area and to prevent the street section from being undercut by soil erosion or failing from traffic loads. | No changes are required. |
| 8-8. Commenter states that design plans should show shoulder areas to be used during construction. | 8-8. Comment noted. | No changes are required. |
| 8-9. Commenter states the environmental factors checked ignored the hazardous materials which are methane, gasoline, and oil pipelines that run along the west side of Sepulveda. Commenter notes that LADOT performed digging along Sepulveda Blvd which ruptured an oil line and shut down the highway between Getty Center Dr and Skirball Center Dr. | 8-9. Section 7(b) of the initial study checklist addresses pipelines beneath Sepulveda Blvd that contain hazardous materials substances. As indicated in the document, construction activities would not require the relocation or removal of any portion of existing petroleum pipelines. In accordance with standard specifications for public works construction, the contractor will be responsible for locating (via pothole) any conflicting underground utilities prior to the start of construction. A vacuum type pothole method will be used to avoid damage to these facilities and negate the possibility of rupturing lines containing volatile substances. | No changes are required. |
| 8-10. Commenter notes air quality should be an issue as this project is designed to increase traffic capacity and speed. | 8-10. Refer to Section 3 of the initial study checklist for potential air quality impacts as a result of construction and operation of the proposed project. | No changes are required. |

| Comments | Response | Changes to Document |
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| 8-11. Commenter notes that geology/soils testing seems to be absent and that with visible slumping and the seismic conditions of this area, it would seem prudent with the amount of grading to be done. | 8-1.. Refer to response to comment 8-6 above. | No changes are required. |
| 8-12. Commenter notes high traffic volumes for Sepulveda Blvd and safety concerns during foggy and/or rainy days and requests why LADOT has not installed reflective dots on centerline for safety. | 8-12. Refer to response to comment 8-1 above and Section 15 of the initial study checklist for information on traffic data and improved LOS conditions for Sepulveda Blvd as a result of the proposed project. | No changes are required. |
| 8-13. Commenter states maps for the west side of Sepulveda are rife with landslides and that the initial study did not address this existing condition. | 8-13. Refer to Section 6 of the initial study checklist for information on landslides within and adjacent to the proposed project area. | No changes are required. |
| 8-14. Commenter is requesting if exploratory borings were done for the areas proposed for grading, walls, etc. | 8-14. A geotechnical investigation was undertaken for the proposed project which involved exploratory borings as discussed in Section 6 of the initial study checklist. | No changes are required. |
| 8-15. Commenter cites 2004 article in the Daily News which estimated the project would result in a traffic time savings of 2 to 4 minutes. | 8-15. Comment noted. | No changes are required. |
| 8-16. Commenter provides information on plans by the Santa Monica Mountains Conservancy to use the Old Mission Canyon Dump area as a recreation area with parking. Commenter notes that the project's plans for staging equipment at this location during construction did not mention this in the initial study. | 8-16. The City has requested a list of related projects in the area from the Santa Monica Mountains Conservancy, including the potential project identified for use of the Old Mission Canyon Dump area as a recreation/visitor area. The Santa Monica Mountains Conservancy has not provided the City with this information and has not submitted any comments on potential conflicts with the use of this area. | No changes are required. |
| 8-17. Commenter refers to the project as increasing capacity and traffic flow and requests if the project will increase ambient noise for properties at the ridge at Mountaingate that face Sepulveda Blvd. | 8-17. Refer to Section 11(a) of the initial study checklist for a discussion on potential noise impacts during construction and operation of the proposed project. | No changes are required. |
| 8-18. Commenter claims that with traffic from Mountaingate Club and property owners and Bel Air Crest, the project will result in a traffic impact. | 8-18. See response to comment 8-1 above. | No changes are required. |
| 8-19. Commenter wants contact person for Congestion Management Program for LA County. | 8-19. Metro is responsible for implementing the Congestion Management Program (CMP) for Los Angeles County. The Metro Board of Directors adopted the 2004 CMP for Los Angeles County. For hard copies of the 2004 CMP, call the CMP Hotline at (213) 922-2830. | No changes are required. |

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| 8-20. Commenter cites information on 4th St bridge and traffic accident that occurred on the 405 Freeway and wants to know what evacuation measures are in place for this project. | 8-20. See response to comment 6-2 above. | See changes noted under Comment Letter #6. |
| 8-21. Commenter notes that the footpath on the east side of Sepulveda Blvd going south from Skirball Center Dr to Bel Air Crest could not be identified in writing or the design plans. | 8-21. Comment noted. | No changes are required. |
| 8-22. Commenter wants to know if retaining walls with breaks to be provided for wildlife crossing will also have signage. | 8-22. Signage for wildlife crossings will be installed as part of the mitigation for the proposed project. See Chapter V of the initial study and response to comment 16-5 for additional information. | See changes noted under Comment Letter #16. |
| 8-23. Commenter is requesting a file review for information related to the project and requests that a meeting be held to further discuss the project. | 8-23. Comment noted. Contact information for scheduling an appointment to review files has been provided to the commenter. | No changes are required. |
| **COMMENT LETTER #9. STEPHEN DRIMMER, MOUNTAINGATE OPEN SPACE MAINTENANCE ASSOC. 3/19/07** | | |
| 9-1. Commenter notes that the initial study did not mention the community of Mountaingate comprised of 300 homes which rely on Sepulveda Blvd as their only means of access and are therefore, significantly impacted by any changes made to Sepulveda Blvd. | 9-1. Chapter III Section A of the initial study noted that residential communities are located along the hilltops of the canyon to the west and east of Sepulveda Blvd. In Section B of this chapter, the initial study notes that farther west along the hilltop from Mountaingate Drive are residences and a golf course. The initial study did not explicitly state or name the community of Mountaingate but has adequately identified this residential community as a nearby land use and has considered this in the evaluation of potential environmental impacts related to the project. | No changes are required. |
| 9-2. Commenter recommends that LADOT should focus on traffic problems on Sepulveda Blvd as follows: 1) light at Skirball Center Dr going northbound and southbound, 2) I 405 entrance going south below Mountaingate Dr, 3) I 405 entrance above the Getty Center, 4) light at Moraga, 5) I 405 entrance at Moraga, and 6) light at Wilshire Blvd going northbound and southbound. | 9-2. The proposed project includes improvements to Sepulveda Blvd at Skirball Center Dr, at the I-405 southbound on-ramp south of Mountaingate Dr, at Moraga Dr, and at the Wilshire Blvd intersection. See Chapter II of the initial study for a description of the project. The I-405 entrance north of Getty Center Dr is outside of the City's right-of-way and is within the jurisdiction of Caltrans. Changes to this on-ramp may be proposed by Caltrans as part of the 405 HOV lane widening project. | No changes are required. |
| 9-3. Commenter questions whether the expanded right-turn lane at Skirball Center Dr and the reversible lane at the tunnel will reduce congestion. Commenter notes that the traffic problem is during rush hour at the Skirball Center light and this project does not include any measures to address this, nor the light at Moraga which is also a | 9-3. See response to comment 8-4 above for traffic data on improvements at Skirball Center Dr. As discussed in Chapter II Section D of the initial study, the proposed reversible lane would provide an additional lane in the northbound direction when traffic is the most heaviest during the p.m. peak hours. A southbound through | No changes are required. |

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| major bottleneck in the mornings going south on Sepulveda Blvd. | lane would also be added south of the tunnel to reduce congestion during the a.m. peak hours. Turning improvements would also be made at Moraga Dr. These improvements are expected to alleviate traffic and improve LOS conditions as shown in Table 10 of the initial study. | |
| 9-4. Commenter states that expenditure of significant sums on bike lanes does not address the real problem of traffic on Sepulveda Blvd. | 9-4. As discussed in Chapter II Section B of the initial study, the purpose of the project is to enhance vehicular traffic and turning movements and to improve bicycle access by providing bicycle facilities. The project is expected to enhance safety for recreational and commuter bicyclists traveling through the corridor. | No changes are required. |
| 9-5. Commenter does not think the initial study has addressed safety issues of the reversible lane in an inadequately lit tunnel. | 9-5. As discussed in Section 15(d) and (e) of the initial study checklist, the reversible lane would meet all traffic and safety requirements by incorporating overhead electronic lane controls and pavement markers to guide motorists through the reversible lane. This would be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. Lighting is currently present in the tunnel as well as street lighting at the tunnel approaches. | No changes are required. |
| 9-6. Commenter is concerned with traffic congestion during the construction period and safety issues in the event of a fire during construction for landlocked areas such as Mountaingate and the Mountaingate Country Club which rely on Sepulveda Blvd for access. | 9-6. See response to comment 6-2 above. | As a new project requirement, the work site traffic control plan will be reviewed by the Los Angeles Fire Department and Police Department prior to the start of construction to ensure compliance with applicable traffic and safety requirements that would not interfere with emergency response or evacuation plans. This information has been added to Chapter II Project Description of the initial study.<br><br>This change is in response to comments received, is not required by CEQA, does not create new significant environmental effects, and is not necessary to mitigate an avoidable significant effect. |
| 9-7. Commenter is concerned that Caltrans has a right and is likely to undo some of the elements of the project which seems to be an example of deficient local/state communication and coordination. | 9-7. See response to comment 7-2 above. | No changes are required. |
| 9-8. Commenter is requesting a meeting to further discuss the project and process and recommends the delay of any final actions until concerns are addressed. | 9-8. Comment noted. | No changes are required. |

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| **COMMENT LETTER #10, IRENE SANDLER 3/18/07** | | |
| 10-1. Commenter is requesting details on the project funding, specifically the amount that has been spent to date and how the funding will be used for the different elements proposed (i.e., bike lanes, retaining walls, etc.). | 10-1. Information on project funding is available online through Project Information Reports on the City's Bureau of Engineering website at http://eng.lacity.org/index.cfm. Specific information related to funding that has been used and allocated for the components of the project is available for review at City offices. Please contact Lisa Ochsner at 213-485-5755 to schedule an appointment to review project files. | No changes are required. |
| 10-2. Commenter states initial study did not mention the surrounding landlocked communities of Bel Air Crest and Mountaingate and were therefore, not considered when measuring impacts. | 10-2. Chapter III Section A of the initial study noted that residential communities including Bel Air Crest are located to the west and east of Sepulveda Blvd. In Section B of this chapter, the initial study notes that farther east along Bel Air Crest Rd are residences and west along the hilltop from Mountaingate Drive are residences and a golf course. The initial study did not explicitly state or name the community of Mountaingate but has adequately identified and addressed impacts related to these nearby residential communities. | No changes are required. |
| 10-3. Commenter states Sepulveda Blvd is a Class II highway, not a street, and suggests that presenting the project in this light allowed leeway for calling it a "street improvement project" at public meetings . Commenter states that notification of the project was only provided to those within 500 feet of the project and to those who actively participated in the task force and suggests that closed door meetings were allowed with input from the Santa Monica Mountains Conservancy and Caltrans. | 10-3. As discussed in Chapter III Section A of the initial study and in other relevant sections of the document, Sepulveda Blvd is designated as a Class II major highway. However, it is a street in the general sense of transportation facilities and has been described and presented as such for the purposes of providing information that can be easily understood by the general public. This is consistent with the intent of CEQA which encourages that environmental documents be written in plain language so that decision-makers and the public can rapidly understand the documents (CEQA Guidelines Section 15140).<br><br>For information on public notification of the environmental document, refer to response to comment 4-2 above.<br><br>Throughout the design and preparation of the environmental document for this project, the City has coordinated and consulted with Caltrans and the Santa Monica Mountains Conservancy to address the use of property or resources that could be affected within their respective jurisdictions. Information on these meetings are readily available and be can be viewed at City offices. Please contact Lisa Ochsner at 213-485-5755 to schedule an appointment to review project files. | No changes are required. |

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| 10-4. Commenter notes deficiencies with the use of taxpayer money for this project which can and will be removed by Caltrans as a result of the 405 HOV lane widening project. Commenter also notes construction overlap with the Caltrans project which makes the proposed project irrelevant and unnecessary because Caltrans reserves the right to change the project. | 10-4. The proposed project is not interim, nor is it temporary. The improvements proposed at the Skirball Center Drive intersection and other locations would remain if the Caltran's project is built. However, in the event any portions of Sepulveda Boulevard are modified as a result of the Caltrans project, the improvements would need to be replaced in order to maintain highway standards established by LADOT. | No changes are required. |
| 10-5. Commenter states the project makes claims to improve traffic flow without a traffic study for the tunnel. The study does not provide traffic data on the number of vehicles turning onto the Skirball bridge or vehicles entering the 405 Freeway going south. Commenter states the bottleneck is at Skirball Center Dr, not the tunnel. Commenter wants to know what turning radius is required for the dedicated right-turn lane at Skirball Center Dr and if a fire truck will be able to turn from the right-turn lane of Sepulveda onto the freeway going south at the Skirball bridge. | 10-5. As discussed in Chapter II Section D of the initial study, the proposed reversible lane would provide an additional lane in the northbound direction when traffic is the most heaviest during the p.m. peak hours. A southbound through lane would also be added south of the tunnel to reduce congestion during the a.m. peak hours. The reversible lane is expected to alleviate traffic and increase through flow traffic as discussed in Section 15(a) of the initial study checklist. A new northbound right-turn lane is proposed on Sepulveda Blvd at Skirball Center Dr to reduce traffic delays for heavy right-turn demand at this intersection. This would result in an improvement to LOS conditions from an F to a D during a.m. peak hours and from an E to a D during the p.m. peak hours as shown in Table 10 of the initial study. ATSAC is already operational at this intersection to improve traffic flow through the intersection. LADOT has conducted traffic counts at the Sepulveda Blvd/Skirball Center Dr intersection for the proposed improvement at this location as described above (see Table 10 of the initial study).<br><br>The project would be designed and constructed in accordance with traffic and safety requirements established by LADOT. The turning radius between the dedicated right-turn lane and the existing southbound freeway on-ramp would meet these requirements, including the Caltrans highway design manual. | No changes are required. |
| 10-6. Commenter claims there are no studies or hard facts to support the claim that the project will result in an improvement to traffic flow. Commenter states the enhancements will encourage more vehicles to use Sepulveda as an alternate route, thereby increasing the number of vehicles and slowing the flow again. | 10-6. Refer to Section 15(a) and Table 10 of the initial study checklist for information on traffic data which shows improvements to LOS conditions and reduced travel delays as a result of the proposed project. As stated in Section 3(a) of the initial study checklist, the project is included in the 2006 Regional Transportation Plan (RTP) which identifies transportation enhancement projects that will benefit the region by the year 2030. Inclusion in this plan means that future traffic growth has been accounted for and that transportation enhancements such as this project will benefit transportation demands for the region. | No changes are required. |

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| 10-7. Commenter states there will be cumulative impacts from traffic in the Sepulveda Pass due to the numerous projects approved for 2007 to 2010. | 10-7. See response to comment 8-2 above. | The discussion on cumulative impacts in Section 17(b) of the initial study checklist has been expanded to discuss in more detail, the project's potential to result in cumulatively considerable impacts, including traffic impacts, when combined with the effects of related projects in the area.<br><br>These changes are not considered substantial revisions and have not resulted in the identification of new or avoidable significant effects. |
| 10-8. Commenter notes that while lighting is a factor in the night-time movement of animals, the project will still add 26 new street lights from Skirball to Bel Air Crest Rd. Although lighting impacts were addressed for wildlife, there was no concern for the safety of drivers using the reversible lane through the tunnel, which will have no new lighting except for overhead lane controls. Commenter notes concerns for navigating the reversible lane in a poorly lit tunnel following a blind curve from the southbound direction which is not similar to the reversible lane on the 4th St bridge over the Los Angeles River. | 10-8. The purpose of adding new street lighting between Skirball Center Dr and Bel Air Crest Rd is to upgrade the lighting to standards that currently exist north of Skirball Center Dr. Currently, there are only two street lights and lighting on utility poles (utilitarian lights) between the Skirball and Mountaingate Dr intersections. Since bike lanes will be added in this location, increased lighting to achieve desired levels for motorists and bicyclists is needed. Section 4(d) of the initial study checklist addresses indirect impacts to wildlife from the addition of new street lighting. Mitigation measures are proposed to minimize street lighting disturbance to wildlife.<br><br>As discussed in Section 15(d) and (e) of the initial study checklist, the reversible lane would meet all traffic and safety requirements by incorporating overhead electronic lane controls and pavement markers to guide motorists through the reversible lane. This would be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. Lighting is currently present in the tunnel as well as street lighting at the tunnel approaches. Specifically, there are eight street lights from Herscher Way north to the tunnel, six street lights from Dartford Way south to the tunnel, and 26 lights in the tunnel.<br><br>The reversible lane would only be operational in the northbound direction during the p.m. peak hour period which is approximately from 4:00 p.m. to 7:00 p.m. At all other times, it would operate in the southbound direction as it currently exists. Reversible lanes are meant to improve traffic flow during rush hour and can be considered for deployment where 1) there are pronounced directional splits resulting in heavy congestion and 2) it is feasible to prohibit left turns along the route. Sepulveda Blvd is one of the few known multilane streets with a pronounced directional split where a reversible lane can be | No changes are required but updated information has been added to Chapter II Project Description and related sections of the document which now show approximately 29 new street lights will be added on Sepulveda Blvd between Skirball Center Dr and Bel Air Crest Rd instead of 26 as previously discussed.<br><br>This information clarifies and makes insignificant modifications to the document. These changes are not considered substantial revisions and have not resulted in the identification of new or avoidable significant effects. |

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| | accommodated. LADOT has successfully implemented a 1.1 mile long reversible lane on 4th Street in downtown between Hewitt St and the I-5 Freeway on/off ramps to handle the directional commuter traffic. This reversible lane has been successful in alleviating traffic congestion within this corridor and has been fully operational since 1997. | |
| 10-9. Commenter notes study only addressed impacts to wildlife movement as a result of providing gaps in the proposed retaining wall but that the study does not address safety issues for motorists that may collide with wildlife, thereby causing death and injury to humans. | 10-9. As part of the mitigation for incorporating gaps in the proposed retaining wall to facilitate wildlife movement across Sepulveda Blvd from the west side, signage alerting motorists of wildlife crossings will be installed as described in Chapter V of the initial study. Adding wildlife crossing signage would improve safety conditions for motorists on Sepulveda Blvd since wildlife movement already occurs in the area. As such, the project would not worsen the existing conditions or increase the severity or potential for traffic collisions with animals. | No changes are required. |
| 10-10. Commenter is concerned with lack of evacuation plan for landlocked communities in "severe high fire area" which rely on Sepulveda Blvd as the primary access route. Commenter notes several gas, gasoline, oil, and methane lines lay beneath Sepulveda Blvd, which are not mapped correctly, and is concerned as to whether adequate measures will be taken to ensure the safety of residents from possible rupture to these lines. Commenter also requests what mitigating efforts are in place to prevent fires as a result of the project, such as from asphalting. | 10-10. See response to comment 6-2 above for information on compliance with traffic safety requirements and emergency response and evacuation plans for Sepulveda Blvd.<br><br>See response to comment 8-9 above for information on pipelines beneath Sepulveda Blvd and standard requirements that are in place to avoid damage to these facilities and negate the possibility of rupturing lines containing volatile substances.<br><br>The potential for a fire can occur at any time and fire safety is the responsibility of the Fire Department. The project would be constructed in conformance with standard specifications for public works construction and would comply with all applicable requirements of the municipal code, including the fire code, for work within the public right-of-way. | As a new project requirement, the work site traffic control plan will be reviewed by the Los Angeles Fire Department and Police Department prior to the start of construction to ensure compliance with applicable traffic and safety requirements that would not interfere with emergency response and evacuation plans. This information has been added to Chapter II Project Description of the initial study.<br><br>This change is in response to comments received, is not required by CEQA, does not create new significant environmental effects, and is not necessary to mitigate an avoidable significant effect. |
| 10-11. Commenter states that without reversible lane, project is not funded, and study lacks traffic or safety data to support the need for the reversible lane. Commenter notes that lighting improvements are not being done to the tunnel because it is historic which presents a safety concern for motorists using the tunnel and the new reversible lane. Commenter wants to know more details on the operation of the reversible lane, including the overhead electronic lane controls. | 10-11. See response to comment 9-5 and 10-8 above. | No changes are required. |

| Comments | Response | Changes to Document |
|---|---|---|
| 10-12. Commenter notes that the revised project requires mitigations, which should be applied. | 10-12. Comment noted. | No changes are required. |
| **COMMENT LETTER #11. LAURIE KELSON (ENCINO NEIGHBORHOOD COUNCIL) 3/2/07** | | |
| 11-1. Commenter notes support for certain elements of the project. | 11-1. Comment noted. | No changes are required. |
| 11-2. Commenter requests coordination with the Skirball Cultural Center parking lot project and posting of signs during construction with contact information for people to call if there are problems. | 11-2. Project design plans will be modified to add that signs shall be posted by the contractor during construction with contact information to be provided by the City for public concerns or complaints during construction. | As a new project requirement, signs shall be posted by the contractor during construction with contact information to be provided by the City for public concerns or complaints during construction. This information has been added to Chapter II Project Description of the initial study.<br><br>This change is in response to comments received, is not required by CEQA, does not create new significant environmental effects, and is not necessary to mitigate an avoidable significant effect. |
| **COMMENT LETTER #12. STEPHEN BOX 3/20/07** | | |
| 12-1. Commenter doesn't think the project is a good solution for alleviating congestion and enhancing safety for bicyclists and is opposed to the project. Commenter notes that Sepulveda Blvd is designated as a Class II bikeway in the Transportation Element of the City of Los Angeles General Plan and that any improvement to Sepulveda Blvd that does not bring Sepulveda into compliance with the General Plan is unacceptable since this is the only route in the area for cyclists. Any improvement in this area must include accommodations for cyclists. | 12-1. The project would add a Class II northbound bike lane from Bel Air Crest Rd to Skirball Center Dr which would join with an existing Class II bike lane north of Skirball Center Dr to the tunnel at Mulholland Dr. The existing southbound Class II bike lane from the tunnel to Skirball Center Dr would no longer be removed as originally proposed and would be retained. A Class III bike route in the form of a 5-6' stripped shoulder would be added from Skirball Center Dr to Bel Air Crest Rd. This would be consistent with the purpose and environmental benefits of providing bicycle facilities for commuting and recreational use as established by the Bicycle Plan. | Chapter II Section D of the project description has been revised to show that the existing southbound Class II bike lane from the tunnel to Skirball Center Dr would no longer be removed as originally proposed and would be retained. Sections 9(b) and 15(g) of the initial study checklist have also been revised to reflect this change.<br><br>This information clarifies and makes insignificant modifications to the document. These changes are not considered substantial revisions and have not resulted in the identification of new or avoidable significant effects. |

| Comments | Response | Changes to Document |
|---|---|---|
| 12-2. Commenter notes the reversible lane element is limited to the 1800' area with the three lane Sepulveda Tunnel in the middle. Selecting the tunnel as the location for the minimal implementation of the reversible lane requirement without providing any accommodations for cyclists is dangerous. At the least, signage and a demand actuated "cyclist in tunnel" warning system would provide some safety support for cyclists in a high conflict area. Commenter notes anything less is unacceptable. | 12-2. LADOT installed a tunnel warning device as recommended by the commenter in 2001. It has been operational since that date. See response to comment 4-1 above. | No changes are required. |
| 12-3. Commenter notes the project calls for a Class III bikeway on the southbound side of Sepulveda which is at odds with the City's route selection criteria which states that routes should not be designated on streets carrying traffic volumes of over 10,000 vehicles daily or with curb lane volumes of over 150 vehicles/hour. Commenter notes swapping out a Class II bike lane for a Class III bike route is "pure sleight-of-hand and it is unacceptable." | 12-3. The California Highway Design Manual does not recommend stripping of bicycle lanes on "...long, steep downggrades, where bicycle speeds greater than 30 mph are expected." To allow a bicyclist full use of the travel lane (otherwise bicyclists will be required by law to ride in the bicycle lane), a Class III bike route in the form of a 5-6' stripped shoulder is necessary in the southbound direction between Skirball Center Dr to Bel Air Crest Rd. As discussed in Sections 9(b) and 15(g) of the initial study checklist, this was determined in consultation with representatives from the City's Bicycle Advisory Committee and LADOT. | No changes are required. |
| 12-4. Commenter notes bike lanes come in pairs and a bike lane on one side only encourages wrong way travel. Commenter states this is also in violation of the LADOT Bikeways standard and that placing a northbound bike lane between Bel Air Crest and Skirball without a southbound bike lane is unacceptable. | 12-4. See response to comment 12-3 above. | No changes are required. |
| 12-5. Commenter states roadway improvements should be improvements and removing a bike lane to accommodate a new third southbound traffic lane is not an improvement and is unacceptable. | 12-5. The project no longer includes the removal of the existing southbound bike lane between the tunnel and Skirball Center Dr. The project would accommodate a new third southbound through lane at this location by widening along the east side of Sepulveda Blvd by up to 5 feet and restriping the existing traffic lanes in accordance with LADOT standards. No existing bike lanes would be removed as a result of the project. See response to comment 12-1 above. | Chapter II Section D of the project description has been revised to show that the existing southbound Class II bike lane from the tunnel to Skirball Center Dr would no longer be removed as originally proposed and would be retained. Sections 9(b) and 15(g) of the initial study checklist have also been revised to reflect this change.<br><br>This information clarifies and makes insignificant modifications to the document. These changes are not considered substantial revisions and have not resulted in the identification of new or avoidable significant effects. |

| Comments | Response | Changes to Document |
|---|---|---|
| 12-6. Commenter states that while the logic of not placing restrictive bike lanes on a downhill is established in the MUTCD, expecting cyclists to merge with speeding traffic is "simply cavalier and irresponsible (speed limit is 40 mph)." Commenter notes that "two cyclists died on PCH last year when they were forced to merge into 50 mph traffic. Unless there are guarantees that vehicular traffic speeds will be restricted on the downhill, this plan is pure folly and it is unacceptable." | 12-6. The Class III bike route consisting of a 5'-6 shoulder is more than adequate for cyclists who choose not to merge into the travel lane. Cyclists regularly reach speeds exceeding 40 mph on grades exhibited throughout this corridor. See response to comment 12-3 above. | No changes are required. |
| 12-7. Commenter notes this project would require the restriction of bicycle travel during the construction period. "Without appropriate accommodations for cyclists in the area, the 405 shoulder would then become accessible to cyclists (the prohibition against bicycles on freeway shoulders is contingent on the presence of an alternative route). This project hinges on a working relationship with Caltrans that is not evident, especially in light of the Caltrans move to improve the 405 in the same area which may create some ROW conflict in play." | 12-7. Currently, there are only bike lanes north of Skirball Center Dr and north of the tunnel (but not through the tunnel) within the project limits. The project would accommodate bicyclists during construction as required per the Manual of Uniform Traffic Control Devices (MUTCD). This includes measures to protect bicyclists from excavations, open utility access, overhanging equipment and other such conditions. The construction contractor would be required to post "Share the Road" signage and may provide additional lane width for bicyclists in the outside travel lane as may be applicable. If deemed necessary, signage indicating temporary closure of bike lanes during construction would be installed. In addition, signage alerting bicyclists of the planned temporary closures would be posted prior to the start of construction. | Chapter II Section D of the project description has been revised to provide additional details on construction requirements affecting bike lanes and the potential for temporary closures. Sections 9(b) and 15(g) of the initial study checklist have also been revised to reflect this change.<br><br>This information clarifies and makes insignificant modifications to the document. These changes are not considered substantial revisions and have not resulted in the identification of new or avoidable significant effects. |
| **COMMENT LETTER #13. BOBBI GOLD (LOS ANGELES WHEELMEN) 3/20/07** | | |
| 13-1. Comments are provided on safety issues related to bicyclists using the 405 freeway as an alternate route to Sepulveda during construction and the need for a safe passage through the tunnel. Commenter requests safe provisions are made for bicyclists throughout any construction on Sepulveda. | 13-1. See response to comment 12-7 above. | See changes noted under Comment Letter #12. |
| **COMMENT LETTER #14. BOBBI FISHER(LOS ANGELES WHEELMEN) 3/20/07** | | |
| 14-1. Commenter notes that when roads are being repaired, bicyclists should be greatly considered. Sepulveda is a major cycling venue and one of the few "safe" ways of getting to the valley. Commenter requests consideration of safety issues for cyclists during construction. | 14-1. See response to comment 12-7 above. | See changes noted under Comment Letter #12. |
| **COMMENT LETTER #15. STATE CLEARINGHOUSE 3/20/07** | | |
| 15-1. Letter acknowledging no state agency comments received and completion of environmental review requirements. | 15-1. No response required. | No changes are required. |

| Comments | Response | Changes to Document |
|---|---|---|
| **COMMENT LETTER #16. SANTA MONICA MOUNTAINS CONSERVANCY 4/3/07** | | |
| 16-1. The Santa Monica Mountains Conservancy (SMMC) notes that the proposed project will have a significant impact on wildlife movement across the Sepulveda Pass, specifically from adding retaining walls on both sides of Sepulveda Blvd at Skirball Center Dr and from the future Caltrans 405 HOV lane widening project. | 16-1. As noted in Section 4 of the initial study checklist, a biological study was conducted to determine if any biological resources would be adversely affected by the proposed project, including impacts to wildlife species and movement. Results of the study found that with mitigation, the proposed project would have a less-than-significant impact to biological resources and wildlife corridors. The proposed mitigation measures are detailed in Chapter V of the initial study. The analysis was conducted in accordance with the requirements of CEQA for identifying a project's significant environmental effects to the environment. | No changes are required. |
| 16-2. The SMMC suggests that a wildlife overpass is necessary to facilitate wildlife movement within the Skirball Center Dr/Sepulveda Blvd intersection and refers to the Caltrans proposal for wildlife staging areas south of Skirball Center Dr on both sides of the I-405 freeway and a wildlife bridge on Skirball Center Dr. The SMMC recognizes that a concerted effort is needed between the City and Caltrans to ensure the success of this wildlife crossing. | 16-2. Comment noted. The City will continue to coordinate with Caltrans to ensure the improvements proposed on Sepulveda Blvd at the Skirball Center Dr intersection are compatible with future wildlife mitigation measures proposed by Caltrans for the area. | No changes are required. |
| 16-3. The SMMC states the proposed mitigation measures for wildlife movement across Skirball Center Dr is inadequate. The SMMC supports having two gaps of different sizes (approx. 4' gap at northern limit and 20' gap at 200' feet south) in the retaining wall (RW #2) on the west side of Sepulveda Blvd south of Skirball Center Dr as proposed by the City on 3/8/07 but recommends that a similar gap be placed parallel to (directly across from) the 4' gap for the retaining wall on the east side of Sepulveda Blvd (RW #1) to facilitate wildlife movement. | 16-3. The City has determined that this recommendation is feasible and will add this to the mitigation outlined in Chapter V of the initial study relating to wildlife corridors. | The recommendation for incorporating a gap in the retaining wall (RW #1) on the east side of Sepulveda Blvd will be added to the mitigation in Chapter V of the initial study which already proposes a break or opening for wildlife movement on the west side of Sepulveda Blvd where retaining wall RW #2 would be constructed.<br><br>This change is in response to written comments received by the SMMC on the project's effects identified in the initial study which are not new or avoidable significant effects. Although the SMMC has commented that the proposed mitigation is inadequate for effective wildlife crossing, this change is not considered a substantial revision where "proposed mitigation measures or project revisions will not reduce potential effects and new measures or revisions must be required" (CEQA Guidelines Section 15073.5 (b)). Reasons supporting this finding are (1) the original mitigation proposed and design of the retaining wall |

| Comments | Response | Changes to Document |
|---|---|---|
| | | (RW #1) on the east side of Sepulveda Blvd was developed during consultation and coordination efforts with the SMMC to avoid potential impacts to wildlife and (2) the change would be added to the mitigation already in place which has been found to reduce potential impacts to a less-than-significant level. |
| 16-4. The SMMC notes that the potential wildlife staging area between Sepulveda Blvd and the I-405 southbound on-ramp is crucial to the effectiveness of wildlife crossing. The SMMC recommends that fencing be installed along the west side of the I-405 freeway southbound on-ramp to funnel wildlife movement to the Skirball Center Dr bridge. | 16-4. The City has determined that this recommendation is feasible and will add this to the mitigation outlined in Chapter V of the initial study relating to wildlife corridors. | The recommendation for installing fencing along the I-405 southbound on-ramp will be added to the mitigation in Chapter V of the initial study.<br><br>This change is in response to written comments received by the SMMC on the project's effects identified in the initial study which are not new or avoidable significant effects. |
| 16-5. The SMMC recommends that proper vegetation must be planted for wildlife staging purposes and for mitigating the effects of light from vehicles and street lamps and for noise attenuation. The SMMC also recommends that in addition to placing signage near the proposed retaining wall gaps, wildlife crossing signage must also be placed at 1) the Sepulveda/Skirball intersection, 2) on Skirball Center Dr before Sepulveda, 3) on Skirball Center Dr before the I-405 southbound on-ramp, and 4) along the southbound on-ramp. | 16-5. As noted in Chapter V of the initial study, proposed mitigation includes the use of suitable native landscaping supportive of wildlife movement for the retaining wall area on the west side of Sepulveda Blvd. As part of the project, any exposed areas within the project site would be re-vegetated with appropriate native landscaping and any trees removed would be replaced at a two-to-one ratio in accordance with City policy and the City's protected tree ordinance. This would result in improved conditions for wildlife staging purposes and for minimizing potential effects from lighting and noise. The City will continue to work with the SMMC in the development of the re-vegetation plan.<br><br>The City has determined that the recommendation for additional wildlife signage is feasible and will add this to the mitigation outlined in Chapter V of the initial study relating to wildlife corridors. | No changes are required relating to re-vegetation plans for the project.<br><br>The recommendation for installing additional wildlife crossing signage will be added to the mitigation in Chapter V of the initial study. This change is in response to written comments received by the SMMC on the project's effects identified in the initial study which are not new or avoidable significant effects. |

Comment letter #1

**From:** Dean Berkus MD <dberkus@pacbell.net>
**To:** <lisa.ochsner@lacity.org>
**Date:** 2/22/2007 10:50:32 PM
**Subject:** Fw: SEPULVEDA BLVD.

Please read the next message about continuing a reverse lane for Sepulveda from Wilshire to Ventura Blvd.

DBerkusMD

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----- Forwarded Message ----
From: Dean Berkus MD <dberkus@pacbell.net>
To: Pfknat@aol.com
Sent: Wednesday, February 21, 2007 7:25:01 PM
Subject: Re: SEPULVEDA BLVD.

I think it is a good idea to improve Sepulveda Blvd and wonder why they are stopping at the Mulholland tunnel. The reverse lane should extend from Ventura Blvd on M-F 6-10am and 3-7pm to Wilshire Blvd. Please submit my suggestion. The attachment is obviously readable now. Thanks for resending. 1-1

DBerkusMD

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----- Original Message ----
From: "Pfknat@aol.com" <Pfknat@aol.com>
To: dberkus@pacbell.net
Sent: Wednesday, February 21, 2007 2:40:10 PM
Subject: Re: SEPULVEDA BLVD.

A few people had the same problem they were able to open
it the second time....hope you have the same success.
Pat

**********
AOL now offers free email to everyone. Find out more about what's free from AOL at http://www.aol.com.

Comment letter #2

**From:** "Francine Oschin" <foschin@sbcglobal.net>
**To:** <Lisa.Ochsner@lacity.org>
**Date:** 2/26/2007 7:25:10 AM
**Subject:** Sepulveda Bl Reversible Lane

As a resident of CD 5 in the Encino hills, I am totally supportive of this much needed project. What we really need are additional lanes and rebuilding of the tunnel at Mulholland. Absent that, a reversible lane is a sensible and much needed mitigation to the huge traffic volumes that clog Sepulveda Boulevard. 2-1

When I was a member of the Encino Neighborhood Council Board of Directors, we voted in favor of this project. For some reason, we heard that it had been abandoned due to safety concerns. I am grateful that this is once again moving forward.

I am prepared to testify in person to this if that is needed.

Sincerely,

Francine Oschin
16027 Royal oak Rd.
Encino 91436

(818) 906-8728

Comment letter #3

**From:** <lraterris@aol.com>
**To:** <Lisa.Ochsner@lacity.org>
**Date:** 3/14/2007 1:56:24 PM
**Subject:** Re: Sepulveda Blvd Reversible Lane et al WO E1904736

Dr Ara Kasparian,

I have read the subject report and have some comments. I will limit my comments to the Bike lane improvements.

I am a resident of Sherman Oaks and a recreational bike rider who logs about 3000 miles per year and have been doing that for more than 10 years. I have ridden in many states and also extensively in France (about 10,000 miles). While not an authority on road biking, I feel that I have knowledge of the subject and know what is safe and what is not. 3-1

My first concern occurs on pages 8 and 43 of the report, wherein the following statement is made:
"....However, in the southbound direction, only striping for a shoulder would be provided as bicyclists traveling downhill at high rates of speed would be able to merge with traffic if necessary and would not be confined to a designated bike lane."

Considering that traffic normally flows at 35 to 45 mph in this area, even during rush hour, the assumption that bicyclists could merge with traffic is, in my humble opinion, an invitation for death for those cyclists that are willing to go that fast. For others, like myself, who hold the bike speed to 25 mph, especially around traffic, the posssiblity of "merging with traffic" is not possible as, in general, traffic is too fast. Thus, bikes will either have to hold the edge of the road while cars skim past. 3-2

My second concern is on page 10 of the report, wherein the following statement is made: "... The new through lane would require the elimination of an existing southbound bike lane between Skirball Center Drive and the Sepulveda Blvd tunnel at Mulholland Drive. The bike lane approximately 500 feet in length would be replaced by a bike route after widening is completed."

As I understand it, a bike route is a sign on the street that says "Bike Route". My experience is that the Bike Route is a street which is deemed to be more bike friendly than say Ventura Blvd in Sherman Oaks, which I have not ridden since about 1980 when I had a close call. The sign is for bicyclists and denotes that this street should be relatively safe, but offers the bicyclist nothing more than that. By in large, motorists take no note of said signs, and a very dangerous situation is created particularly when motorists emerge from the darker tunnel into the bright daylight and their vision has not yet adjusted to the bright light. The city is eliminating a bike lane just where it is needed the most and is creating another danger. 3-3

In conclusion, I find that the project is not helping bicyclists going southbound, and just south of the tunnel on the southbound side, it will be worse. The statement that bicyclists can go fast and merge into traffic is just not realistic and is not at all applicable to the large majority of the bicyclists. 3-4

Thus, I think the proposal needs to be reworked to be realistic and provide safe bicycling.

Sincerely,

Ira Terris, Ph D.

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Comment letter #4

**Evan L. Roklen**
**2330 Canyonback Road**
**Los Angeles, California 90049**
**(310) 476-8310**
**eleerok@yahoo.com**

March 16, 2007

Dr. Ara Kasparian, Manager
Attn: Lisa Ochsner, Environmental Supervisor
Bureau of Engineering, Environmental Management Group
City of Los Angeles, Department of Public Works
1149 S. Broadway, Ste. 600
Los Angeles, California 90015-2213

RE: BE-11407 Sepulveda Blvd. Reversible Bike Lane, Intersection Improvement Project, etc

Dear Dr. Kasparian and Ms. Ochsner,

This letter serves to notify you that I have deep concerns in general about the costs/benefits of certain aspects of the above-referenced project, the impact during construction period on traffic through the Sepulveda Pass, and the effects this would have on the residential communities located in the Pass, including the Mountaingate community.

Although I choose not to address in detail all these issues relating to this proposed project in this letter, there are deficiencies in the plan, only one of which I will address here. Part of the plan involves such tremendous time, effort and cost in providing bike lanes but the plan acknowledges that there can be no bike lane in the Sepulveda Boulevard tunnel. Therefore, the plan encourages bicyclists to come to the area and creates a deathly hazard for the additional bicycle traffic going through the tunnel.

4-1

My major concern is the fact that most people in our area are unaware of this project and have not had the opportunity to hear from the city in an open forum to understand the potential impacts, both negative and positive, that this project hopes to accomplish. I know of no one in our Mountaingate community of over 300 homes that was aware of a public meeting in which residents of the area had the chance to hear about this directly from the City Engineer's office and to ask questions.

4-2

I urge you to delay indefinitely the public-review period that is scheduled to terminate on March 19, 2007 until the city has properly advised the public about all aspects of the project and has given the public a reasonable opportunity to question the project costs, the impact on ingress/egress to their homes in Mountaingate, potential effects on the environment, and the general value to the City of Los Angeles of each part of the plan. 4-3

Respectfully,

Evan L. Roklen
President, The Crown Condominium Asssociation, and
Member of the Board of Directors
Mountaingate Open Space Maintenance Association

Cc: County Supervisor Zev Yaroslavsky, Third District
Councilman Bill Rosendahl, District 11

Comment letter #5

LOS ANGELES COUNTY BICYCLE COALITION

634 S Spring Street
Suite 821
Los Angeles, CA 90014
T (213) 629-2142
F (213) 629-2259
**www.labike.org**

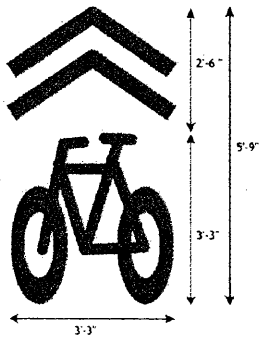
**Date: March 19, 2007**

**To: Dr. Ara Kasparian, Manager**
**Attn: Lisa Ochsner, Environmental Supervisor**

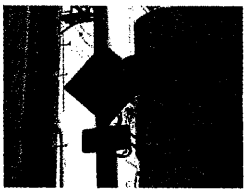
**From: Matt Benjamin, Planning Director**

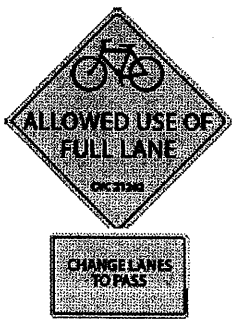
For the southbound downhill section of this project where bike lanes will be removed, the Los Angeles County Bicycle Coalition strongly urges that the following measures be taken to improve bicyclist safety on this dangerous stretch of roadway:

1) Install pavement markings in the roadway to alert motorists that bicyclists will be present the travel lane: 5-1




2) Install signage alerting motorists to the right of bicyclists to move into the travel lane on this segment:





Comment letter #6

# Bel Air Crest

## Master Association
## Custom Homes Association
## Canyon Homes Association

11701 Bel Air Crest Road North ~ Bel Air, California 90077
(310) 471-3755 ~ FAX (310) 471-0354

March 19, 2007

Dr. Ara Kasparian, Manager
Attn: Lisa Ochsner, Environmental Supervisor
Bureau of Engineering, Environmental Management Group
City of Los Angeles, Department of Public Works
1149 South Broadway, Suite 600
Los Angeles, California 90015

Via e-mail and Reg. Mail

Re: Sepulveda Boulevard Reversible Lane, Bike Lane
and Intersection Improvement Project (W.O. E1904736)

Dear Dr. Kasparian:

Bel Air Crest is a well developed and aesthetically pleasing community of 286 homesites located in the Sepulveda Pass corridor between Getty Center Drive and Mulholland Drive. The Master Association, Custom Homes Association and Canyon Homes Association Boards of Directors are in receipt of the February 16, 2007 Notice for the above referenced project. 6-1

The three Boards and Association members discussed the project at the community's annual meeting held on February 28, 2007. Residents voiced their concerns about the following points:

(1) Section 9 states that the project will not preclude access to the community. The community would like to bring to your attention that it completely depends on Sepulveda Boulevard for ingress and egress and the potential for significant and/or prolonged construction delays during the project are of great concern. Construction on Sepulveda Boulevard as well as proposed renovations to the San Diego Freeway, Skirball Center Drive and Getty Center Drive will increase congestion and will reduce accessibility in the area. 6-2

The Boards are requesting that you devote significant efforts towards the reduction of traffic delays for the Bel Air Crest community. Residents want assurances that traffic

will not be significantly impacted. Residents are also requiring that the City develop an appropriate evacuation plan in case an emergency situation arises during construction. Please notify us with your proposed plans of action. 6-2

(2) Sections 1 and 9 indicate that the project is designed to avoid a significant aesthetic and/or environmental impact. The community would like to bring to your attention that the south and north sides of the front entrance to the Bel Air Crest property located on Sepulveda Boulevard are beautifully landscaped with trees, shrubs, ground cover and illuminated monuments. 6-3

The Boards want assurances that the front entrance will not be altered during construction.

(3) Section 11 states that there would be a less than significant chance that there would be a noise impact on the community. 6-4

The Boards are requesting that you devote significant efforts towards the reduction of noise for the Bel Air Crest community. This issue is of significant concern if nighttime construction is scheduled.

As in the past, Bel Air Crest would like to offer the community's Club House as a location for informational meetings regarding the project. Please feel free to contact the Associations at (310) 471-3755 if you would like to utilize the Club House and/or if you have any questions regarding the opinions stated in this letter. We appreciate your anticipated cooperation. 6-5

Sincerely,

BEL AIR CREST MASTER ASSOCIATION BOARD OF DIRECTORS
BEL AIR CREST CUSTOM HOMES ASSOCIATION BOARD OF DIRECTORS
BEL AIR CREST CANYON HOMES ASSOCIATION BOARD OF DIRECTORS

F Cole

Fiona Cole
Bel Air Crest General Manager

cc: Councilman Jack Weiss

4:00 p.m.

Comment letter #7

March 18, 2007

FAX to:

Dr. Ara Kasparian, Manager
Atten: Lisa Ochsner
Bureau of Engineering
Environmental Management Group
Department of Public Works - Los Angeles
1149 South Broadway - Suite 600
Los Angeles, California 90015

Re: W.O. #E-1904736 - B.E. #114-07
Sepulveda Boulevard Reversible Lane, Bike Lane and Intersection Improvement Project - February '07

Dear Dr. Kasparian:

This afternoon - I received via FedEx - from State of California Department of Transportation - their designs/plans for the #405 and Sepulveda Pass area - between Getty Center Drive and the Mulholland Bridge/Tunnel - Alternative 2A and Alternative 3A L-24 - L-36, inclusive.

7-1

After reviewing the plans submitted to the Mulholland Design Review Board from L.A.DOT and the ones I just received from CALTRANS, it appears that your project is in fact - an 'interim' fix at the Skirball Center Drive/Sepulveda section - that turns right into the #405 going southbound. Not being an engineer.. it appears that CALTRANS plans would be relocating your project at that section - approximately one-half mile south. Is this correct?

Please explain why California taxpayers should be paying for L.A.DOT's 'interim' projects...when your department was well aware of CALTRANS projects and designs.

7-2

The above information most certainly comes under the heading of 'cumulative impact'...for a temporary fix.

Looking forward to your response to the above.

Most sincerely,

Mrs. Patricia Bell Hearst

Mrs. Patricia Bell Hearst
P.O. Box 491187
Los Angeles, California 90049

Comment letter #8

March 18, 2007

Fax to:

Dr. Ara Kasparian, Manager
Atten: Lisa Ochsner
Bureau of Engineering
Environmental Management Group
Department of Public Works - Los Angeles
1149 South Broadway Suite 600
Los Angeles, California 90015

Re: W.O.#E-1904736 - B.E. #114-07
Sepulveda Boulevard Reversible Lane, Bike Lane and Intersection Improvement Project - February '07

Dear Dr. Kasparian:

This letter is responding to your Initial Study - Mitigated Negative Declaration for the above referenced project.

I am a property owner at Mountaingate - and Founding Director of the Mountaingate Community Association.

The multiple deficiencies and the flagrant omissions are beyond comprehension!

Fortunately, I have files going back to the 'original' project that was oppossed by Bel Air Crest, Bel Air Knolls, Mountaingate, the Brentwood Community Council and the Federation of Hillside and Canyons, which represent approximately 200,000 property owners that use the Sepulveda Pass - Boulevard. 8-1

The omission of a traffic study for Mountaingate - with 300 properties - approximately 1,500 car trips per day - and the Mountaingate Tennis and Golf Club - with over 2,000 members - could hardly be considered an 'oversight'. It was also noted that Bel Air Crest - with approximately 300 properties - and over 1,500 car trips per day - was also 'overlooked'. These two communities are 'landlocked' in the highest fire risk area in Los Angeles County.

The omission of the Sepulveda-Bridge/Tunnel traffic study - with the notation N/A - Not Available...when the files from 1999 - 2004 indicate a study, approximately 30,000 cars per day.

The cumulative impact of projects - approved for construction - 8-2

the Leo Baeck synagogue - Getty parking lot for hundreds of cars and busses - with the entrance of Sepulveda Boulevard, which as of today's date - has no north-bound right-turn lane into the Leo Baeck property,

Skirball Cultural Center has an approved plan for a parking structure - for hundreds of cars and busses - with the entrance ...Sepulveda Boulevard, just yards South of the Tunnel. 8-2

After speaking with a Ron Kosinski from Caltrans...I was informed on January 26, 2007 - that Caltrans hopes to: Close the Montana off-ramp, close down both Moraga ramps - entry and exit - which makes me wonder why L.A.DOT wants to do improvements and pockets in that area. Mr. Kosinski also mentioned a 'new bridge - overpass - at Skirball Center Drive - to be wider to increase traffic capacity.

The Skirball Cultural Center with attendance at approximately *1 million, The Getty with over*1-1/2 million, the Leo Baeck Synagogue, with hundreds attending their schools daily, the Milkin School with hundreds of cars to park across from Skirball, Mountaingate Tennis and Golf with hundreds of cars per day, Mountaingate property owners, 1,500 cars per day, Bel Air Crest 1,500 cars per day...then the cross mountain traffic of over 30,000 per day - would certainly come under the heading of 'Cumulative Impact' - a provision of CEQUA? Why was this information not included in your Study?

The copies for the public at the Brentwood Branch Library and the Westwood Branch Library did not arrive at those libraries until Saturday - on a three day weekend. After reviewing copies at both libraries...it was quite clear that the maps included were unreadable...even with magnifying equipment - so much for the public to review, read or understand your designs. 8-3

Your North-Bound Lane at Skirball Cultural Center - at the corner of Skirball Center Drive (Overpass area) and Sepulveda Boulevard is the area of congestion...not the tunnel! If ATSAC would adjust the traffic lights to work during peak hours the traffic study for that area might go from an F to an E. After reviewing a Caltrans map for that area - and the comments that were related to me by a staff member of Caltrans...that "Caltrans reserves the right to remove the L.A.DOT project at that corner" because that particular corner is in the Caltrans R/W...is most disconcerning to a taxpayer. 8-4

Was a traffic study done for this North-Bound Lane at Skirball Center Drive/Sepulveda...to count the cars going North..to turn onto the South Bound ramp to the #405?

The tunnel - Sepulveda bridge/tunnel - Bridge No. 53C-0164 - documents prepared June 15, 2001 the California Department of Transportation - District 07 - Local Highway Bridge Replacement 8-5

*annual attendanee

and Rehabilitation Program) prepared by the Bureau of Engineering City of Los Angeles - Contact: John Koo, documented many deficiencies and damage - to the side wall and ceiling. This report goes into detail about the structural adequacy - or lack thereof, and the tunnel's safety.

The above report lists:

* inadequate curb to curb with for the anticipated ADT,
* substandard vertical clearance along the traveled way,
* circumferential cracks in tunnel ceiling and spalling of tunnel lining in the northern reach of the tunnel
* water and leachate marks within the cracked portion of the tunnel lining indicating excessive water leakage from above,
* almost half-filled sediments in drain pipes at gutter level indicating lack of adequate drainage behind the tunnel wall,
* bulging of west wall in the north reach of the tunnel, and
* lateral cracks in the pavement perpendicular to the traveled lanes.

8-5

A drive-by-quickly - visual inspection will show all of the above along with the degradation of porcelain tiles which line the tunnel ceiling and walls. My files reveal a letter dated June 15, 2001 from Peter See, Seismic Bond Group - Department of Public Works - Bureau of Engineering - stating..."Based on the data contained in the Caltrans Bridge Inspection Report, a Sufficiency Rating (SR) of 73.0 has been assigned for this tunnel which has been categorized as FUNCTIONALLY OBSOLETE (FO). My files have inspection reports, designs along with cost estimates for repairs and/or replacement. The Scope of Work states issues of adequacy and safety - along with serviceability and functional obsolescence. It appears that this tunnel was not screened for seismic adequacy. Impacts to be studied were traffic handling during work, utility relocation, and right of way impacts to adjoining properties. Funding sources are indicated as adequate with matching funds. This report - under Sufficiency Rating and Deficiencies - mentions excessive seepage..this condition typically translates into the inability of the tunnel to provide safe traveling conditions for an indefinite period of time. Correspondence from Senator Sheila James Kuehl is also in this file in relation to the tunnel - Bridge No. 53C0164. I was informed by a member of staff - Bureau of Engineering - that directly above the tunnel ...under Mulholland Drive - is a natural spring - which leaks 24-7 - twelve months a year - .

Your study - page 32 - states that "...the tunnel was evaluated for historical significane in 2003 during Caltrans' Historic Bridge Inventory Update. It was determined eligible for listing in the national Register of Historic Places and the California Register of Historical Resources. Your paragraph implies that ...it retains integrity.. In view of the above and the reports that I have...it would appear that the integrity of the Tunnel is most certainly an issue. With never-ending dripping water -

the traffic above the tunnel (Mulholland Drive) and the tiles that are falling off - safety is an issue. How could this tunnel/bridge be repaired if it is 'listed' historically? 8-5

Some of the areas on the west side of Sepulveda have 'slumping' which will be of concern should any grading take place. During even the slightest rain storm sends water down onto Sepulveda making the Boulevard a muddy and dangerous affair. 8-6

The study reflects a retaining wall south of the Skirball Center existing wall...why? the area is a canyon...? 8-7

Your study refers to 'shoulders' on Sepulveda - to be used during construction...maps/designs seem to be lacking of 'shoulders'. Hopefully this can be clarified by a design showing 'shoulders'... on Sepulveda. 8-8

The environmental factors checked - ignored the hazardous materials which are the methane, gasoline, oil pipelines that run along the west side of Sepulveda Boulevard. It seems that when L.A.DOT was doing a bit of digging a few years ago...they hit an oil line.. which shut down Sepulveda Boulevard between the Getty and Skirball for the better part of a day! Air Quality certainly should be an issue as this project is designed to increase traffic capacity and speed. Geology/soils testing seems to be absent - with visible slumping and the seismic conditions of this area it would seem prudent with the amount of grading to be done. Transportation/ traffic would be a nightmare for not only those that are landlocked, Skirball, Mountaingate and Bel Air Crest...but the 30 - 40,000 cars that use Sepulveda to and from the Valley. It has been noted on foggy and/or rainy days and nights the line that divides north and south bound on Sepulveda is not visible...because L.A.DOT has not installed 'reflective' dots for safety - why? 8-9, 8-10, 8-11, 8-12

Suggest you review the 'old' files on this project...it will have data that this report is lacking.

Page 30 of your study states...'The project is anticipated to result in faster-moving and/or increased numbers of vehicles along Sepulveda Bulevard due to projected traffic use.'

As maps for this area (Mountaingate) on the west side of Sepulveda.. are rife with landslides. Your study does not address this existing condition. 8-13

Were exploratory borings done in the areas proposed for grading, walls, etc.? 8-14

Previous reports (1999-2004) indicate that time improvement would be between 2 to 4 minutes 'saved' with this project. See attached Daily News - January 4, 2004 "SEPULVEDA SPEEDWAY" by Lisa Mascaro. Is this the best L.A.DOT and Caltrans can do with taxpayers $11 million? 8-15

A couple of years ago Supervisor Zev Yaroslavsky gave the Santa Monica Mountains Conservancy approximately $1 million dollars to design plans and trails for hikers, bikers and horses. The area is to include a visitors kiosk and parking for hundreds of cars, buses and horse trailers. The location.. just north of Mountaingate Drive - the Old Mission Canyon Dump area - the site where your construction equipment is to be used. As the access to this road and site are off of Sepulveda Boulevard do you have the designs and plans for the Conservancy project? No mention of this in your study. 8-16

Your study - page 43 - again refers to...'improve capacity and traffic flow'...Is it your departments vision for this project to be a smaller version of the #405? Page 44 states..!although traffic is expected to INCREASE and may contribute to the existing ambient noise, the project would not move traffic closer to noise sensitive land uses. What about the properties at THE RIDGE at Mountaingate...that are facing Sepulveda? 8-17

Page 48..'Generally, a project that generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system has the potential to result in a significant IMPACT to the intersection capacity of a street system. It would seem with the traffic from Mountaingate Club and property owners....in excess of 2,000 daily...and Bel Air Crest...an impact - will be felt with this project. 8-18

Please advise how to secure Congestion Management Program for Los Angeles County - contact person. 8-19

Your study refers to the 4th Street Bridge. Mrs. Sandler and I crossed this in daylight and after sunset. Because it is a short and open area (most certainly not a tunnel) any accident can be delt with - with emergency equipment. Not so in a tunnel! When the north bound #405 was shut down due to a fallen crane...equipment could not avail itself due to the congestion on the freeway and helicopters had to be used. What evacuation measures are in place with your proposal? 8-20

I was unable to find in writing or design...the foot path that is used daily on the east side of Sepulveda...going south from Skirball Center Drive to Bel Air Crest. 8-21

The walls with areas to funnel wildlife across Sepulveda - has me wondering if directional signs will be made for the animals and/or drivers. Mountaingate has always had a problem with them crossing the 4 lanes...so Sepulveda with faster cars will be challenging, to say the least! 8-22

In view of the above, a meeting with a representative from your department, Caltrans, CD-11 and CD-5 deputys - along with a representative from Mountaingate and Bel Air Crest would seem to be appropriate. This meeting could take place at the office of 8-23

Councilman Bill Rosendahl - with his Transportation Deputy Andrea Epstein present. Will you assist in this effort for those parties that were left out of the public process?

I would like to have available for review the 'Visual Impact Assessment Technical Report, Sepulveda Boulevard Reversible Bike Lane and intersection Improvement Project dated November 2006., the 'Preliminary Geotechnical Engineering Report for Proposed Sepulveda-Wilshire/Skirball Center Drive Widening Project, August 2006., Addendum to Initial Site Assessment, Route 405 Freeway Widening HOV Lane Sepulveda Pass Project, for the Sepulveda Boulevard Reversible Lane, Bike Lane and Intersection Improvement Project October 2006.NavigateLA. and City of Los Angeles, Department of Transportation - Consultation and traffic data for the Sepulveda Boulevard Reversible/Bike Lane and Intersection Improvement Project 2006. 8-23

Under California Public Records Act, I would like to review and possibly duplicate all records pertaining to this project - such as inter-office memos, notations of meetings between staff and agencies, notations of meetings between department staff, council offices and all agencies involved in this project. Also included e-mails, correspondence and telephone memos. Please advise all locations - offices - for this information and contact persons.

Looking forward to your response to the many concerns listed above.

Most sincerely,

Mrs. Patricia Bell Hearst
P.O. Box 491187
Los Angeles, California
90049

Phone - 310-472-0562
Fax - 310-472-0953

cc - Councilman Bill Rosendahl
Councilman Jack Weiss
Mayor Antonio Villaraigosa
County Supervisor Zev Yaroslavsky
Ms. Gloria Jeff, General Manager - Dept. of Transportation
Jim Bourgart, Deputy Transportation - Governor Schwarzenegger
Will Kempton, Director - Department of Transportation - State
John Barna, Executive Director - California Transportation Comm.
Mary Peters, Secretary of Transportation - Washington, D.C.
Senator Sheila James Kuehl
Attachment: January 4 - 2004 - SEPULVEDA SPEEDWAY? - Daily News

Daily News

JANUARY 4 2001

WEATHER
Mostly sunny
Highs: 59-63
Lower 30-36
Air quality:
Good

ONE DOLLAR

# Sepulveda speedway?

## Reversible lane in pass would save 2-4 minutes

By Lisa Mascaro
*Staff Writer*

SHERMAN OAKS — Hoping to shave more than 20 percent off over-the-hill commutes, city officials want to create a reversible traffic lane through the Sepulveda Pass — a plan that already is raising concerns from residents and cyclists.

The $14 million lane along Sepulveda Boulevard would use traffic lights to provide a third lane for motorists heading to the Westside during morning rush hour and to the San Fernando Valley in the evening. For an estimated 30,000 motorists a day, it would provide a faster ride along a route widely used as an alternative to the crowded San Diego Freeway.

But residents worry that the project they've dubbed a suicide lane will turn the road into a freeway. And cyclists are lobbying for wider bike lanes than those in the plan.

"As L.A. grows, it's no doubt traffic across the Santa Monica Mountains is going to grow — not just on the freeway but on the parallel streets," said James Okazaki, the assistant general manager for the city's Department of Transportation. "We cannot, as a department, just close our eyes.



▶ Do you think a reversible lane on the Sepulveda Pass is a good idea?

See Page 2

"People don't like change. Some people think: We increase capacity, more people are going to use it. The thing is, people are going to use it anyway. ... (As population grows) we're talking about another city the size of Chicago in the region. Obviously that corridor's going to get congested. We'd like to be ready for that."

An environmental impact

See LANE / Page 17

LANE / From Page 1

statement is due out in February for a 30-day public review before the project goes to the City Council for consideration.

Councilman Jack Weiss, whose district includes the pass, has been discussing the issue with proponents and critics.

"He is gathering all the accurate information to make the best public policy decision," his aide, Lisa Hansen, said in a statement.

Some residents have gone on the offensive, collecting signatures on a Web site urging the council to oppose the plan. The city's Bicycle Advisory Committee voted unanimously against the plan during its December meeting.

"It doesn't take a genius to see a reversible lane on Sepulveda is a bad idea," said Susan Gans, a founder of Citizens for a Safe Sepulveda, which has created a Web site — www.savesepulveda.com — to oppose the project.

"A reversible lane itself is a dangerous situation. When you combine it with this kind of topography and grade ... combine that with bicycle traffic, it's a very dangerous combination," Gans said.

"I've definitely been stuck in horrendous traffic on Sepulveda. I think we, as Angelenos, need to look at long-range solutions and not these very short-term, Band-Aid solutions," she said.

"We want to work with LADOT to come up with ideas and solutions and be positive and be for something — but something that makes sense."

# Proposed reversible lane opposed

Cyclists — about three dozen f whom ride on Sepulveda oulevard each day — have een in a contentious debate ith the city for more than a ear over the design of the bike anes, most of which would be 7 eet wide. The cyclists are upset hat stretches of the bike lanes ill be 5 feet wide rather than at east 6 feet wide.

"It's a matter of safety — life nd death — for the cyclists," aid Alex Baum, a Valley Village esident who chaired the city's icycle Advisory Committee for 0 years.

"You have to realize, the traffic is going to be very heavy. here's people on the phone. hey don't always obey the oad. They go in the lane of the icycles.

"That's the only way a cyclist an go from the Valley to the ity, so it's very important this an be worked out some way."

The concept of reversible anes isn't new. The city created eversible lanes decades ago long major thoroughfares, with vork crews setting up traffic ones to direct traffic.

Now there's just one automated reversible lane in Los ngeles — along 4th Street, east f downtown, that's been runing since 1997. Another operates in Inglewood.

The Sepulveda Boulevard ane would stretch the 3½ miles etween Mulholland and Getty enter drives. It would be controlled by overhead signals — pruced up to look like palms, istoric lights or other decorative pieces — with illuminated reen arrows or red Xs directing otorists.

The lane would be idle in offeak hours.

A historic tunnel near Mulolland would not be widened eyond the current three lanes. nder the plan, the middle lane ould become reversible, changng into a northbound lane for vening commuters who now ave just one lane through the unnel.

LADOT says commuters could shave valuable minutes off the drive — two minutes off the morning's seven- to nine-minute southbound commute and four minutes off the evening's 10- to 14-minute northbound commute.

"It's normally taking you 15 minutes ... five minutes becomes pretty good. That's five minutes every day. How much do we save in a year?" Okazaki said. "When you're talking about reduction in smog and travel-time saving, that becomes very significant."

A second phase of the project was supposed to extend the lane from Getty Center Drive to Wilshire Boulevard, but that is unlikely to go forward as the city does not have the money to buy the privately held land that would be needed to widen the road, officials said.

Opponents doubt many of LADOT's promises and criticize various elements of the plan — from carving into the hillside to make room for the lane to having the lane become vacant during off-peak hours.

They further argue that by doing just the one phase of the project, the city will create further bottlenecks as the traffic again narrows to two lanes.

They worry about the impact of two years of construction and think the city should wait to see the results of a planned new carpool lane on the 405 Freeway.

"It's still not going to solve their problem," said Baum, the bicyclist. "I don't think the reversible lane will do that much for them. They should leave it alone."

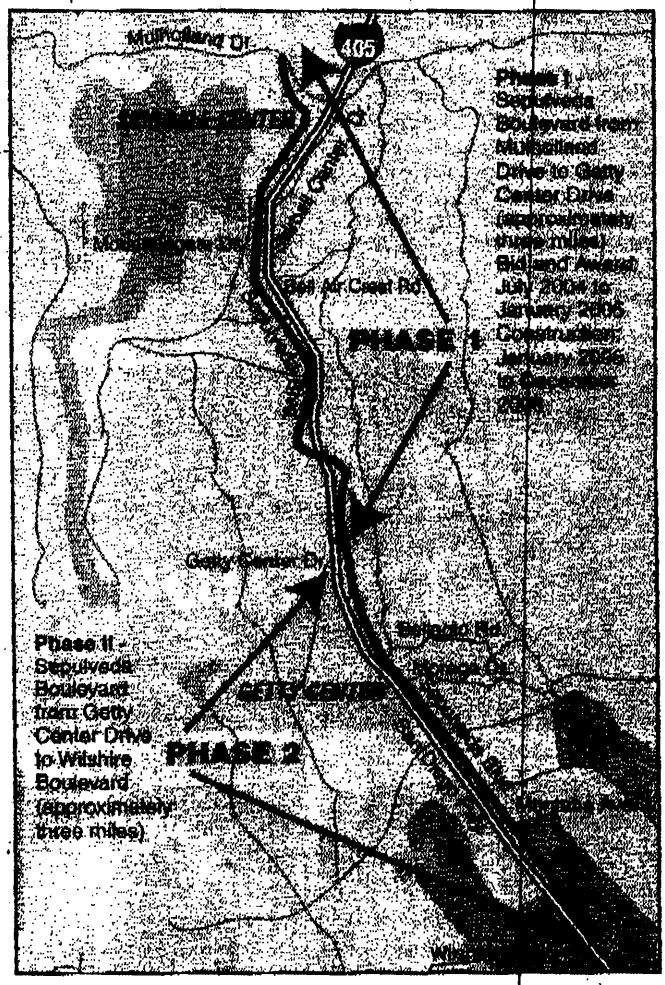
But the city is pressing on, saying while it would be ideal to do the full project all at once, they're determined to do what they can to handle the crunch of more cars coming to the region.

"(It's) the old story, how do you eat an elephant — you do it a little bit at a time," Okazaki said. "People feel we're not doing anything. The HOV lane is not going to solve the problem.

"We have to do something with the parallel street. We need to do this now."

## PROPOSED REVERSIBLE LANE

Plans are under way to build an extra, reversible lane through the Sepulveda Pass even though residents and cyclists have opposed it. The city hopes to get the $14 million first phase of the project, from Mulholland Drive to Getty Center Drive, under construction by early 2005. A second phase, continuing to Wilshire Boulevard, is still under consideration.




SOURCE: Los Angeles Department of Transportation

Daily News

Lisa Mascaro, (818) 713-3761
lisa.mascaro@dailynews.com

Comment letter #9

# MOUNTAINGATE OPEN SPACE MAINTENANCE ASSOCIATION

March 19, 2007

Dear Dr. Kasparian:

I am the President of the Mountaingate Open Space Maintenance Association (MOSMA) which is the master association representing 300 homes at Mountaingate (another 29 to be added soon by Castle and Cook).

We have been quite concerned with the plans to "improve" traffic on Sepulveda Blvd. which began in 1999. We are disturbed that the current project does not even mention the 300 Mountaingate homes in the 85 page document which I have read. We, who have only one means of access to our homes, Sepulveda Blvd., are therefore significantly impacted by any changes made to Sepulveda.

9-1

For us, the real problems with travel on Sepulveda are as follows:

1. The light at Skirball Center Drive - going both north and south.
2. The I405 entrance going South below Mountaingate Drive
3. The I405 North entrance above the Getty Center.
4. The light at Moraga
5. The I405 Entrance at Moraga
6. The light at Wilshire Blvd. - for north and southbound traffic.

It would seem to us who travel these routes everyday that the DOT would focus on the real problems and try to solve them.

9-2

Unfortunately, it seems to us that you are missing the boat in several areas. We applaud the attempts to improve the 405 entrances in order to reduce congestion on Sepulveda. We do not however see how the expanded right turn lane at Skirball will reduce the congestion at Skirball Center. Furthermore, we do not believe that the reversible lane at the Tunnel will help much at all as there is not much congestion in the Tunnel going south or north. The real problem and bottleneck which backs up traffic during rush hour in both directions is the Skirball Center light. I see nothing in your proposal which adequately addresses this problem, nor the light at Moraga which is also a major bottleneck in the mornings going South on Sepulveda.

9-3

Furthermore, it seems to us that the expenditure of significant sums on the bike lanes without addressing the real problem which is the congestion on Sepulveda is foolish. There have been bicycle traffic counts in the past and this traffic is negligible compared to the auto traffic.

9-4

There is also an issue of safety in our minds especially with the imposition of a reversible lane in an inadequately lit tunnel. It does not appear that the safety issues have been addressed in the study. 9-5

Besides the 300 homes at Mountaingate which result in more than 1500 cars per day accessing Sepulveda from Mountaingate Drive, we also have the Mountaingate Country Club which also contributes to a large auto population accessing Mountaingate Drive from Sepulveda and Sepulveda from Mountaingate Drive. We are concerned with congestion during the construction period and safety issues in the event of a fire during construction. It is very important to us as we are totally landlocked without Sepulveda Drive being accessible to us. 9-6

Furthermore, it concerns us that Caltrans has the right and is likely to undo some of the elements of your plan. To us, it seems to be an example of deficient local/state communication and coordination. 9-7

For all of these reasons and many others, we believe it is premature to take any irrevocable action based on the study which I have read. I strongly urge that a meeting be arranged between a DOT, Cal Trans, City Council and County Supervisor representatives with a delegation from the Skirball Center, Mountaingate and Bel Air Crest to fully discuss these issues. We believe that not nearly enough time and opportunity has been afforded those residents most affected by your plans and urge you to delay any final action until our concerns can be addressed. 9-8

Sincerely,

Stephen Drimmer

CT Prop Management, LLC – P.O. Box 1508 – Simi Valley, CA 93062
Phone 805.520.0301 – Fax 805.520.0374 – Email carol@ctpropmgmt.com

Comment letter #10

**Re:W.O.E. 1904736 B.E.#114-07**
**Sepulveda Boulevard Reversible Lane and Intersection Improvement Project**

**To Dr. Ara Kasparian, Manager**
**Att: Lisa Ochsner, Environmental Supervisor**
**Bureau of Engineering, Environmental Management Group**
**City Of Los Angeles. Department of Public Works**
**1149 South Broadway, Suite 600**
**Los Angeles, California 90015**

**From: Irene Sandler**
**11809 Gwynne Lane**
**Los Angeles, California 90077**

**March 18, 2007**

**Dear Dr. Kasparian:**

**I am a resident of Bel Air Crest. I am the Vice President of the Master Board, a member o the Bel Air-Beverly Crest Neighborhood Council, and a member of the Sepulveda Task Force.**

**I am responding to the study W.O.E.1904736, as well as to the additional information and changes to the status/timing of the project reported at the Mulholland Design Review Board on March 15, 2007.**

10-1 **This study is deficient in many ways. I intend to enumerate those deficiencies, and I request that you consider the ramifications upon the efficiency and efficacy of your project. I would like you to revise and broaden your study to account for and find answer to the questions posed and the deficiencies which are identified.**

**1. Deficient: No breakdown of how the $11.307 has been and is being spent. Financing is exactly the same sum noted in the 1999 proposal. How much of the $11.307 million has been spent to date, and how does your accounting record money spent so far? Ie. What amount will the bike lane improvements cost? What will the improvements in the tunnel and for the rest of the reversible lane cost? What will the retaining walls cost? What incentives are offered for the early or timely completion of this project to the contractor? What will salaries cost from 1999 to the present for employees of LADOT, the B.O.E., and Caltrans (which I have been told oversees and distributes the funds)? What is the cost of the previous studies and the current study (done by an outside firm)?**

10-2 **2. Deficiency: The study did not mention either of the landlocked communities of Bel Air Crest or Mountaingate. Therefore, it did not take the need of these communities into consideration when measuring impacts.**

10-3 **3. Deficiency: Sepulveda Blvd. is a Class II Highway, not a street. This is incorrectly designated as "a street improvement project". This project is reconfiguring a part of a highway. While its purpose in doing this might be one of improvement, it has not proven this to be the case. One wonders if this designation allowed LADOT leeway in not presenting the plans to the public at public meetings or meeting with affected communities along the six miles of Sepulveda Boulevard with the project's boundaries. Pe the rules, only those within 500 feet of the project received notification, other than those**

10-3 who actively participated in the Sepulveda Task Force. Yet, behind closed door meetings allowed input from the Santa Monica Conservancy and Caltrans.

10-4 4. Deficiency: Taxpayer money is being used/misused for parts of this project, which, by agreement with Caltrans, can and will be removed by Caltrans during the widening of the Skirball Bridge, the relocation of the current Skirball Center Drive southbound on and off ramps, and the widening of the 405 Freeway to accommodate the 405 northbound HOV plans. Since the dates of this project's beginning date has changed to a date to follow the award of contract (Feb., 2008), this project will overlap with the beginning of the Caltrans 405 project in 2009. It seems that the Caltrans project will make much of this project irrelevant and unnecessary. Caltrans reserves the right to change this LADOT project.

10-5 5. Deficiency: Inadequate traffic studies. This study makes statements about traffic flow without a traffic study (in either direction) for the Mulholland Tunnel. There is nothing in this study to indicate that the present configuration of the lanes in the tunnel requires the implementation of a reversible lane. This study does not take into account the number of vehicles turning onto the Skirball Bridge, nor whether those cars cross that bridge or enter the freeway going south. There are no traffic counts that reflect those missing numbers. Most drivers find that the bottleneck is at Skirball Center Drive, not at the tunnel. Because of the change in the configuration of the entry to the southbound freeway entrance to make room for the dedicated right turn lane, vehicles will have to navigate a narrow arc in order to get onto that ramp. What turning radius is required? Can a fire truck turn from the right lane of Sepulveda onto the freeway going south at the Skirball Bridge?

10-6 6. Deficiency: While there is a prediction in the study that the capacity of Sepulveda will be enhanced, no studies or hard facts are given to support that claim, nor the claim of improvement of traffic flow. Even if that could be supported, the description of the project by LADOT (rev.Feb.2007) says, "Sepulveda is a vital transportation corridor frequently used as an alternate route to the I-405 Freeway." The enhancements, therefore, encourage more vehicles to use this alternate route in the hope of better traffic flow, thereby increasing the number of vehicles using the Pass and slowing the flow again! So, then how many more cars could get onto Sepulveda (no statistics for the "new"capacity"), and where do they go? (no traffic study) Do they turn off, (If so, where?) or do they stay on Sepulveda? (No study)

10-7 7. Deficiencies: Cumulative Impact to the traffic on Sepulveda Pass due to numerous projects approved for 2007 through 2010. Not only is this project going on for 12-18 months, but Castle and Cooke are building 29 homes and entering/exiting the fire road on Sepulveda south of Mountaingate Dr., adding to congestion, noise, and air pollution. Skirball is building new structures, including enhancements to their parking lot near the reversible lane. Leo Baeck Synagogue and Getty are building a parking lot and new school at Getty Center Dr. on the west side of Sepulveda. Haul routes are unknown. On Mulholland, near the town side of the tunnel, Milkin Jr. High School is being built. Part of that plans calls for a 29 foot retaining wall near the tunnel on the town side. The I-405 north-bound HOV/freeway widening Project will begin in 2009. Plans will be unveiled THE DAY AFTER THIS RESPONSE IS DUE. Is this just a co-incidence? I think not.

10-8 8. Deficiencies: Lighting. The significant impacts on animals are all the study finds worth mentioning. While it suggests that lighting is a factor in the night-time movement of animals, it has no problems adding 26 street lights from Skirball to Bel Air Crest. The area near the tunnel, however, should have no new street lighting and that area should be kept in as low light as possible. The injury or death of animals crossing Sepulveda on their migration routes over the mountains is a concern. Is there no concern for the safety of

10-8 the drivers approaching a heretofore unseen, unknown reversible lane in a poorly lit tunnel in the hours between day, dusk, and night (the most difficult kind of adjustment the eyes must make)? Don't bother with a sign telling drivers that they are entering a reversible lane. Don't give them adequate lighting to read any information written on sig that ends 80 feet from the mouth of the tunnel. Don't consider that they have to navigate windy roads, react to unexplained or unreadable X's and overhead traffic signals. Use the excuse that a picture of the 4th street open-air bridge which has a reversible lane downtown for those who need to cross the LA River is the same thing as a reversible lane in a poorly lit tunnel following a blind curve (Dartford south to the tunnel) in the Santa Monica Mountains. Whoever drew that analogy didn't do very well on his/her SAT test!

10-9 9. Deficiencies: Impact on animals from retaining walls lacking openings for them to cross Sepulveda and enter the mountainside on the east side of Sepulveda. Animals will be injured or killed. Is there no significant impact to those in the vehicles who hit those animals? Does this study not find loss of human lives important? Where are the statistic: of death and injury to humans when they hit a deer? What about the impact to those wh swerve into another lane or perhaps across the double yellow into on-coming traffic? The study does not find this significant.

10-10 10. Deficiencies: Safety: No significant safety issues are noted in this study. The Sepulved Pass is rated a "severe high fire area". There are two landlocked communities and, potentially hundreds of cars going both ways on one lane roads (during construction) and two lane roads with no emergency turn outs/shoulders for accidents, overheated cars, etc.. (Note: the tunnel has no shoulder for emergency vehicles.) Fire would have a severe impact on the vehicles/people trapped in the pass. Yet, there is no evacuation plan. LADOT itself caused a gasoline line rupture a few years ago, and thousand of gallons of gasoline escaped onto Sepulveda Blvd. Traffic was stopped at both sides of the spill, and fumes were so bad, that the Fire Dept. put Bel Air Crest on notice that it should be ready t evacuate. Had the gasoline caught on fire, then what?
Gas, gasoline, oil, and methane lines lie beneath the sides and cross under Sepulveda, where the street will be opened and enlarged at the toe of the mountains. The City wants them remapped by the contractor because it is obvious that LADOT's maps are incorrect. Who will oversee that job and help to ensure the safety of the residents? What about the asphalting of the Pass? There are no mitigating requirements to prevent a fire? There ar no reports from the fire department regarding the danger of fire and the potentially tragi results that could occur, should adequate safety precautions not be required.

10-11 11. Deficiency: A reversible lane is a requirement for this Sepulveda Project to be funded. The truth is: No reversible lane, no project. Yet, nothing in this study supports the need for a reversible lane in the tunnel. There are no traffic or safety studies. There is nothing to show that this is a bottleneck that measurably slows traffic. The study ignores the impact of the reversible lane. The tunnel has no significant impact upon the reversible lane. (A dark tunnel has no impact if there are no vehicles traveling in it!)Instead, the study says that the reversible lane has no significant impact on the tunnel. This bears review and, to help make the distinctions, an expert on semantics should be added to the budget.
There are no lighting impacts, because the tunnel qualifies for 2 of the three requirement that would allow it to be considered for the "historic:" designation. So, don't improve the lighting, even if that lighting improvement was found necessary in an earlier study writte for Sheila Kuehl's submission to government for the improvement of the tunnel years ago Don't light the way into the tunnel or put any signs on the entrance to the tunnel because of the possibility of the tunnel being declared historic. Instead make the public vulnerabl to entering the tunnel the wrong way in the new reversible lane.

10-11 **In fact, the plan does not call for anything to change in the tunnel, except some additiona lighting on the road in the tunnel to designate the reversible lane. What color is that lighting and does that color change when the lane is open or closed? If the color changes where would the sign be to explain what that color means? Why is the reversible lane considered to be no change in the tunnel? No change? A reversible lane in and of itself in tunnel is no change? The reversible lane does not produce any significant impact? This study is ignoring the obvious. This study ignores the hazards to the safety of the drivers who enter and exit it during the hours of 4-7 p.m. Skirball has many day and night event: and many of the almost one million visitors to the Skirball use the tunnel to get there or t the Getty, which hosts over 1 and ½ million visitors each year. How many use the tunnel No study was done to tell us the answer!**

10-12 **The revised scope of this project requires mitigations. Please apply them!**

**Yours truly,**

Irene Sandler

**Irene Sandler** Phone (310) 463-0709 Email : ~~sandi~~ isandle@earthlink.net

cc. Jack Weiss, CD 5 Councilman
Bill Rosendahl, CD 11 Councilman
Mayor Antonio Villaraigosa
County Supervisor Zev Yaroslavsky
Ms Gloria Jeff, Gen'l Mgr. LADOT
Senator Sheila Kuehl
(perhaps more officials not herein named)

Comment letter #11

# Laurie Kelson

Traffic Chairperson

Encino Neighborhood Council

3/2/07

Sepulveda Blvd Reversible Lane W.O. E 1904736

Item 5 - I support this right hand turn lane. Be aware that currently there is no right 7-9 AM (M-F) in this location. 11-1

Item 6 - I support this added lane

Item 7 - I support the reversible lane. Please add that all cars entering the tunnel have headlights on. Be advised that there is a leak in the tunnel on the North end - West side.

Please coordinate this work with the Skirball Cultural Center plans to build on the eastside parking lot. 11-2

Please post signs with phone numbers to call if the public has problems.

or concerns. 11-2

Sincerely,

Laurie Kelson

Comment letter #12

**From:** Stephen Box <Stephen@thirdeyecreative.net>
**To:** <lisa.ochsner@lacity.org>, Stephen Box <Stephen@thirdeyecreative.net>
**Date:** 3/20/2007 2:25:59 PM
**Subject:** Sepulveda Blvd. Reversible Lane, Bike Lane, and Intersection Improvement Project...

Dear Lisa,

Alleviating peak hour congestion, reducing travel delays, and enhancing safety for recreational and commuter cyclists are admirable goals but the Sepulveda Blvd. Reversible Lane, Bike Lane, and Intersection Improvement Project is not the solution.

I am opposed to the Sepulveda Blvd. Reversible Lane, Bike Lane, and Intersection Improvement Project as it is currently proposed for the following reasons:

1) Sepulveda Blvd. is designated as a Class II Bikeway in the Transportation Element of the City of Los Angeles General Plan. Any improvement to Sepulveda Blvd. that does not bring Sepulveda into compliance with the General Plan is unacceptable. This is the only route in this area for cyclists. Any improvement in this area must include accommodations for cyclists. 12-1

2) The "reversible lane" element is limited to the 1800' area with the three lane Sepulveda Tunnel in the middle. Selecting the tunnel as the location for the minimal implementation of the "reversible lane" requirement without providing any accommodations for cyclists is dangerous. At the least, signage and a demand actuated "cyclist in tunnel" warning system would provide some safety support for cyclists in a high conflict area. Anything less is unacceptable. 12-2

3) The project calls for a Class III Bikeway on the southbound side of Sepulveda which is at odds with the City's route selection criteria which states that routes should NOT be designated on streets carrying traffic volumes of over 10,000 vehicles daily or with curb lane volumes of over 150 vehicles/hour. Swapping out a Class II Bike Lane for a Class III Bike Route is pure sleight-of-hand and it is unacceptable. 12-3

4) Bike Lanes come in pairs. A Bike Lane on one side only encourages wrong way travel. This is also in violation of the LADOT Bikeways standard. Placing a northbound bike lane between Bel Air Crest and Skirball without a southbound bike lane is unacceptable. 12-4

5) Roadway improvements should be...improvements. Removing a bike lane to accommodate a new third southbound traffic lane is not an improvement and it is unacceptable. 12-5

6) While the logic of not placing restrictive bike lanes on a downhill is established in the MUTCD, expecting cyclists to merge with speeding traffic is simply cavalier and irresponsible. (speed limit is 40 mph) Two cyclists died on PCH last year when they were forced to merge into 50 mph traffic. Unless there are guarantees that vehicular traffic speeds will be restricted on the downhill, this plan is pure folly and it is unacceptable. 12-6

7) This project would require the restriction of bicycle travel during the construction period. Without appropriate accommodations for cyclists in the area, the 405 shoulder would then become accessible to cyclists. (the prohibition against bicycles on freeway shoulders is contingent on the presence of an alternative route) This project hinges on a working relationship with Caltrans that is not evident, especially in light of the Caltrans move to improve the 405 in the same area which may create some ROW conflict in play.

12-7

Thank you for the opportunity to weigh in on this matter.

Stephen Box
323-962-6540

**CC:** Enci <Enci@illuminateLA.com>

Comment letter #13

**From:** "Bobbi Gold" <bobbigold@ucla.edu>
**To:** <Lisa.Ochsner@lacity.org>
**Date:** 3/20/2007 4:09:41 PM
**Subject:** Sepulveda Blvd Reversible Lane Project

Dear Lisa-

This project is unacceptable in the many ways it makes bicycle travel dangerous and difficult on the only adequate bicycle route across the Santa Monica Mountains between the San Fernando Valley and the Los Angeles basin.

It has been suggested that cyclists could ride the shoulders of the 405 freeway, but that would be logistically impossible. Cyclists could not safely cross entrance or exit ramps. Nor could they continue their journey safely on Sepulveda between entrances and exits. The exit from the northbound 405 at Ventura Blvd would probably end in death for some. 13-1

This is a step backward in better transportation modes. Sepulveda Blvd must be improved to the class II bike lane which it is designated.

A separate, safe passage must be designed for cyclists through the tunnel.

On behalf of the Los Angeles Wheelmen, we urge you to make safe provisions for cyclists throughout any construction on Sepulveda Blvd.

Bobbi Gold

Comment letter #14

**From:** <bfisher901@aol.com>
**To:** <Lisa.Ochsner@lacity.org>
**Date:** 3/20/2007 5:52:35 PM
**Subject:** Sepulveda

Hi Lisa:
I am the VP of the LA Wheelmen. I am so concerned about Sepulveda reversible lane issues. I live for cycling and try to not use petrol any time I can. get away from it...using my bike saves gallons upon gallons, on top of which my fitness is of great importance to me. I am an ultradistance cyclist, and have ridden my bike around the world.

One thing of great note. Out of the 50 countries I have ridden my bike in, only in the USA, does the general public look at cyclists in a negative fashion, thinking that they only belong on sidewalks or beach bike paths along with 6 year olds on trikes and rollerbladers.

Safety is of great concern to me. I have just been seriously injured on a country road by a pickup truck that rear ended me, because "his dog jumped on his lap"... My guardian angel kept me alive, even though I have 4 fractured vertebrae, I can still walk, talk and breathe.. 14-1

When roads are being repaired, bicyclists should be greatly considered. We are not considered the "vehicles" that we truly are, with the rights and responsibilities that "motor" vehicles have. It is really state and local government's responsiblity to build safety into roads for cyclists.

I don't want to see anyone else go through the trauma that I just suffered, due to vehicles not "seeing" the cyclists or having to share a single lane due to construction. Sepulveda is a major cycling venue and one of the few "safe" ways of getting to the valley. Most of the other canyons are not safe due to road conditions, or lack of shoulders and cars careening around the corners.

Please, let's take this into consideration for not only during the repair work, but the safety issues on the new "completed" Sepulveda.

Bobbi Fisher

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.

**CC:** <stephen@thirdeyecreative.net>

STATE OF CALIFORNIA

# GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

## STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

March 20, 2007

Comment letter #15

Lisa M. Ochsner
City of Los Angeles
Department of Public Works, Engineering
1149 S. Broadway, Suite 600
Los Angeles, CA 90015

Subject: Sepulveda Blvd Reversible Lane, Bike Lane & Intersection Improvement Project
SCH#: 2007021067

Dear Lisa M. Ochsner:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on March 19, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 15-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

# Document Details Report
# State Clearinghouse Data Base

**SCH#** 2007021067
**Project Title** Sepulveda Blvd Reversible Lane, Bike Lane & Intersection Improvement Project
**Lead Agency** Los Angeles, City of

**Type** MN Mitigated Negative Declaration
**Description** D

Street widening on Sepulveda Boulevard in spot locations to add turning lanes, bike lanes, and a reversible lane in tunnel at Mulholland Drive. Construction activities include two new retaining walls, rock fall fence, utility relocations, new street lights, new paving, temporary and permanent easements in Caltrans and MWD right-of-way, vegetation and tree removal, grading and excavation. Construction will begin in June 2007 and will last approximately 18 to 24 months.

## Lead Agency Contact

**Name** Lisa M. Ochsner
**Agency** City of Los Angeles
**Phone** (213) 485-5755 **Fax**
**email**
**Address** Department of Public Works, Engineering
1149 S. Broadway, Suite 600
**City** Los Angeles **State** CA **Zip** 90015

## Project Location

**County** Los Angeles
**City** Brentwood
**Region**
**Cross Streets** Sepulveda Boulevard - between Wilshire Boulevard and Mulholland Drive
**Parcel No.**
**Township** **Range** **Section** **Base**

## Proximity to:

**Highways** 2
**Airports**
**Railways**
**Waterways**
**Schools**
**Land Use** Public right-of-way

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Health Services; Department of Forestry and Fire Protection; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Santa Monica Mountains Conservancy

**Date Received** 02/16/2007 **Start of Review** 02/16/2007 **End of Review** 03/19/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA–THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

SANTA MONICA MOUNTAINS CONSERVANCY
RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207

Comment letter #16

April 3, 2007

Lisa M. Ochsner
Environmental Supervisor I
1149 S. Broadway, Suite 600
Los Angeles, California 90015

**Sepulveda Boulevard Reversible Lane, Bike Lane & Intersection Improvement Project (W.O. E1904736)**

Dear Ms. Ochsner:

The proposed Sepulveda Boulevard Reversible Lane, Bike Lane & Intersection Improvement Project will have unavoidable impacts on wildlife movement. Specifically, the area of Sepulveda Boulevard where it intersects with Skirball Center Drive, including the addition of retaining walls on both sides of Sepulveda Boulevard, and the future Route 405 Northbound HOV Lane Project (Caltrans), will have a significant impact on wildlife movement across the Sepulveda Pass. 16-1

Although Caltrans is working on a different schedule, the mitigation efforts need to be a concerted effort for a successful wildlife crossing. The increase in the number of vehicles and duration of rush hour traffic significantly impacts wildlife crossing within the Skirball Center Drive/Sepulveda Boulevard intersection. The proposed wildlife staging areas and gaps within retaining walls is an inadequate mitigation measure. The current project proposal requires wildlife to cross Sepulveda Boulevard to a wildlife staging area, from the wildlife staging area across the southbound 405-freeway on-ramp to another wildlife staging area only to cross Skirball Center Drive to get to the other side. For successful wildlife crossings across this intersection the construction of a wildlife overpass solely for wildlife, or dual use of pedestrian and wildlife, spanning from the east side of Sepulveda Boulevard to the west side of Skirball Center Drive along the east side of Route 405 may be necessary. A wildlife overpass is the optimal measure to mitigate the effects of the widening of Sepulveda Boulevard and the future Caltrans project. 16-2

However, a smaller wildlife overpass concept has been submitted by the Santa Monica Mountains Conservancy (Conservancy) with a sketch to Caltrans showing a wildlife staging

area on the south side of Skirball Center Drive on both sides of I-405 Freeway. The wildlife staging area is linked by a wildlife overpass that parallels the pedestrian overpass and is separated by a concrete wall (see attached sketch). The success of this bridge is dependent on mitigation measures for the widening of Sepulveda Boulevard at Skirball Center Drive. 16-2

The initial study prepared by the Los Angeles Department of Public Works proposes inadequate mitigation measures for wildlife movement across Skirball Center Drive. Placing a gap along the proposed retaining wall on the west side of Sepulveda Boulevard (RW-2A/B) (with signage), is not sufficient enough to ensure effective wildlife crossing. The placement of a wildlife crossing should be as close as possible to Skirball Center Drive to utilize the proposed Caltrans wildlife overpass. In the letter to Caltrans (March 8, 2007), the City of Los Angeles identified the feasibility of creating two gaps along the proposed RW-2A/B, with a four feet gap between the existing retention wall and proposed retention wall and a possible 20 feet gap placed 200 feet south of the existing retention wall. The Conservancy supports having two gaps of different sizes with appropriate vegetation to promote the crossing of small and large sized animals. However, the four foot gap between the existing Skirball Cultural Center retaining wall, and the proposed extension of RW-2A/B is not aligned with the proposed east side retaining wall, RW-1. Smaller wildlife crossing through the four foot gap will have a barrier directly across from the west side opening, and will have to travel either 200 feet north, or 60 feet south along RW-1. The Conservancy recommends having a similar gap along RW-1 parallel to the four foot gap in between the existing retaining wall and RW-2A/B. 16-3

The potential wildlife staging area in between Sepulveda Boulevard and the 405 southbound on-ramp is crucial to the effectiveness of the wildlife crossing. To properly funnel wildlife from this area to the potential wildlife overpass along Skirball Center Drive, the east side of the staging area should be fenced along the westside of the 405 southbound on-ramp. The fence would serve as a way to guide wildlife along the staging area closer to Skirball Center Drive where there would be an access point to cross the southbound on-ramp before the bus stop. 16-4

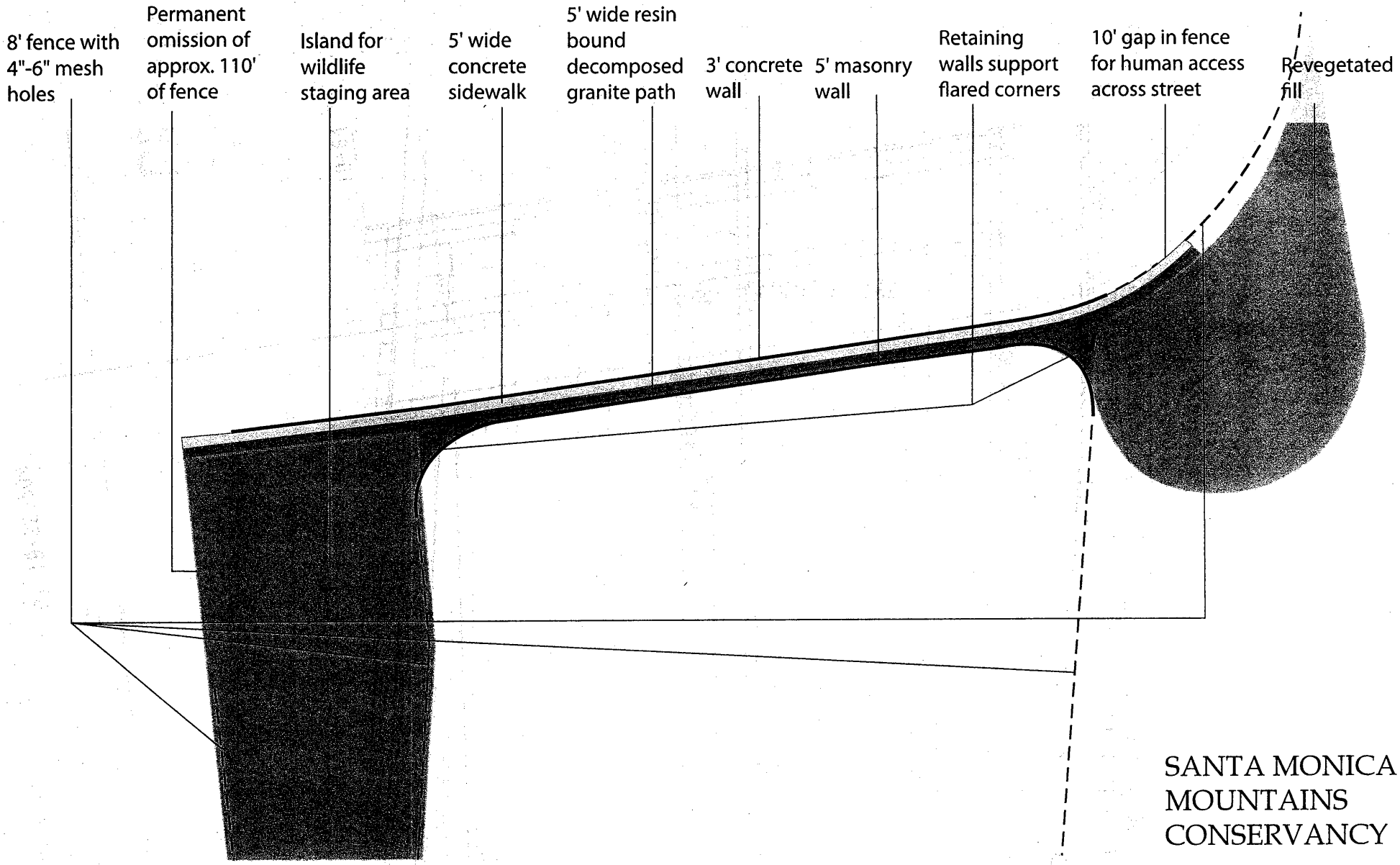
Proper vegetation must be planted along the wildlife staging area for cover and for mitigating the effects of light from both vehicles and street lamps, and noise. Signs warning drivers of wildlife crossings must not only be placed along Sepulveda Boulevard near the proposed gaps, but also near the intersection of Sepulveda Boulevard and Skirball Center Drive, along Skirball Center Drive before the turn onto Sepulveda Boulevard and before the turn onto the 405 southbound freeway on-ramp, and along the 405 southbound freeway on-ramp. 16-5

We look forward to working with your agency for the success of this project. Please direct any correspondence and questions to Paul Edelman, Deputy Director for Natural Resources and Planning, at the above address and by phone at (310) 589-3200, ext. 128. 16-5

Sincerely,

RORIE SKEI
Chief Deputy Director

# Interstate 405 HOV Land Over the Sepulveda Pass (I -10 to US - 101)




SANTA MONICA MOUNTAINS CONSERVANCY

Transmittal #4

# Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project

## W.O. # E1904736 / B.E. #114-07
## SCH #2007021067

## June 2007

**THIS DOCUMENT COMPRISES AMENDMENTS TO THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**Council Districts:** 5 and 11

**Lead City Agency:** Department of Public Works, Bureau of Engineering

**Project Location:** The proposed project is located on portions of a six mile segment of Sepulveda Boulevard, extending between Wilshire Boulevard to the south and Mulholland Drive to the north, in the city and county of Los Angeles.

**Project Description:** The proposed project includes widening in spot locations along Sepulveda Boulevard to: 1) add northbound and southbound right-turn pockets at Wilshire Boulevard, 2) lengthen the northbound left-turn pocket at Moraga Drive, 3) lengthen the southbound right-turn lane at the 405 Freeway southbound on-ramp (405 Freeway overpass north of Getty Center Drive), 4) install bike lanes between Skirball Center Drive and Bel Air Crest Road, 5) add a northbound right-turn lane at Skirball Center Drive, 6) add a third southbound through lane on the approach to Skirball Center Drive, and 7) create a reversible lane, approximately 2,000 feet in length, in the Sepulveda Boulevard tunnel at Mulholland Drive.

## I. INTRODUCTION

This document comprises amendments to the February 14, 2007 Initial Study/Mitigated Negative Declaration prepared in accordance with the California Environmental Quality Act (CEQA) statues (California Public Resources Code Section 21000 *et seq.*) and implementing guidelines (Title 14, California Code of Regulations, Section 15000 *et seq.*) for the Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project (proposed project).

Pursuant to CEQA Guidelines §15073.5(c), the City of Los Angeles (City) has made revisions to the proposed Mitigated Negative Declaration under the following conditions:

- New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed Mitigated Negative Declaration which are not new or avoidable significant effects;

- Measures or conditions of project approval are added after circulation of the Mitigated Negative Declaration which are not required by CEQA, which do not create new significant environmental effects, and are not necessary to mitigate an avoidable significant effect; and

- New information is added to the Mitigated Negative Declaration which merely clarifies, amplifies, or makes insignificant modifications to the Mitigated Negative Declaration.

These revisions do not implicate any of the conditions described in CEQA Guidelines §15073.5(a) and (b) requiring recirculation of the document because the changes are not considered "substantial revisions" where (1) a new, avoidable significant effect is identified and mitigation measures or project revisions must be added to reduce the effect to insignificance or (2) proposed mitigation measures or project revisions will not reduce potential effects and new measures or revisions must be required.

## II. BACKGROUND

On February 14, 2007, the City, as the lead agency under CEQA, prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed project. The document was circulated for public review and comment for a period of at least 30 days (February 16, 2007 to March 19, 2007) as required by CEQA Guidelines §15073. During the public review, 16 comment letters were received. Since the close of the comment period, changes have occurred to the scope of the project and construction schedule. In response to the comments received and recent project changes, the City is amending the IS/MND to clarify issues, incorporate recommendations as feasible, and add new information regarding the project. This amendment will be included as part of the final IS/MND that will be considered for adoption by the City Council.

## III. PUBLIC COMMENTS

As previously noted, 16 comment letters were received during the public review period. Copies of the comment letters and the City's responses to comments are included as an attachment[1]. In general, the nature of the comments received pertain to the scope of the project, certain environmental impacts analyzed, and proposed mitigation measures. Although a number of other comments were received regarding the project, only those comments that resulted in new project revisions or added measures or conditions of project approval are discussed in this document.

### A. No Removal of Bike Lane North of Skirball Center Drive

As originally proposed in the IS/MND, the project would have eliminated a portion of the existing southbound bike lane, approximately 500 feet in length, between Skirball Center Drive and the tunnel to accommodate a new third southbound through lane on Sepulveda Boulevard. The bike lane would have been replaced with a bike route which only includes signage and no roadway striping. In response to written objections raised regarding the elimination of this bicycle facility, the project now proposes to retain the existing bike lane segment. With the five foot widening proposed on the east side of Sepulveda Boulevard, it has been determined there is sufficient width to maintain the bike lane and accommodate the additional southbound through lane. This would not conflict with the purpose or environmental benefits of the City's Bicycle Plan which calls for maintaining Class II Citywide Bikeways on streets. As such, this new project revision is not considered substantial and does not result in the identification of new or avoidable significant effects.

### B. Traffic Control During Construction

Comments were received regarding concerns for traffic delays during construction that could result in potential safety issues for Sepulveda Boulevard which serves as the major arterial for surrounding landlocked communities, such as from impairment of emergency response or evacuation needs in the event of a major fire or other significant catastrophe. As stated in the IS/MND, the proposed project would be designed and constructed in accordance with standard specifications for public works construction and would comply with all applicable requirements of the Los Angeles Municipal Code for work within the public right-of-way as well as work site traffic control measures established and approved by the Los Angeles Department of Transportation (LADOT). In response to the comments received and as a new project requirement, the work site traffic control plan will be reviewed by the Los Angeles Fire Department and Police Department prior to the start of construction to ensure compliance with applicable traffic and safety requirements. This change is not required by CEQA, does not create new significant environmental effects, and is not necessary to mitigate an avoidable significant effect.

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[1] City of Los Angeles, Department of Public Works, Bureau of Engineering. Sepulveda Blvd Reversible/Bike Lane & Intersection Improvement Project, Response to Comments and Changes to Initial Study/Mitigated Negative Declaration. June 2007.

## C. Revised Cumulative Impacts and Traffic Impacts Discussion

In response to comments received regarding related projects in the Sepulveda Pass area approved or planned for construction and associated traffic impacts, additional information is being added to expand the discussion on cumulative impacts and potential traffic impacts during construction of the proposed project. Based on information contained in the IS/MND, projects identified in written comments received, and review of available project lists maintained by City Planning, the Department of Public Works Bureau of Engineering, and LADOT, the following list of related projects is being added to the document as Table 11.

**Table 11. List of Related Projects**

| Project Name | Project Description | Project Location |
|---|---|---|
| Route 405 HOV Lane Widening | Freeway widening to add a northbound HOV lane and changes to freeway ramps and local intersections. Construction is from Summer 2009 to 2013. | 10 miles along I-405 from National Blvd (I-10) to Greenleaf St (US 101). |
| Sepulveda Tunnel | Two alternatives under study include 1) structural rehabilitation and 2) widening from 3 to 4 lanes and adding bike lanes to improve traffic safety. Construction is from end of 2009 to 2011. | Sepulveda Blvd tunnel at Mulholland Dr. |
| Skirball Cultural Center East Parking Garage | Below grade parking garage (2 ½ stories) with 500 parking spaces. Construction is from July 2007 to December 2008. | 2720 N. Sepulveda Blvd. On east side of Sepulveda Blvd, north of Skirball Center Dr. |
| Leo Baeck Temple Synagogue-Getty Center Parking Lot | Renovation and expansion of existing synagogue, new surface parking areas, and new 4-level subterranean parking garage. Construction on hold pending approval by City Planning. | 1300-1340 N. Sepulveda Blvd. On east side of Sepulveda Blvd, at Getty Center Dr. |
| 130 S. Sepulveda Blvd | Construction of new 59-unit residential condominium. | 130-148 S. Sepulveda Blvd. East side of Sepulveda Blvd at Bronwood Ave (south of Sunset Blvd). |
| Skirball Center Drive Widening | Widening 1,850 feet of Skirball Center Dr from approximately 100 feet south of the intersection with Mulholland Drive towards the bridge over I-405. Varying-width widening (5 to 10 feet) along Skirball Center Dr from Mulholland Dr south to the curve leading to the bridge. At the curve area before the bridge, approximately 3 to 5 feet of widening. The project will provide an additional southbound | Skirball Center Dr from Mulholland Dr to the bridge over the I-405. |

| Project Name | Project Description | Project Location |
|---|---|---|
| | lane from Mulholland Dr to the bridge. Construction is from June 2007 to October 2009. | |

As noted in the IS/MND, the proposed project would not result in significant visual, air quality, cultural resources, geologic, hazards, water quality, land use, noise, or traffic impacts, either directly or indirectly. As such, the project would not cause cumulatively considerable impacts when combined with the effects of the projects listed above. However, additional information is being added to explain in more detail the project's potential contribution to cumulative impacts in the Sepulveda Pass area.

The project was found to have a less-than-significant impact to visual resources in the area, including scenic characteristics of Sepulveda Boulevard as a designated scenic highway. The project was also found to be consistent with applicable community plans for providing needed transportation improvements and guidelines for grading, landscaping, and new structures. Related projects would also need to be consistent with aesthetic guidelines for new development and land use designations and zoning as established in applicable community plans and the General Plan. As such, the project would not cause or contribute to cumulatively considerable impacts related to visual resources and land use.

During construction, the project would generate air pollutant emissions which would not exceed established thresholds. The project would comply with applicable rules and regulations, including the South Coast Air Quality Management District's Rule 403 for the control of fugitive dust. Operation of the project would not cause or contribute to the violation of air quality standards. Related projects would also need to comply with applicable air quality rules and regulations and implement mitigation as necessary for reducing or minimizing air pollutant emissions. As such, the project would not cause or contribute to cumulatively considerable impacts related to air quality.

During construction, the project would comply with applicable requirements of the City's noise ordinance, building code requirements related to excavation and grading and construction of structures, best management practices for erosion and the control of storm water runoff, halt work orders in the event cultural resources are discovered during ground disturbing activities, and requirements for handling and disposal of hazardous materials contamination. Operation of the project would not cause any long term impacts related to cultural resources, geologic hazards, hazardous materials, water quality, or noise as the project does not require routine operations and is not growth inducing. Related projects would need to comply with building code requirements and applicable rules and regulations as those mentioned above, or implement any necessary mitigation. Therefore, the project would not cause or contribute to cumulatively considerable impacts related to cultural resources, geologic hazards, hazardous materials, water quality, and noise.

Construction of the project would now occur in June 2008 and would last approximately 12 to 18 months. During construction, the project would implement traffic control measures and would maintain at least two lanes of traffic in the peak direction during peak hours and one lane of traffic in the non-peak direction. As such, there would be no change in traffic patterns during rush hour and only one lane of traffic would be temporarily closed during off-peak hours when construction activities are most likely to occur and traffic levels are low. Furthermore, construction activities would be phased at the six spot locations within the six mile segment of Sepulveda Blvd. There may be some traffic delays during the day when construction activities are occurring; however, this would be limited and temporary in nature. As such, the proposed project would not cause any significant traffic impacts during construction.

As part of the Caltrans 405 HOV lane widening project, improvements are proposed to the freeway, ramps, and local intersections including Montana Avenue, Moraga Drive, and Skirball Center Drive. Construction of the Caltrans HOV lane project would occur at the earliest from summer 2009 to 2013. As part of a separate environmental review process, the Draft Environmental Impact Report/Environmental Impact Statement for the Caltrans HOV lane project would need to identify feasible mitigation measures to reduce both short-term and long-term traffic impacts caused by the project. Temporary measures for traffic control during construction would also be required. Potential cumulative impacts related to traffic would also need to be identified for this and other projects in the area. Given that the proposed project would be completed at the earliest by June 2009, there would be no overlap with the Caltrans HOV lane project or minimal concurrent construction activities would only occur for less than 6 months. However, it is unknown whether certain locations would be under construction concurrently for both projects since the proposed project is only limited to six spot locations on Sepulveda Boulevard and the Caltrans HOV lane project would encompass 10 miles along the 405 Freeway. As part of the project, voluntary measures would be taken to expedite the construction schedule to enable earlier completion and minimize or avoid any temporary concurrent construction activities. The City would continue to work with Caltrans to coordinate construction schedules and phasing. Given the proposed project would not cause significant traffic impacts and would implement measures for traffic control, it would not contribute to cumulatively considerable traffic impacts when combined with the potential effects of the Caltrans HOV lane project.

Based on the construction schedule for the Skirball Cultural Center parking garage, there would be no overlap or minimal concurrent construction activities would only occur in the area for less than 6 months. Construction activities related to the Skirball Center Drive widening project would be minimal and limited to the east side of the I-405 where no construction activities are planned for the project and where access is readily available from the freeway on- and off-ramps. Furthermore, this project involves minor widening and was found to be exempt from environmental review because there would be no potential for significant environmental impacts. The proposed project would implement traffic control measures and would maintain at least two lanes of traffic in the peak direction during peak hours and one lane of traffic in the non-peak direction. As such, there would be no change in traffic patterns during rush hour and only one lane of

traffic would be temporarily closed during off-peak hours when construction activities are most likely to occur and traffic levels are low. Related projects in the area would also be subject to similar traffic and safety requirements to maintain through flow traffic. Mitigation measures would need to be implemented if significant traffic impacts are identified for development or transportation projects. This would also apply to any other planned and future development projects in the area, including the Leo Baeck synagogue-Getty parking lot, the condominium project, and the Sepulveda Tunnel project. However, the proposed project does not include any improvements near Getty Center Drive or Sunset Boulevard and would therefore, not contribute to traffic impacts as result of planned construction activities in these areas. Furthermore, the project would be completed prior to any future construction activities related to the Sepulveda Tunnel project. Accordingly, the proposed project would not cause significant traffic impacts or contribute to cumulatively considerable traffic impacts when combined with the effects of other projects.

As discussed in the IS/MND, the project would not result in cumulatively considerable impacts related to the historical Sepulveda Boulevard tunnel or biological resources, including wildlife corridors.

The proposed project has independent utility and can proceed with or without implementation of the related projects listed above. Based on the information contained in this section, the project would not cause or contribute to cumulatively considerable impacts when viewed in connection with other projects. Related projects that have the potential to cause significant environmental impacts would need to consider and address the potential for cumulative impacts when combined with the effects of projects causing similar impacts. This would be done as a separate environmental review process that is not related to this project.

The information added herein merely clarifies and amplifies the findings already contained in the IS/MND. This is not considered a substantial revision to the document and has not resulted in the identification of new or avoidable significant effects.

## D. Signage for Construction Related Information

As a new project requirement, signs shall be posted by the contractor during construction with City contact information for public concerns or complaints regarding activities during construction. This information is added to Chapter II Project Description of the initial study. This change is in response to a comment received, is not required by CEQA, does not create new significant environmental effects, and is not necessary to mitigate an avoidable significant effect.

## E. Provisions for Cyclists During Construction

The project would accommodate bicyclists during construction as required per the Manual of Uniform Traffic Control Devices (MUTCD). This includes measures to protect bicyclists from excavations, open utility access, overhanging equipment and other such

conditions. The construction contractor would be required to post "Share the Road" signage and may provide additional lane width for bicyclists in the outside travel lane as may be applicable. If deemed necessary, signage indicating temporary closure of bike lanes during construction would be installed. In addition, signage alerting bicyclists of any planned temporary bike lane closures would be posted prior to the start of construction. This information is added to the initial study (Chapter II Section D of the project description and Sections 9(b) and 15(g) of the initial study checklist) to provide additional details on construction requirements affecting bike lanes and the potential for temporary closures. This information clarifies and makes insignificant modifications to the document in response to comments received. These changes are not considered substantial revisions and have not resulted in the identification of new or avoidable significant effects.

## F. Added Conditions for Wildlife Mitigation

As originally proposed in the IS/MND, mitigation measures would be implemented for wildlife corridors that include 1) landscaping and re-vegetation supportive of wildlife movement near the retaining wall (RW #2) on the west side of Sepulveda Boulevard south of Skirball Center Drive, 2) incorporating a break or opening in RW #2 to funnel wildlife across Sepulveda Boulevard and installing wildlife crossing signage to alert motorists, and 3) implementing street lighting specifications for effective shielding and minimizing light trespass to wildlife crossing/staging areas. These mitigation measures were developed in consultation with the Santa Monica Mountains Conservancy (SMMC) in June 2006 and were found to reduce potential impacts to wildlife corridors to a less-than-significant level. Although not considered mitigation, the design of retaining wall RW #1 proposed on the east side of Sepulveda Boulevard south of Skirball Center Drive was modified in response to recommendations by the SMMC, where the location of the wall would now begin at approximately 300 feet south of the curb return at the intersection and would extend southerly 260 feet in length. Grading would be minimized and disturbed areas would be re-vegetated with native landscaping.

The SMMC in their comment letter dated April 3, 2007 is recommending additional measures for wildlife mitigation as follows.

### *Retaining wall gaps*

The SMMC recommends a gap on the east side retaining wall (RW #1) that will be parallel to or directly across from the northern most gap on the west side retaining wall (RW #2) to facilitate wildlife movement across Sepulveda Boulevard. This recommendation has been determined feasible and is added to the mitigation in Chapter V of the initial study which already proposes a break or opening for wildlife movement on the west side retaining wall (RW #2). This change is in response to written comments received by the SMMC on the project's effects identified in the initial study which are not new or avoidable significant effects. Although the SMMC has commented that the original proposed mitigation is inadequate for effective wildlife crossing, this change is not considered a substantial revision where "proposed

mitigation measures or project revisions will not reduce potential effects and new measures or revisions must be required" (CEQA Guidelines §15073.5 (b)). It would add to the mitigation already in place which is feasible and has been found to reduce potential impacts to a less-than-significant level. As such, this change does not constitute substitution or replacement of mitigation measures already proposed in the IS/MND under CEQA Guidelines §15074.1.

***Fencing***

The SMMC recommends existing fencing on the east side of Sepulveda Boulevard south of Skirball Center Drive be relocated to the west side of the I-405 southbound on-ramp to funnel wildlife movement to the Skirball Center Drive bridge. This recommendation has been determined feasible and is added to the mitigation outlined in Chapter V of the initial study relating to wildlife corridors. This change is in response to written comments received by the SMMC on the project's effects identified in the initial study which are not new or avoidable significant effects. This change does not constitute substitution or replacement of mitigation measures already proposed in the IS/MND under CEQA Guidelines §15074.1.

***Wildlife Crossing Signage***

The SMMC recommends that in addition to placing signage near the proposed retaining wall gaps, wildlife crossing signage must also be placed at 1) the Sepulveda Boulevard/Skirball Center Drive intersection, 2) on Skirball Center Drive before Sepulveda Boulevard, 3) on Skirball Center Drive before the I-405 southbound on-ramp, and 4) along the I-405 southbound on-ramp. This recommendation has been determined feasible and is added to the mitigation outlined in Chapter V of the initial study relating to wildlife corridors. This change is in response to written comments received by the SMMC on the project's effects identified in the initial study which are not new or avoidable significant effects. This change does not constitute substitution or replacement of mitigation measures already proposed in the IS/MND under CEQA Guidelines §15074.1.

## IV. RECENT PROJECT CHANGES

As previously stated, changes have occurred to the scope of the project and construction schedule after the close of the public comment period of the IS/MND. As a result, the City is amending the IS/MND to add new information regarding the project.

### A. Improvements on Sepulveda Boulevard at Moraga Drive

The project originally proposed lengthening the northbound left-turn pocket at Moraga Drive, converting the #1 through lane (center lane) into a two-way left-turn pocket lane mid-block between Moraga Drive and Church Lane/Ovada Place, and adding northbound and southbound left-turn pockets and a southbound right-turn pocket at Church Lane/Ovada Place. Based on available right-of-way and traffic lane

requirements, the project now only proposes lengthening the northbound left-turn lane at Moraga Drive to add more turning capacity for vehicles utilizing the I-405 northbound on-ramp. The left-turn pocket, currently 100 feet in length, would be lengthened to approximately 300 feet to increase the storage capacity of vehicles from five cars to 15 cars. An overhead sign would also be installed south of the intersection to guide motorists to the freeway on-ramp. This improvement would require re-striping within the existing right-of-way, installation of a new overhead structure, and the elimination of on-street parking on northbound Sepulveda Boulevard between Moraga Drive and Church Lane/Ovada Place, which was not previously considered.

It is estimated approximately 19 on-street parking spaces would be permanently removed at this location. Currently, parking is restricted from 3 to 7 p.m., except for Sundays. On-street parking is managed by LADOT and there are no requirements to provide on-street parking in any given area. An inventory of available parking supplies was conducted in the vicinity and for businesses along the frontage of Sepulveda Boulevard. Currently, on-street parking is available on both sides of Moraga Drive to the north, Acanto Street to the east, and Ovada Place to the south, where residences are primarily located. The majority of the businesses along Sepulveda Boulevard front Acanto Street and provide on-site parking for customers and tenants. The only two businesses observed with no on-site parking included an office building with eight tenants at 654 N. Sepulveda Boulevard and a single office building at 650 N. Sepulveda Boulevard. Given that most businesses are required to provide on-site parking and on-street parking is readily available on other nearby surrounding streets, the removal of parking spaces on Sepulveda Boulevard would not result in an insufficient supply of parking for businesses or visitors to the area. It would also not cause significant spill-over to nearby residential neighborhoods since parking is already utilized along the local streets for access to businesses.

This new information is being added to the IS/MND to clarify and make insignificant modifications to the document where no new or avoidable significant effects have been identified.

## B. Revised Construction Schedule

Construction of the proposed project has now changed from June 2007 to June 2008 and would last approximately 12 to 18 months. This does not change any of the findings originally presented in the IS/MND, except as discussed below.

### *Air Quality*

The air quality analysis presented in Section 3(b) of the initial study checklist is based on a two year construction schedule beginning in June 2007. The data has been revised to reflect a construction schedule of 1.5 years beginning in June 2008. The revised data related to construction emissions is presented in the table below.

| Revised Table 8. Construction Emissions Analysis | | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | PM2.5 [a} | PM10 | PM10 Fractions |
| SCAQMD Construction Thresholds (lbs/day) | 75 | 100 | 550 | 55 | 150 | |
| 2008 Construction Emissions by Phase | | | | | | |
| Grubbing/Land Clearing | 12 | 53 | 51 | 8 | 28 | Exhaust 3 Fugitive Dust 25 |
| Grading/Excavation | 12 | 57 | 54 | 9 | 29 | Exhaust 4 Fugitive Dust 25 |
| Drainage/Utilities/Sub-Grade | 12 | 56 | 55 | 9 | 29 | Exhaust 4 Fugitive Dust 25 |
| Paving | 7 | 38 | 32 | 3 | 3 | Exhaust 3 Fugitive Dust 0 |
| Exceeds Threshold? [b] | NO | NO | NO | NO | NO | |
| Notes:<br>[a] PM2.5 fraction of PM10 fugitive dust emissions is 21% and PM2.5 fraction of PM10 exhaust emissions is 99%.<br>[b] Thresholds apply to each construction phase. | | | | | | |

Results of the analysis show project related construction emissions would not exceed the established SCAQMD thresholds for criteria pollutants. As such, the project would not result in a violation of air quality standards or substantially contribute to existing or projected air quality violations during construction.

Operational emissions of the project would be generated by vehicular trips. The traffic volumes analyzed have been revised to reflect 2008 conditions. As shown in the table below, levels of service during peak hours would improve or remain the same, but with increased V/C ratios as follows:

| Revised Table 9. Summary of Existing and Projected Traffic Conditions for Sepulveda Boulevard | | | |
|---|---|---|---|
| Sepulveda Blvd/Wilshire Blvd A.M. Peak Hour | | Sepulveda Blvd/Wilshire Blvd P.M. Peak Hour | |
| 2008 w/ Related Projects | 2008 w/ Project | 2008 w/ Related Projects | 2008 w/ Project |
| V/C 1.016 | V/C 0.961 | V/C 1.032 | V/C 0.972 |
| **LOS F** | **LOS E** | **LOS F** | **LOS E** |
| Sepulveda Blvd/Skirball Center Dr A.M. Peak Hour | | Sepulveda Blvd/Skirball Center Dr P.M. Peak Hour | |
| 2008 w/ Related Projects | 2008 w/ Project | 2008 w/ Related Projects | 2008 w/ Project |
| V/C 1.152 | V/C 0.855 | V/C 0.924 | V/C 0.811 |
| **LOS F** | **LOS D** | **LOS E** | **LOS D** |
| Sepulveda Blvd/Mulholland Tunnel A.M. Peak Hour | | Sepulveda Blvd/Mulholland Tunnel P.M. Peak Hour | |
| 2006 Baseline Conditions | 2008 w/ Ambient Growth | 2006 Baseline Conditions | 2008 w/ Ambient Growth |
| **LOS A (N/B)**<br>**LOS D (S/B)** | **LOS A (N/B)**<br>**LOS D (S/B)** | **LOS E (N/B)**<br>**LOS A (S/B)** | **LOS E (N/B)**<br>**LOS A (S/B)** |

| Revised Table 9. Summary of Existing and Projected Traffic Conditions for Sepulveda Boulevard | | | |
|---|---|---|---|
| **Sepulveda Blvd/Moraga Dr A.M. Peak Hour** | | **Sepulveda Blvd/Moraga Dr P.M. Peak Hour** | |
| Existing | **LOS F** | Existing | **LOS E** |
| Proposed (2008) | **LOS F** | Proposed (2008) | **LOS E** |
| Time Savings | 101.7 sec/veh (55%) | Time Savings | 7.9 sec/veh (11%) |
| Notes:<br>V/C = volume/capacity ratio<br>LOS = level of service<br>sec/veh = seconds per vehicle<br>N/B = northbound<br>S/B =southbound | | | |

Operation of the project would not cause or contribute to any air quality violations or increase the frequency or severity of an existing violation.

This new information is being added to the IS/MND to clarify and make insignificant modifications to the document where no new or avoidable significant effects have been identified.

### *Traffic*

As previously discussed in Section 15(a) of the initial study checklist, no increases in traffic volumes are anticipated and existing levels of service at affected intersections are expected to improve due to increases in turning capacity and reduced travel delays for through-flow traffic. As such, no impacts related to traffic would occur. Traffic data to support this finding has been revised to reflect 2008 conditions as summarized in the table below. The revised data also updates baseline conditions for Sepulveda Boulevard as shown in Table 7 of the IS/MND.

| Revised Table 10. Existing and Projected Traffic Conditions for Sepulveda Boulevard | | | |
|---|---|---|---|
| **Sepulveda Blvd/Wilshire Blvd** | | **Peak Hour 9-10 a.m.** | |
| 2001 Baseline Conditions | 2008 w/ Ambient Growth | 2008 w/ Related Projects | 2008 w/ Project |
| V/C 0.971 | V/C 1.016 | V/C 1.016 | V/C 0.961 |
| LOS E | LOS F | **LOS F** | **LOS E** |
| **Sepulveda Blvd/Wilshire Blvd** | | **Peak Hour 4-5 p.m.** | |
| 2001 Baseline Conditions | 2008 w/ Ambient Growth | 2008 w/ Related Projects | 2008 w/ Project |
| V/C 0.985 | V/C 1.032 | V/C 1.032 | V/C 0.972 |
| LOS E | LOS F | **LOS F** | **LOS E** |

| Revised Table 10. Existing and Projected Traffic Conditions for Sepulveda Boulevard | | | |
|---|---|---|---|
| **Sepulveda Blvd/Skirball Center Dr** | | **Peak Hour 8-9 a.m.** | |
| 2003 Baseline Conditions | 2008 w/ Ambient Growth | 2008 w/ Related Projects | 2008 w/ Project |
| V/C 1.134 | V/C 1.152 | V/C 1.152 | V/C 0.855 |
| LOS F | LOS F | **LOS F** | **LOS D** |
| **Sepulveda Blvd/Skirball Center Dr** | | **Peak Hour 5-6 p.m.** | |
| 2003 Baseline Conditions | 2008 w/ Ambient Growth | 2008 w/ Related Projects | 2008 w/ Project |
| V/C 0.927 | V/C 0.924 | V/C 0.924 | V/C 0.811 |
| LOS E | LOS E | **LOS E** | **LOS D** |
| **Sepulveda Blvd/Mulholland Tunnel** | | **Peak Hour 7-8 a.m.** | |
| 2006 Baseline Conditions | 2008 w/ Ambient Growth | 2008 w/ Related Projects | 2008 w/ Project |
| (N/B) LOS A<br>(S/B) D | (N/B) LOS A<br>(S/B) LOS D | **(N/B) LOS A**<br>**(S/B) LOS D** | **(N/B) LOS A**<br>**(S/B) LOS D** |
| **Sepulveda Blvd/Mulholland Tunnel** | | **Peak Hour 6-7 p.m.** | |
| 2006 Baseline Conditions | 2008 w/ Ambient Growth | 2008 w/ Related Projects | 2008 w/ Project |
| (N/B) LOS E<br>(S/B) LOS A | (N/B) LOS E<br>(S/B) LOS A | **(N/B) LOS E**<br>**(S/B) LOS A** | **(N/B) LOS A**<br>**(S/B) LOS A** |
| **Sepulveda Blvd/Moraga Dr** | | **Peak Hour 8-9 a.m.** | |
| | Intersection Delay (sec/veh) | LOS | |
| Existing w/ Ambient Growth | 186.3 | **F** | |
| Proposed (2008) | 84.6 | **F** | |
| Time Savings | 101.7 sec/veh (55%) | | |
| **Sepulveda Blvd/Moraga Dr** | | **Peak Hour 5-6 p.m.** | |
| | Intersection Delay (sec/veh) | LOS | |
| Existing w/ Ambient Growth | 74.0 | **E** | |
| Proposed (2008) | 66.1 | **E** | |
| Time Savings | 7.9 sec/veh (11%) | | |

During construction, the proposed project would implement traffic control measures and would maintain at least two lanes of traffic in the peak direction during peak hours and one lane of traffic in the non-peak direction. There would be no change in traffic patterns during rush hour and only one lane of traffic would be temporarily closed during off-peak hours when construction activities are most likely to occur and traffic levels are low. Furthermore, construction activities would be phased at the six spot locations within the six mile segment of Sepulveda Blvd. There may be some traffic delays during

the day when construction activities are occurring; however, this would be limited and temporary in nature. As such, the proposed project would not cause any significant traffic impacts during construction.

This new information is being added to the IS/MND to clarify and make insignificant modifications to the document where no new or avoidable significant effects have been identified.

### C. Street Lighting

The purpose of adding new street lighting between Skirball Center Drive and Bel Air Crest Road is to upgrade the lighting to standards that currently exist north of Skirball Center Drive. Currently, there are only two street lights and lighting on utility poles (utilitarian lights) between the Skirball Center Drive and Mountaingate Drive intersections. Since bike lanes would be added in this location, increased lighting to achieve desired levels for motorists and bicyclists is needed. The project originally proposed adding 26 new street lights in this location but now proposes adding 29 new street lights. The additional three lights would have metal halide lamps with full cut-off to minimize light trespass and spill-over. The lighting would comply with mitigation requirements for reducing impacts to wildlife corridors. This change is considered minor and would not increase the severity of potential impacts to wildlife corridors since mitigation has already been proposed that would reduce impacts to a less-than-significant level. Therefore, this new information is being added to the IS/MND to clarify and make insignificant modifications to the document where no new or avoidable significant effects have been identified.

### D. Street Tree Removals

The proposed project would remove more street trees than what was originally presented in the IS/MND. Due to construction requirements, the project would require the removal of approximately 26 street trees on the east side of Sepulveda Boulevard between Skirball Center Drive and Bergreen Place and six street trees north of Bergreen Place. As required by City policy, all street trees removed would be replaced on a two-for-one basis. This would not conflict with any local policies or ordinances protecting biological resources and would not result in any significant impacts given that mitigation is already in place to avoid potential impacts to nesting birds (refer to Chapter V of the IS/MND). This new information is being added to the IS/MND to clarify and make insignificant modifications to the document where no new or avoidable significant effects have been identified.