



INTERSTATE 405

Sepulveda Pass Widening Project

Final Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation

Volume I

Widening and High Occupancy Vehicle (HOV) Improvements
from Interstate 10 to US Highway 101, in the City of Los Angeles,
Los Angeles County
PM 28.8/39.0
EA 120300

Prepared by the
STATE OF CALIFORNIA
Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S.C. 327



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WIDEN INTERSTATE 405 (SAN DIEGO FREEWAY) FROM INTERSTATE 10 TO US-101
IN LOS ANGELES COUNTY, CALIFORNIA

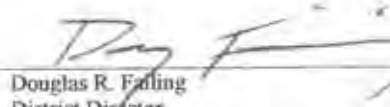
**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT
AND SECTION 4(f) EVALUATION**

Submitted Pursuant to (State) Division 13, Public Resources Code
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THE STATE OF CALIFORNIA, Department of Transportation, and
Cooperating and Responsible Agencies

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Abstract

This Final EIR/EIS addresses alternatives for widening and improving Interstate 405 (I-405) from Interstate 10 (I-10) to U.S. Highway 101 (US-101) in Los Angeles County. The California Department of Transportation (Caltrans) is proposing to add a High Occupancy Vehicle (HOV) lane on northbound I-405 from approximately National Blvd. (I-10) to Ventura Blvd. (US-101) in the City of Los Angeles, Los Angeles County. Alternative 2 has been identified as the Preferred Alternative after careful consideration of all agency and public comments on the Draft EIR/EIS. The recommended alternative would involve landform alterations and aesthetic impacts, impacts to homes, displacement of existing urban land uses and community disruption, traffic, air quality and noise effects, water quality, biological resources, impacts on utilities and short-term construction impacts. Mitigation measures would reduce the level of significance of these impacts.

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Summary

S-1 Introduction and Background

The proposed project is a project funded jointly by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327. Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA.

This document is the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project. Comments have been received and addressed from the public and reviewing agencies. The Final EIR/EIS includes responses to comments received on the Draft EIR/EIS and the Preferred Alternative has been identified. Following distribution of the Final EIR/EIS, if the decision is made to approve the project, a Notice of Determination will be published for compliance with the California Environmental Quality Act and a Record of Decision will be published for compliance with the National Environmental Policy Act.

The Interstate 405 (I-405) corridor begins at Interstate 5 (I-5) in Orange County, in the City of Irvine, and ends at I-5 in Los Angeles County, in the City of Los Angeles near the community of Mission Hills. I-405 is a north-south route that is classified as an interstate/interregional urban highway. I-405 is a part of the National Highway System and serves as a major access route for the coastal, westside, and San Fernando Valley communities in the Los Angeles area.

The high occupancy vehicle (HOV) system along the I-405 corridor is continuous in the northbound direction from the I-405/I-5 interchange in Orange County to the State Route 90 interchange in Culver City. The I-405 Sepulveda Pass Project, described in this document, would then pick up the HOV lane from National Boulevard and carry it all the way through to Greenleaf Street just south of the U.S. Highway 101 (US-101) interchange. The southbound lanes between SR-90 and National Blvd. are under construction and will be completed Spring 2010. This will complete the southbound HOV lane from I-5 to US-101.

Caltrans has analyzed various alternatives to widen and rehabilitate this portion of the freeway. Project alternatives would add a 10-mile northbound carpool lane on I-405 through the Sepulveda Pass from I-10 (Santa Monica Freeway) to US-101 (Ventura Freeway) (See Figure S-1: Project Vicinity Map). A southbound carpool lane opened for service in 2002; however, standard lanes were deferred due to inadequate right-of-way width. Other improvements for this project include modifications to various freeway overcrossings and undercrossings and on/off-ramps.

Changes have been made to this environmental document since the circulation of the draft environmental document. Public and Agency comments received during the circulation of the Draft EIR/EIS, the Public Hearing process, and subsequent agency consultations have resulted in refinements that have been incorporated in this final environmental document. A vertical line in the outside margin indicates changes in the document.

Figure S-1: Project Vicinity Map



Caltrans, 2006.

The project limits are from approximately I-10 (Post Mile 28.8) to US-101 (Post Mile 39.0) in the City of Los Angeles (see Figure S-2: Project Location Map).

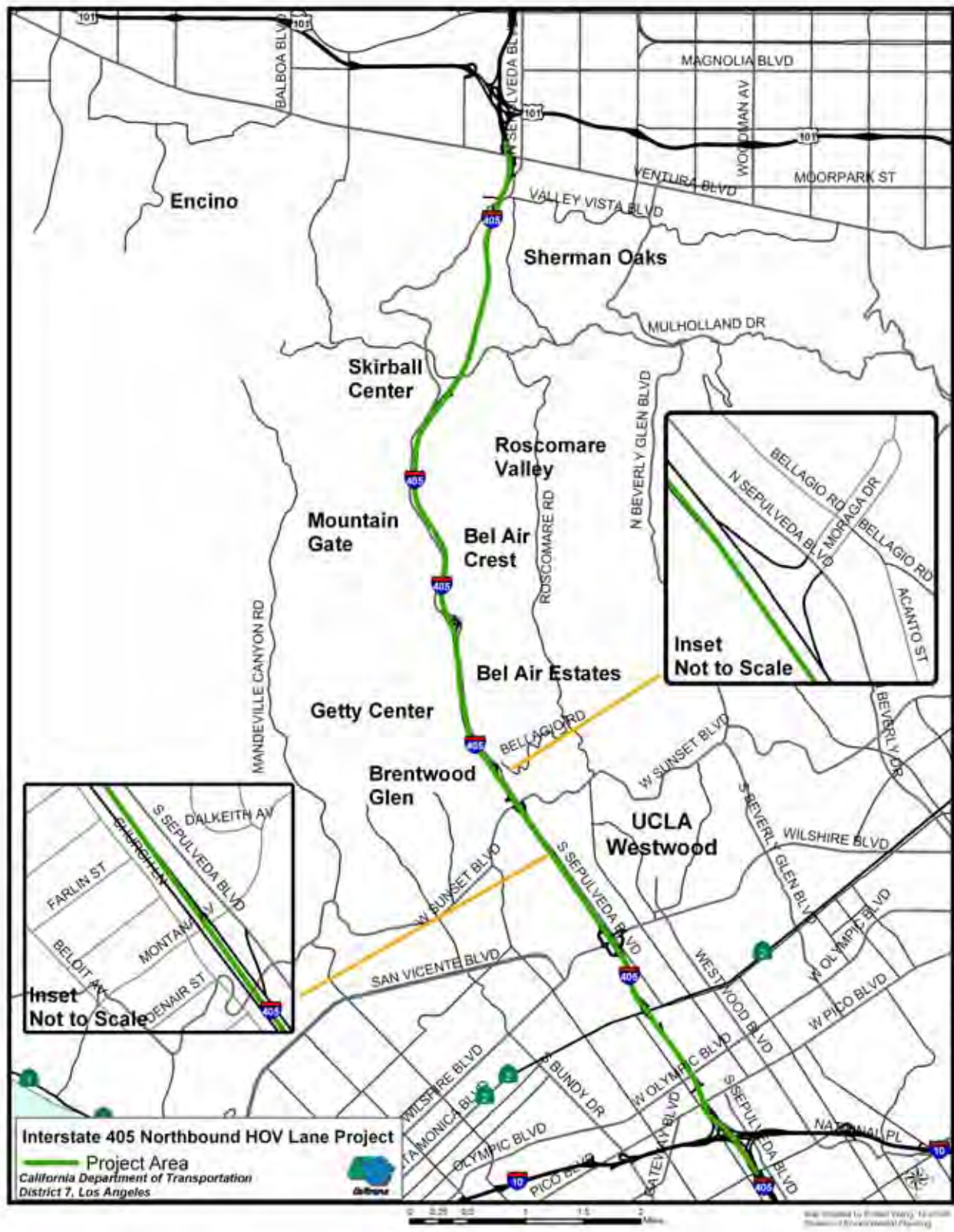
This project would be funded by the Transportation Congestion Relief Program (TCRP), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Program, and the Corridor Mobility Improvement Account (CMIA). This project was assigned the Project Development Processing Category 4A because it would require substantial new right-of-way and increase traffic capacity. This project is included in the Southern California Association of Government's (SCAG) 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP). It is also included in the FY 2006/2007 Federal Statewide Transportation Improvement Program (FSTIP) and is proposed for funding from the HB5 program (System Operational Improvements) of the TCRP.

S-2 Project Purpose

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on I-405 between I-10 to US-101. This project would reduce congestion and is expected to enhance traffic operations by adding freeway capacity in an area that already experiences heavy congestion.

The secondary goal is to improve both existing and future mobility and enhance safety throughout the corridor, while minimizing environmental and economic impacts. The project would transfer through-vehicle trips to the regional highway system, ease congestion, improve mobility by moving twice as many vehicles as a regular traffic lane, decrease commuter times for all drivers, reduce air pollution, and promote ridesharing.

Figure S-2: Project Location Map



S-3 Project Need

Currently, there is a gap in the HOV network along the entire I-405 corridor in Los Angeles County (see Figure S-3: 2006 Interregional HOV System Map). HOV lanes are currently operating on both northbound and southbound I-405 from the Orange County line to State Route 90 (Marina Freeway) (see Figure 1.1-2: Related Projects in the I-405 Project Area).

S-3.1 Inadequate Roadway Capacity

Freeway

I-405 currently operates at a deficient level of service for a large portion of the day within the project limits. If capacity improvements are not made, conditions will continue to deteriorate in the future due to growth alone. Standardizing the southbound traffic lanes, median and shoulder to meet mandatory design standards would also make the freeway safer.

Access Ramps

In the existing condition, 41 on/off-ramps along I-405 within the project limits were identified for analysis. Three ramps in the year 2015 and eight ramps in the year 2031 are forecast to carry volumes that exceed theoretical capacity during one or more peak periods due to traffic growth alone.

Intersections

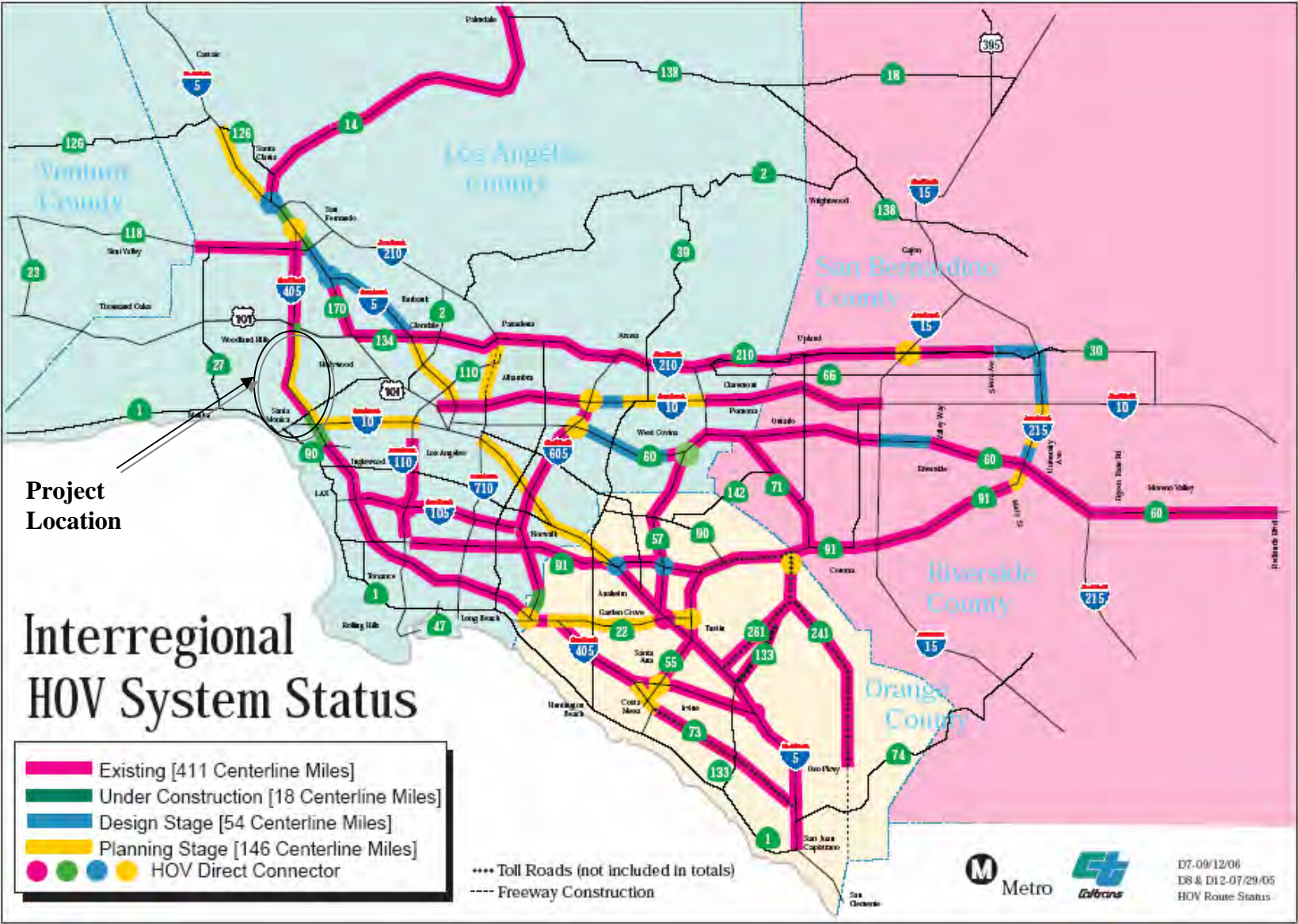
In the existing condition, 13 of the 54 project study intersections currently operate at Level of Service (LOS) F. LOS is an indicator of operating conditions on a roadway and is defined in categories ranging from “A” to “F.” An LOS of “A” indicates free-flowing traffic with no hindrance to driving speed caused by traffic conditions, whereas LOS “F” indicates substantial congestion with slow-moving, stop-and-go traffic.

For Alternative 1 (the no-build condition), 22 intersections are forecast to operate at LOS F in the year 2015, and 41 would be at LOS F in the year 2031.

S-3.2 Accident History

Accident data was analyzed within the project limits for the time period between October 1, 2002 through September 30, 2005. Data for northbound I-405 shows a total of 1,738 accidents of which 60.4% were rear-ends, 21.8% were sideswipes, 13.5% involved hitting fixed objects, and in decreasing order of frequency were broadside, overturn, other types not specified as well as head-on. There is a high percentage of rear-end type accidents occurring in both directions of travel which is indicative of stop-and-go traffic related to congested conditions. There is also a relatively large proportion of accidents occurring during the midday traffic period on southbound I-405, which may be related to high traffic volumes combined with intermittent congestion, where drivers may not anticipate stop-and-go traffic. Southbound I-405 within the project limits has experienced more than the statewide average accident rate for injury-related accidents and total accidents. Southbound I-405 has a higher than average number of accidents; of the 2,738 total accidents, 69.9% were rear ends, 17.3% were sideswipes, 8.7% involved hitting fixed objects, and in decreasing order of frequency were broadside, overturn, other types not specified as well as head-on.

Figure S-3: 2006 Interregional HOV Lane System Map



S-4 Proposed Action

Based on the results of the alternatives' evaluation, two build alternatives and a no build alternative were identified as the most reasonable and feasible for full environmental impact assessment. Alternative 2 has been identified as the Preferred Alternative. Alternative 1, Alternative 3, Alternative 3 Modified have not been identified as preferred, and Alternatives 4 and 5 were deemed "non-viable" (please refer to Section 2.4 Alternatives Considered but Eliminated from Further Discussion). A brief description of each alternative is described below.

Based upon Caltrans environmental studies, an eventual determination was made that Alternatives 3 and 3 Modified have substantial environmental impacts and require additional analysis and circulation of a Subsequent EIR/Supplemental EIS, before they could be reconsidered.

S-4.1 Alternative 1: No Build

This alternative would maintain the current configuration of the existing freeway, ramps, and local intersections within the project limits.

S-4.2 Alternative 2: Add a Standard Northbound HOV Lane and Standardize Northbound Mixed-Flow Lanes, Median and Shoulder (*Preferred Alternative*)

This alternative would add one standard northbound HOV lane to the existing facility. Standard freeway profiles for northbound I-405 within the project limits except through the I-405/I-10 interchange would be provided (see Figure S-4: Conceptual Cross-Section of the Build Alternatives). An 11-foot half median, one 12-foot HOV lane, a 1-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder would also be provided. Several interchanges would also be improved in order to reduce accidents associated with traffic on the ramps.

Most of the freeway widening required for this project would occur along the east side of I-405 along Sepulveda Blvd. between Montana Ave. and Moraga Dr. and between Getty Center Drive and the northbound Getty Center off-ramp. Sepulveda Blvd. would be slightly realigned at the relocated southbound I-405 Skirball Center Drive on/off-ramps in order to add a left-turn lane to the on-ramp. Some freeway widening would also occur along the west side of the freeway within the following segments: between Olympic Blvd. and Waterford Street; between Bel Air Crest to the north end of the project (just south of Ventura Boulevard). This widening would establish southbound freeway design standards at these locations.

The Wilshire Blvd. interchange would be improved in both directions. The northbound on-ramp from eastbound Wilshire Blvd. would be grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. would be grade-separated from the southbound off-ramp to westbound Wilshire Blvd.

The northbound I-405 off-ramp to Montana Blvd./Sepulveda Blvd. would be closed in order to accommodate freeway widening (this closure would be required under all build alternatives).

The northbound I-405 Sunset Blvd. interchange would also be improved. The northbound I-405 off-ramp to eastbound Sunset Blvd. would be widened to include one more lane. The northbound I-405 on-ramp from eastbound Sunset Blvd. would have two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp. In the eastbound direction, three 12-foot lanes and three 11-foot lanes in the westbound direction would be provided, which would solve the existing reduction from three lanes to two lanes in the eastbound direction. In both directions, 4-foot shoulders and 5-foot sidewalks as well as a 13-foot median would be provided on the Sunset Blvd. overcrossing.

The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange would be reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.

The southbound I-405 Skirball Center Drive interchange would be relocated approximately 1,640 feet to the south to form a "T" intersection with Sepulveda Blvd. This would eliminate the existing intersection at the end of the southbound I-405 Skirball Center Drive off-ramp located 66 feet east of the Skirball Center Drive/Sepulveda Blvd. intersection. The traffic congestion problems caused by the close proximity of these two traffic intersections would be eliminated.

The southbound Valley Vista/Sepulveda Blvd. off-ramp would be reconstructed due to freeway widening.

A total of 12 soundwalls and 54 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

A total of 12 undercrossings within the project limits would be widened. Three overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive would need to be replaced.

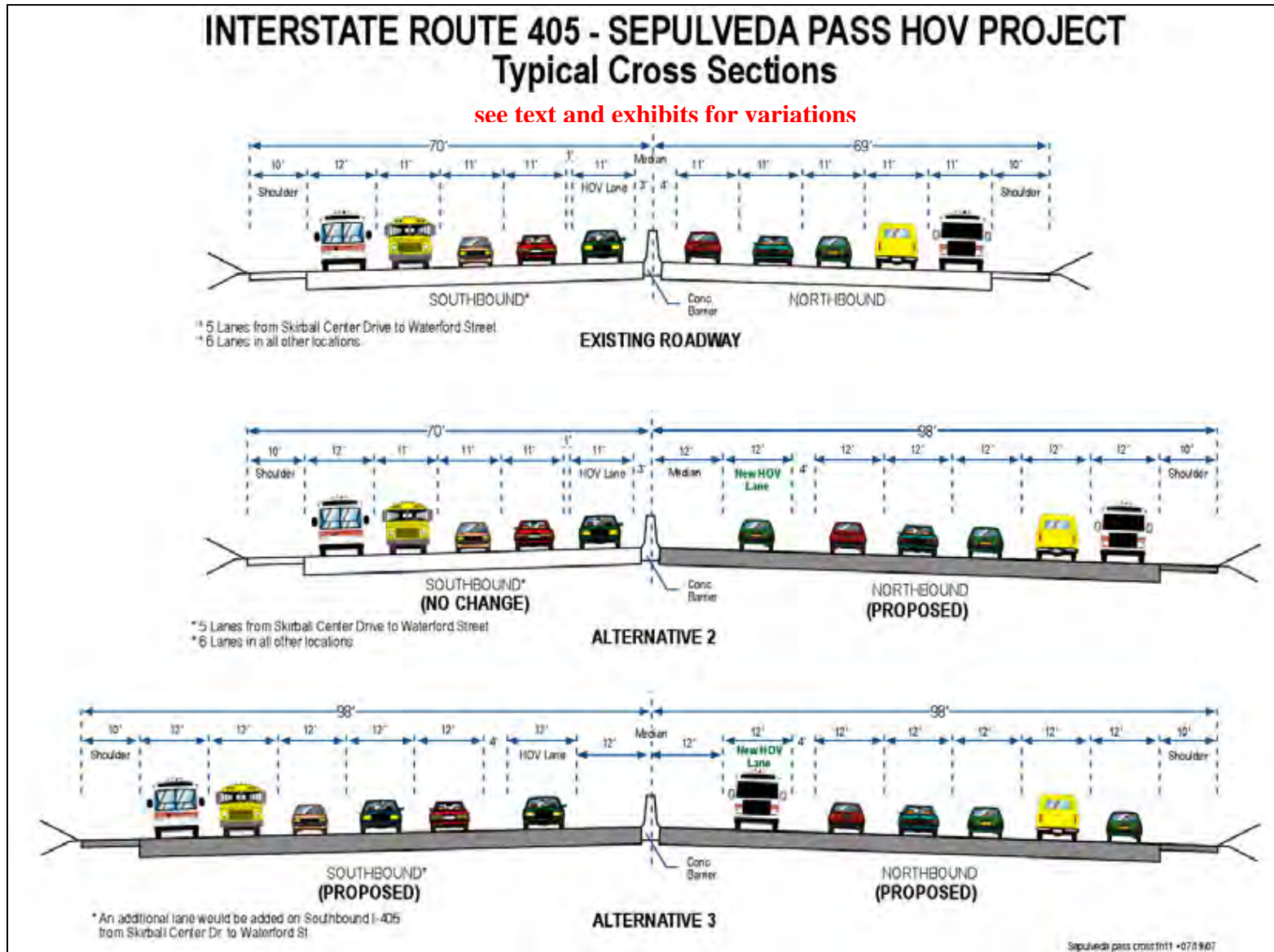
Additional Southbound Freeway Improvements

As a result of agency and community input, an additional southbound mixed-flow lane will be included in the Preferred Alternative through the I-405/I-10 interchange. This will allow southbound I-405 congestion levels to be reduced during project construction.

The project cost for the Preferred Alternative in 2008 dollars is \$780 million dollars.

Some project components may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Figure S-4: Conceptual Cross-Section of the Build Alternatives



S-4.3 Alternative 3: Add a Standard Northbound HOV Lane and Standardize Northbound and Southbound Lanes, Median and Shoulder

In addition to the features as described in Alternative 2, standard freeway profiles would be provided for northbound and southbound I-405 within the project limits except through the I-405/I-10 interchange. Similar to Alternative 2, I-405 would be widened along the east side and along most of the west side throughout the project limits. Changes associated with this alternative that are not a part of Alternative 2 include:

- Addition of one mixed-flow lane between Skirball Center Drive and Waterford Street;
- Closure of the southbound I-405 on-ramp from eastbound Sunset Boulevard. In conjunction with this ramp closure, the ramp intersection located immediately north of the Sunset Boulevard/Church Lane intersection would be reconfigured so that the existing island would be eliminated and the middle lane at the northbound approach would be changed from a through lane to a shared through/right-turn lane;
- Approximately 2,300 feet of Sepulveda Boulevard would be realigned along the westside of I-405 north of the Getty Center/I-405 interchange due to the widening planned along the westside of I-405; and
- Most of Church Lane between approximately Chenault Street and Kiel Street would be realigned to the west to facilitate the I-405 widening.
- A total of 13 soundwalls and 75 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

The capital outlay cost of Alternative 3 is estimated at \$905 million in 2008 dollars.

S-4.4 Alternative 3 Modified

This is a design variation of Alternative 3 which would make design modifications to the freeway and Church Lane to avoid full property acquisitions in the community of Brentwood Glen (see Layout 10A of Appendix I of the Draft EIR/EIS).

The capital outlay cost of Alternative 3 Modified is estimated at \$881 million in 2008 dollars.

S-5 Proposed Design Features for Alternative 2 and 3

Ramp Metering

All proposed on-ramps would provide ramp metering.

CHP Enforcement Area

Under Alternative 2, the median is not wide enough for California Highway Patrol (CHP) enforcement areas except at the Wilshire Blvd. interchange area and the southbound Skirball Center interchange area. However, if CHP enforcement areas were constructed at these locations, they would be in conflict with the ingress and egress for the northbound I-405 ramps to Sunset Blvd. and Greenleaf St. As a result, no CHP enforcement area is proposed.

Under Alternative 3, there would be three CHP enforcement areas within the project limits. One would be located between the Wilshire Blvd. and Sunset Blvd. interchanges. Another would be located between the Sunset Blvd. and Getty Center interchanges. The third would be located between the Getty Center and northbound Skirball Center Drive interchanges.

Park and Ride Facilities

The existing Park and Ride facility located near the Skirball Center Drive overcrossing would not be meaningfully affected, except for potential access improvements.

Utility and Other Owner Involvement

Several utilities will be relocated at an estimated cost of \$29 million for Alternative 2 and \$29.6 million for Alternative 3. Most utility relocations would occur along Sepulveda Blvd. between Montana Ave. and Church Lane.

Railroad Involvement

Union Pacific Railroad tracks have been temporarily removed under the I-405/I-10 northwest connector, and the Pico Blvd./Exposition Blvd. undercrossing-overhead. However, required railroad clearance over the former railroad tracks is provided under the connector and the undercrossing-overhead structure. A railroad clearance and Section B short clause would be required for the Project, Specifications and Estimates stage.

Highway Planting

Landscaping for both alternatives includes planting, irrigation, erosion control, slope paving, and retaining wall aesthetics.

Erosion Control

The landscape work includes an erosion control item. The Storm Water Data Report for this project includes treatment Best Management Practices (BMPs), design BMPs, and temporary construction BMPs to prevent sediments and other pollutants from entering the storm drain system. Six treatment BMPs have been incorporated in this project. The gross solid removal devices (GSRD) would be selected and then designed for this project. Some of the existing GSRD within the project limits would be incorporated into the project BMPs. Under Alternative 2, the total cost for storm water pollution mitigation in this alternative is \$22 million and \$32 million for Alternative 3.

Noise Barriers and Retaining Walls

Under Alternative 2, a total of 12 soundwalls and 54 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

Under Alternative 3, a total of 13 soundwalls and 75 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

Non-Motorized and Pedestrian Features

A 2.4-meter wide sidewalk would be provided along eastbound Wilshire Blvd. near the Federal Building. A 1.5-meter wide sidewalk would be provided on the Sunset Blvd. overcrossing, Skirball Center Drive overcrossing, Mulholland Drive overcrossing, and at various locations within project limits. 1.22-meter wide shoulders are provided on the three overcrossings and can be jointly used as bicycle lanes.

S-6 Alternatives Considered and Withdrawn Before the Draft EIR/EIS Circulation

S-6.1 Alternative 4: Add a Four-Lane HOV Viaduct Structure

This alternative would widen the existing facility to provide for four standard HOV lanes on an elevated viaduct within the freeway median throughout the project limits. In addition to connecting with the existing I-405 HOV lanes at both ends of the project, this alternative would involve constructing direct HOV connectors to and from I-10. However, no direct-access ramps to or from local streets would be included in this alternative. Standard freeway profiles for northbound and southbound I-405 would be provided within the project limits except through the I-405/I-10 interchange. This alternative would provide for a 5-foot half column, a one-foot half-median barrier, a 10-foot inside shoulder, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder in each direction of travel.

This alternative was withdrawn from consideration due to seismic safety concerns associated with a viaduct structure as analyzed in the 405 HOV Viaduct Feasibility Study Memo, provided as an attachment in the Draft Project Report.

S-6.2 Alternative 5: Add a Four-Lane HOV Viaduct Structure with Transit Enhancement

Similar to Alternative 4, this alternative proposed widening the existing facility to provide four standard HOV lanes on an elevated viaduct within the freeway median with the addition of direct on/off-ramps to the northbound and southbound HOV lanes at Sunset Blvd. and Wilshire Blvd. This alternative would require the widening and re-striping of I-405 in both directions along with realigning and reconfiguring numerous ramps.

This alternative was withdrawn from consideration due to seismic safety concerns associated with a viaduct structure, as analyzed in the I-405 Viaduct Feasibility Study Memo, provided as an attachment in the Draft Project Report.

S-6.3 Traffic Systems Management Alternative

This alternative would incorporate implementation of Traffic Systems Management (TSM) measures along the existing arterials paralleling the I-405 corridor to provide increased efficiency on existing facilities. TSM measures generally entail a series of low-capital traffic engineering measures designed to provide increased operational efficiency on existing freeways. Such measures were considered on arterials such as Sepulveda Blvd. as well as east-west arterials.

TSM measures may include signal synchronization, freeway ramp metering, freeway acceleration lanes, enhanced transit service through the I-405 corridor, isolated intersection improvements. These types of improvements are included in the Metropolitan Transit Authority (MTA) 2003 Short-Range Transportation Plan for the Westside Cities Subregion in Los Angeles County. To address the subregion's mobility challenges, the Westside cities and MTA have undertaken many transportation improvement projects that are expected to be operational by 2009. These include the following MTA projects:

- Transportation Demand Management: To improve the capacity and inter-modal efficiency of the transportation system, a number of projects that involve policies, programs or actions that focus on reducing dependency on automobile use or modifying travel behavior have been or will be implemented in the Westside including: the Santa Monica Transit Mall and bike racks on Culver City buses;
- Bikeway and Pedestrian Improvement Projects: To encourage residents and commuters to use cleaner forms of transportation, MTA has funded several bikeway and pedestrian transportation projects including pedestrian and bikeway improvements in Culver City, Los Angeles, Santa Monica and West Hollywood;
- Transportation Enhancements: A number of transportation enhancement projects have been undertaken to enhance the quality of life and provide more livable communities including landscaping in the medians along major arterials, gateway signs indicating the entry into particular Westside cities, renovating Santa Monica Blvd. in West Hollywood and Culver Blvd. in Culver City; and
- Transit: MTA and the municipal transit operators are working to improve transit facilities in the subregion by providing transit centers, bus stop improvements and utilizing new transit technologies. The MTA Board approved a 24-line expansion of the Metro Rapid system of which 10 additional lines will serve the Westside with the help of the municipal operators including Fairfax Avenue, Beverly, Olympic, Pico, Santa Monica, Florence and Crenshaw/LAX, La Cienega, Sepulveda and Lincoln Boulevards. The Metro Central/Westside Service Sector began operation during Fiscal Year 2003. The Westside cities will be forming a Council of Governments and will participate with the newly created Service Sector Council that will be nominated and ratified by the MTA Board within the time-frame of this plan. This body will make recommendations on transit service improvements for the subregion.

This alternative has been rejected for the following reasons:

- TSM alone would not provide adequate capacity for projected traffic volumes which would not address projected travel demands;
- TSM alone would not improve future safety;
- TSM would be insufficient to facilitate the movement of people and goods, or comply with local, regional, and state plans and policies;
- Additional cost to the cities; and
- The proposed improvements are within MTA’s jurisdiction.

S-6.4 Conversion of a Full-time HOV Lane to a Part-time HOV Lane Alternative

This alternative would convert an existing full-time HOV lane to a part-time lane in both directions on a 10-mile segment of the I-405. The proposed segment would begin from approximately I-10 to the south to U.S. 101 to the north. The HOV lane would be open to single-occupant vehicles during off-peak hours. Signage would be installed to inform motorists of the new hours of operation. There would be no additional changes (striping, ingress/egress, etc.) associated with this alternative.

This alternative has been rejected for the following reasons:

- Traffic volumes on both northbound and southbound I-405 are balanced.
- The Southern California Association of Governments would need to amend the Regional Transportation Improvement Program (RTIP) to reflect air quality conformity with the new proposed project description.

S-6.5 Addition of a Mixed-Flow Lane

This alternative would construct a northbound mixed-flow lane and also consider converting the southbound HOV lane to a mixed-flow lane. This alternative has been rejected because it would not address the purpose and need of the proposed project as stated in Section 1.3, would not complete the HOV system on I-405, does not encourage carpool/vanpool/transit use, and would not be in conformity with the RTIP.

S-7 Design Options Considered but Withdrawn

S-7.1 Withdrawn Before the Draft EIR/EIS

Direct-Access HOV On/Off-ramp at Santa Monica Boulevard – Alternative 2B/3B

This design option would add an HOV direct-access on/off-ramp at Santa Monica Blvd. Vehicles traveling in the HOV lane would be able to enter and exit directly from the carpool lane at Santa Monica Boulevard.

Just prior to Draft EIR/EIS circulation, the direct access HOV on/off-ramp at Santa Monica Blvd. (Alternative 2B/3B) was analyzed for its potential for conditional acceptance pursuant to Federal Highway Administration (FHWA) requirements for added (or modified) interchanges on the Interstate System (Title 23 USC 111). This engineering analysis determined that this alternative was not feasible.

The traffic analysis that was conducted for this direct-access design option concluded that the projected HOV traffic volumes entering the proposed freeway HOV lanes would cause the southbound HOV lane to become severely congested. This was an unacceptable condition and as a consequence, Alternatives 2B and 3B had to be withdrawn from consideration at this time. Contributing to this decision was the fact that if Caltrans wanted to continue to pursue these direct-access ramps, FHWA would require additional traffic analysis and review which would take several months to complete.

S-7.2 Withdrawn After Draft EIR/EIS

Design Option at Valley Vista Blvd.

As a result of community input from meetings held in March 2007, Caltrans has been analyzing design options for the southbound I-405 Valley Vista Blvd. on/off-ramps. In an effort to improve freeway operations and reduce the number of property takes that would be required to reconstruct the southbound off-ramp due to freeway widening, a geometrically preferred option has been developed. New hook on/off-ramps would be relocated south of the existing Valley Vista off-ramp to Sepulveda Blvd. The hook-ramp design would reduce the number of property takes by allowing Caltrans to use its available right-of-way as well as improve driver sight distance, increase vehicle storage and decrease motorist weaving from the 101/405 interchange (see Appendix I – L1A).

S-8 Environmentally Superior Alternative (CEQA)

Section 15126.6(e)(2) of the State CEQA Guidelines requires that an EIR identify the “Environmentally Superior Alternative” among the alternatives considered. CEQA states that if the No Build Alternative does not meet the project objectives, an Environmentally Superior Alternative is identified from the build alternatives. Each of the build alternatives would result in unavoidable significant adverse impacts (construction impacts, local traffic impacts during construction, and impacts associated with relocation of residences and businesses). Alternative 2 and Alternative 3 Modified would result in fewer or less extensive right-of-way impacts than Alternative 3. The No Build Alternative would not result in any of the impacts of the build alternatives. However, the No Build Alternative would not fulfill project objectives or provide the benefits the build alternatives would provide (e.g. connectivity of the HOV system network, improvements to local and regional access, reduced vehicle miles traveled, or improved traffic circulation). The No Build Alternative would result in increased congestion, decreased mobility, and increased air pollution and fuel consumption compared to the build alternatives. Additionally, the No Build Alternative would be inconsistent with the General Plans of the affected municipalities and Southern California Association of Government’s Regional Transportation Plan. Consequently, the build alternatives would be environmentally superior to the No Build Alternative. When compared to each other, Alternative 2 would result in less extensive right-of-way impacts, temporary construction impacts, less residential displacement and less land purchase/disturbance than Alternative 3 and Alternative 3 Modified and would achieve the goals of the proposed project. Therefore, Alternative 2 is considered environmentally superior to the other build alternatives.

S-9 Environmental Impacts

Environmental impacts associated with the proposed Build Alternative 2, Build Alternative 3, and the No Build Alternative were fully analyzed, and the results are summarized in Table S-1.

Table S-1: Summary of Major Potential Impacts from Alternatives

Potential Impact		Alternative 2 (Preferred)	Alternative 3	Alternative 1: No Build
Land Use and Planning (Consistency with City General Plan)		No impact	No impact	No impact
Community/ Economic Impacts	Business Displacement	No impact	No impact	No impact
	Housing Displacement	Six residential properties would be displaced. Two of these homes would be removed.	37 residential properties would be displaced *Hook-ramp design option at Valley Vista Blvd. would displace 4 residential properties *Alternative 3 Modified would avoid 30 properties on Church Ln.	No impact

Potential Impact		Alternative 2 (Preferred)	Alternative 3	Alternative 1: No Build
	Community Service Disruption	Possible disturbance to community service functions at various community service centers during project construction	Possible disturbance to community service functions at various community service centers during construction including the Getty Center Property acquisition of the Village Church of Westwood. *Alternative 3 Modified would avoid the Village Church	No impact
	Business Disruption	No impact	Possible obstruction of access during construction & property acquisition of a Verizon equipment facility and a professional financial services business	No impact
	Ramp Closures	Permanent closure of Montana Ave. off-ramp	Permanent closure of Montana Ave. N/B off-ramp and Sunset Blvd. S/B on-ramp	No impact
Environmental Justice		No impact	No impact	No impact
Utilities and Emergency Services		Temporary disruption of utilities and emergency services during construction due to relocation	Temporary disruption of utilities and emergency services during construction due to relocation of utilities	No impact
Traffic/ Parking/ Pedestrian Safety	Traffic Circulation	Traffic detours and disruption during construction Beneficial during operations	Traffic detours and disruption during construction; longer timeframe Beneficial during operations	Substantial traffic congestion
	Transit Route	Temporary change of transit routes and bus stops during construction	Temporary change of transit routes and bus stops during construction	No impact
	Pedestrian Safety	Temporary detour of pedestrian routes during construction	Temporary detour of pedestrian routes during construction	No impact
	Parking	Temporary loss of parking at the southeast corner of the federal parking lot located in the southeast corner of Wilshire Blvd.	Temporary loss of parking at the southeast corner of the federal parking lot located in the southeast corner of Wilshire Blvd. and permanent loss of street parking on Church Lane and the Getty Center	No impact
	Access	Temporary disruption of access to residences and businesses during construction	Temporary disruption of access to residences and businesses during construction	No impact
Visual Quality		Construction of soundwalls and new ramps would impact resources and views to residents adjacent to soundwalls and ramps	Construction of soundwalls and new ramps would impact resources and views to residents adjacent to soundwalls and ramps, including Church Lane	No impact
Historical Cultural Resources		Adverse effect on one historic resource	Adverse effect on one historic resource	No impact
Archaeological Resources		Low likelihood of discovery of subsurface archaeological resources	Low likelihood of discovery of subsurface archaeological resources	No impact
Flood Control, Hydrology, Water Quality, and Stormwater Runoff		Relocation of 4 drainages would require agency coordination	Relocation of 4 drainages would require agency coordination	No impact
Geology/Soils/Seismicity		No impact	No impact	No impact
Hazardous Waste/Materials		Possibility of encountering aurally deposited lead (ADL), asbestos-containing materials (ACM), and lead-based paint (LBP)	Possibility of encountering aurally deposited lead (ADL), asbestos-containing materials (ACM), and lead-based paint (LBP)	No impact

Potential Impact	Alternative 2 (Preferred)	Alternative 3	Alternative 1: No Build
Air Quality	Temporary emissions of criteria air pollutants during construction	Temporary emissions of criteria air pollutants during construction Alternative 3 would not be in conformity with the SIP, RTP and RTIP	No impact
Noise	Intermittently exceeding noise criterion during construction	Intermittently exceeding noise criterion during construction	No impact
Energy	No impact	No impact	No impact
Biological Resources	Removal of approximately 115 mature native trees; affect 3 known wildlife crossing corridors within the project limits during project construction	Removal of approximately 162 mature native trees; affect 3 known wildlife crossing corridors within the project limits during project construction	No impact
Section 4(f) properties	Use of 2 trailheads and trails. Approximately 4.0 acres to be impacted at the Getty View Trailhead and approximately 0.3 acres at the Skirball Center trailhead.	Use of 2 trailheads and trails. Approximately 4.0 acres to be impacted at the Getty View Trailhead and approximately 0.3 acres at the Skirball Center trailhead.	No impact
Cumulative and Secondary Impacts	Impacts to air quality, noise, socioeconomics, traffic and circulation, and area aesthetics during construction Impact to historical resources, post-construction No secondary impacts identified	Impacts to air quality, noise, socioeconomics, traffic and circulation, and area aesthetics during construction Impact to historical resources, post-construction No secondary impacts identified	No impact

S-10 Avoidance, Minimization and Mitigation Measures

Several of the project elements have been modified to avoid or minimize potential environmental impacts. Proposed mitigation measures are summarized in Table S-2, and listed in more detail in Chapter 6. In some cases avoidance and minimization attempts could not fully resolve the impacts.

Table S-2: Proposed Mitigation Measures

Environmental Factor	Mitigation Measures	
	Alternative 2 (Preferred)	Alternative 3
Relocation Impacts	FHWA and Caltrans would provide relocation assistance payments and counseling to persons, businesses, and nonprofit organizations to be relocated, in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation benefits and decent, safe, and sanitary homes for displaced residents.	FHWA and Caltrans would provide relocation assistance payments and counseling to persons, businesses, and nonprofit organizations to be relocated, in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation benefits and decent, safe, and sanitary homes for displaced residents.
Community Impacts	<ul style="list-style-type: none"> Develop a construction staging plan and Traffic Management Plan (TMP) in close coordination with others. The TMP would identify alternate traffic detour routes, bus 	<ul style="list-style-type: none"> Develop a construction staging plan and TMP in close coordination with others. The TMP would identify alternate traffic detour routes, bus terminals, transit routes, pedestrian routes,

Table S-2: Proposed Mitigation Measures

Environmental Factor	Mitigation Measures	
	Alternative 2 (Preferred)	Alternative 3
	<p>terminals, transit routes and operation hours, pedestrian routes, and residential and commercial access routes to be used during the construction period. Signs notifying the bus users would be posted of changes in transit routes.</p> <ul style="list-style-type: none"> Continue the outreach program to keep residents, businesses, and any service providers within the area informed about relevant project information. Coordinate with representatives of the homeowner associations and community organizations to avoid construction activities in the immediate vicinity during major events. 	<p>and residential and commercial access routes to be used during the construction period. Signs would be posted.</p> <ul style="list-style-type: none"> Continue the outreach program to keep residents, businesses, and service providers within the area informed about all relevant project information. Coordinate with businesses, homeowner associations and community organizations to avoid construction activities in the immediate vicinity during major events.
Transportation and Traffic	<ul style="list-style-type: none"> Develop a construction staging plan and TMP in close coordination with MTA and with agencies or developers responsible for other planned projects in the immediate vicinity of the proposed project to minimize direct and cumulative construction impacts on the community. Left-turn pocket and signal on southbound Sepulveda Blvd. at Homedale Ave. due to the closure of the Montana Ave. northbound I-405 off-ramp. 	<ul style="list-style-type: none"> Develop a construction staging plan and TMP in close coordination with MTA and with agencies or developers responsible for other planned projects in the immediate vicinity of the proposed project to minimize direct and cumulative construction impacts on the community.
Visual and Aesthetics	Proposed soundwalls should match the existing soundwalls.	Proposed soundwalls should match the existing soundwalls.
Cultural/ Historical Resources	Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the undertaking, Caltrans will ensure that the undertaking is implemented in accordance with stipulations in order to take into account the effect of the undertaking on historic properties, and further agrees that these stipulations shall govern the undertaking and all of its parts until this MOA expires or is terminated. These stipulations will include but are not limited to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) documentation of the Mulholland Drive Overcrossing and installation of informative permanent metal plaques at both ends of the new bridge at public locations that provide a brief history of the original bridge.	Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the undertaking, Caltrans will ensure that the undertaking is implemented in accordance with stipulations in order to take into account the effect of the undertaking on historic properties, and further agrees that these stipulations shall govern the undertaking and all of its parts until this MOA expires or is terminated. These stipulations will include but are not limited to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) documentation of the Mulholland Drive Overcrossing and installation of informative permanent metal plaques at both ends of the new bridge at public locations that provide a brief history of the original bridge.
Hazards and Hazardous Materials	Require the contractor to implement all recommendations proposed in the Initial Site Assessment (ISA) prior to project construction to avoid impacts associated with hazardous waste and materials that may be encountered.	Require the contractor to implement all recommendations proposed in the ISA prior to project construction to avoid impacts associated with hazardous waste and materials that may be encountered.
Air Quality	<ul style="list-style-type: none"> Require the construction contractor to implement PM₁₀ control by applying measures contained in Tables 1 and 2 of SCAQMD Rule 403 (see Section 3.12.4) Contractor shall be responsible for compliance 	<ul style="list-style-type: none"> Require the construction contractor to implement PM₁₀ control by applying measures contained in Tables 1 and 2 of SCAQMD Rule 403 (see Section 3.12.4) Contractor shall be responsible for compliance

Table S-2: Proposed Mitigation Measures

Environmental Factor	Mitigation Measures	
	Alternative 2 (Preferred)	Alternative 3
	with all asbestos-related regulations of SCAQMD, in particular Rule 1403 – Asbestos Emissions from Demolition/ Renovation Activities.	with all asbestos-related regulations of SCAQMD, in particular Rule 1403 – Asbestos Emissions from Demolition/ Renovation Activities.
Noise	<ul style="list-style-type: none"> • Require the construction contractor to address temporary impacts by: <ul style="list-style-type: none"> – Utilizing construction methods or equipment that would provide the lowest level of noise impact. – Schedule construction such that the absolute minimum number of pieces of equipment would be operating within the same vicinity simultaneously to reduce the number of concurrent noise sources. – Schedule the duration and timing of construction activities to minimize noise impacts on exposed individuals. – Keep area residents and businesses informed of the schedule, duration, and progress of the construction to minimize public objections of unavoidable noise. Notify communities in advance of construction and of the expected temporary noise impacts during the construction period. 	<ul style="list-style-type: none"> • Require the construction contractor to address temporary impacts by: <ul style="list-style-type: none"> – Utilizing construction methods or equipment that would provide the lowest level of noise impact. – Schedule construction such that the absolute minimum number of pieces of equipment would be operating within the same vicinity simultaneously to reduce the number of concurrent noise sources. – Schedule the duration and timing of construction activities to minimize noise impacts on exposed individuals. – Keep area residents and businesses informed of the schedule, duration, and progress of the construction to minimize public objections of unavoidable noise. Notify communities in advance of construction and of the expected temporary noise impacts during the construction period.
Biological Resources	<ul style="list-style-type: none"> • Native and walnut trees to be removed would be replaced at a 5:1 ratio. • Conduct pre-construction surveys for nesting birds. • Consultation with regulatory agencies regarding impacts to drainages. • Wildlife crossing mitigation including a wildlife crossing at Skirball Center overcrossing, a culvert to funnel wildlife at the Getty View Trailhead area, removal of fencing in various areas; and appropriate signage 	<ul style="list-style-type: none"> • Native and walnut trees to be removed would be replaced at a 5:1 ratio. • Conduct pre-construction surveys for nesting birds. • Consultation with regulatory agencies regarding impacts to drainages. • Wildlife crossing mitigation including wildlife crossing at Skirball Center overcrossing, a culvert to funnel wildlife at the Getty View Trailhead, removal of fencing in various areas; and appropriate signage
Cumulative Effects	<ul style="list-style-type: none"> • Establish a Construction Traffic Committee, which would consist of a representative(s) from each planned project, to develop a construction plan that would minimize cumulative community impacts. The committee would meet on a regular basis to discuss project progress, problems confronted, and issues to be resolved. • Coordinate with MTA to ensure that construction activities of multiple projects would not occur at the same location simultaneously. 	<ul style="list-style-type: none"> • Establish a Construction Traffic Committee, which would consist of a representative(s) from each planned project, to develop a construction plan that minimizes the cumulative community impacts. The committee would meet on a regular basis to discuss project progress, problems confronted, and issues to be resolved. • Coordinate with MTA to ensure that construction activities of multiple projects would not occur at the same location simultaneously.

S-11 Preferred Alternative

Public and agency concerns have been integral throughout the CEQA/NEPA decision-making process. Comments received during the circulation of the Draft EIR/EIS were given serious consideration and have led to refinements to Alternative 2, that have reduced community impacts. Comments provided by elected officials interested in this project have also been very carefully considered. The information contained in this Final EIR/EIS, which addresses all comments and responses on the Draft EIR/EIS, was evaluated, discussed and used as the basis for identifying the Preferred Alternative. Alternative 2 has been identified as the Preferred Alternative based on efforts to minimize impacts to the community, properties, homes, construction footprint and community acceptance. Also, Alternative 2 has been identified as the environmentally superior alternative because it would result in less extensive right-of-way impacts, temporary construction impacts, less residential displacement and less land purchase/disturbance. Refinements to Alternative 2 have also eliminated impacts associated with relocation of the Verizon Building and Rodeo Realty business through design modifications.

The design refinements that have been made to the preferred alternative include the reduction of the 12-foot half median barrier to 11 feet and the reduction of the 4-foot HOV buffer to 1 foot. Elimination of the right-turn lane on Sepulveda Blvd. at Ovada Place was also an important refinement that has led to reduced project impacts.

The median and HOV buffer width reductions provided for a lessening of impacts in the Sherman Oaks community near the Valley Vista interchange. While six residential properties will be acquired, only two of these homes will need to be removed to accommodate northbound freeway widening. The other four acquired properties would be resold after construction is completed in this area. The southbound Valley Vista off-ramp modifications were also minimized in a way that leaves existing traffic access and local circulation patterns unchanged.

The design options for the relocation of the southbound I-405 Valley Vista Blvd. off-ramp and the northbound I-405 Skirball Center Drive off-ramp were considered and ultimately not recommended due to excessive costs, in addition to local agency and public environmental concerns. The proposal to relocate the southbound Valley Vista on/off-ramps further south created unacceptable new traffic redistribution issues. This design option also appeared to isolate several homes along Sepulveda Blvd. The Skirball Center Drive option led to some partial modification to the ramps, but not to the extent recommended by FHWA.

The Preferred Project requires the eastward relocation of Sepulveda Blvd. between Montana Avenue and Ovada Place. This was also the case as identified in the Draft EIR/EIS for all the project build alternatives. The design refinements to the freeway width that have been incorporated into the Preferred Alternative have led to a reduction of this eastward relocation. This reduction increases the distance between the proposed retaining walls on the east side of Sepulveda Blvd. and the backyard property lines of the residential properties located on Thurston Avenue and Dalkeith Avenue (see Possible Retaining Wall Locations on Sepulveda Blvd. Cross-Section located at the end of Appendix I).

As noted in the description of Alternative 2 in the Draft EIR/EIS, some freeway widening would occur along the west side of the freeway. This widening would establish southbound freeway design standards, consistent with a previous commitment that Caltrans had made to FHWA for this Interstate Freeway. This widening on the west side of the freeway is also included as a part of the Preferred Alternative. However, there would be no widening outside of the freeway right-of-way between Bel Air Crest and Waterford Street. Widening outside of the freeway in this area is not part of the Preferred Alternative and would require further study.

S-12 Areas of Concern

Areas of concern relate to potential project impacts upon the human environment along the corridor. Key areas of concern include potential displacements, community disruption, economic costs, noise increases, air pollution, temporary loss of parkland, visual resources, parking and effects upon traffic circulation. Another area of concern involves potential effects of project alternatives on historic cultural resources, particularly those listed or eligible for the National Register of Historic Places. Finally, a third concern relates to potential effects on natural resources such as vegetation, wildlife and trails.

These concerns have been analyzed in this Final EIR/EIS and mitigation measures to reduce these impacts are summarized in Chapter 6.

S-13 Public and Agency Involvement

Caltrans has initiated an outreach program that has included several meetings with elected officials, stakeholders and the community at large. Through the program, the public has been kept apprised of the status of the project (including design changes) and has been given the opportunity to provide input as the project proceeds through the environmental process and design.

A Notice of Preparation (NOP) and Notice of Intent (NOI) were issued in January 2001. The NOI was published in the Federal Register on January 7, 2002. Two scoping meetings were held in January 2002 and scoping was reinitiated in October 2005. In addition, meetings with elected officials and resource agencies have been conducted. Caltrans has also participated in several community meetings with homeowner associations in the project area. Caltrans presented project updates and received feedback. Most recently in November 2006, a newsletter presenting project alternatives and design variations was sent to approximately 8,000 community members. After the public hearing and circulation of the environmental document, Caltrans will continue the outreach effort with the community.

S-14 Permits

The following permits/agreements would be required for project construction:

- Section 404 nationwide permit from the Army Corps of Engineers (ACOE)
- Section 401 Water Discharge Permit from the California Department of Water Resources Board (DWR)
- Section 1602 Streambed Alteration Agreement from the California Department of Fish and Game (CDFG)
- Section 106 Memorandum of Agreement (MOA) for the Mulholland Drive Overcrossing
- Freeway Agreement with the City of Los Angeles Department of Transportation (LADOT)

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CHAPTER 1 PURPOSE AND NEED FOR PROJECT

1.1 Introduction

The Interstate 405 (I-405) corridor begins at Interstate 5 (I-5) in Orange County, in the City of Irvine, and ends at I-5 in Los Angeles County, in the City of Los Angeles, near the community of Mission Hills. I-405 is a north-south route that is classified as an interstate/interregional, urban highway. I-405 is a part of the National Highway System and serves as a major access route for the coastal, westside and San Fernando Valley communities in the Los Angeles area.

I-405 is the primary transportation facility connecting the southern Los Angeles area with the San Fernando Valley and is heavily used for commuter traffic. Within the project limits, which are roughly bounded by Interstate 10 (I-10) to the south and U.S. Highway 101 (US-101) to the north, the Sepulveda Pass amounts to approximately 70% of the study corridor and is a geographically constrained area, bounded on both sides by mountainous terrain. In the City of Los Angeles, Sepulveda Boulevard is used as an alternate route to the I-405 freeway, otherwise there are limited convenient parallel routes or a grid system of streets in the Sepulveda Pass area. The I-405 operates at full capacity, approximately 15 hours a day, including peak hours in the proposed project area.

In 2000, Governor Gray Davis implemented the Traffic Congestion Relief Program (TCRP) that provided \$5.3 billion in critically needed transportation resources to fund more than 100 locally recommended projects throughout California. The I-405 Sepulveda Pass Project received funding of \$90 million through this program. 2005 Federal legislation earmarked \$130 million for this project and Governor Arnold Schwarzenegger's Strategic Growth Plan includes \$350 million to bring the I-405 Sepulveda Pass Project to completion. On January 13, 2006, Governor Schwarzenegger signed Senate Bill 1026 proposed by Sheila Kuehl (D-Los Angeles). The bill authorized the Los Angeles Metropolitan Transportation Agency (LAMTA) to use the design-build process for a project that would widen this segment of I-405.

The California Department of Transportation (Caltrans) is proposing to add a High Occupancy Vehicle (HOV) lane to northbound I-405 from approximately I-10 to US-101 in Los Angeles, California. As part of the Transportation Congestion Relief Program (TCRP), this project is expected to enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion. Figure 1.1-1 shows a Project Vicinity Map and Figure S-2 shows a Project Location Map.

This project is included in the Southern California Association of Government's (SCAG) 2004 Regional Transportation Plan (RTP). The 2004 RTP was adopted by SCAG on April 1, 2004 as Resolution #04-451-2. FHWA approved the 2004 Plan on June 7, 2004. The RTP was amended on July 27, 2004. The 2004 Regional Transportation Improvement Program (RTIP) was adopted by SCAG in September 2004. The 2006 RTIP was approved by the federal agencies on October 2, 2006. This project is also included in the FY 2006/2007 Federal Statewide Transportation Improvement Program (FSTIP) and is proposed for funding from the HB5 program (System Operational Improvements) of the TCRP, the SAFETEA-LU Program, and the Corridor Mobility Improvement Account (CMIA).

The Transportation Facility and Roadway Deficiencies

The segment of I-405 within the project limits was originally constructed between 1958 and 1963 as an eight-lane facility consisting of four 12-foot wide lanes in each direction, 8-foot to 10-foot wide outside shoulders, and a 22-foot wide median. The existing lane widths were reduced to a non-standard 11-foot, and the median was used to accommodate the addition of two mixed-flow lanes (one in each direction) through a restriping project in 1985. A non-standard 11-foot wide HOV lane was added to the southbound I-405 from Waterford Street to north of Burbank Boulevard in 2002.

The existing northbound freeway from I-10 to Skirball Center Drive has five non-standard 11-foot wide mixed-flow lanes (MFL), a non-standard 4-foot wide half-median, and an 8-foot to 10-foot wide outside shoulder. From Skirball Center Drive to Greenleaf Avenue, the existing northbound freeway has six non-standard 11-foot wide mixed-flow lanes (MFL), a non-standard 4-foot wide half-median, and an 8-foot to 10-foot wide outside shoulder. The existing southbound freeway from Santa Monica Boulevard to Waterford Street has five non-standard 11-foot wide mixed-flow lanes, a non-standard 4-foot wide half-median, and an 8-foot to 10-foot wide outside shoulder. The existing southbound freeway from Waterford Street to Skirball Center Drive has a non-standard 11-foot wide HOV lane, four non-standard 11-foot wide mixed-flow lanes, a non-standard 2-foot wide half-median, and a non-standard 8-foot wide outside shoulder. From Skirball Center Drive to Ventura Boulevard, the existing southbound freeway has a non-standard 11-foot wide HOV lane, five non-standard 11-foot wide mixed-flow lanes, a non-standard 2-foot wide half-median, and a non-standard 8-foot wide outside shoulder. There are 12 local street undercrossings and three overcrossings within the project limits.

Figure 1.1-1: Project Location Map



1.2 Purpose of the Proposed Project

The primary purpose of the proposed project is to improve mobility by reducing existing and forecasted traffic congestion on I-405 between I-10 to US-101. This project would reduce congestion and is expected to enhance traffic operations by adding freeway capacity in an area that already experiences heavy congestion.

The secondary goal is to improve both existing and future mobility and enhance safety throughout the corridor, while minimizing environmental and economic impacts. The project would transfer through-vehicle trips to the regional highway system, ease congestion, improve mobility by moving twice as many vehicles as a regular traffic lane, decrease commuter times for all drivers, reduce air pollution, and promote ridesharing.

1.3 Need for the Proposed Project

The following discussion summarizes the present and future conditions of the existing I-405 project area that constitute the need for action. Several project alternatives have been developed to meet the purpose and need. If no improvements are made within the project limits, the Sepulveda Pass will continue as a major bottleneck.







The Sepulveda Pass between I-10 and US-101 experiences heavy traffic congestion due to inadequate lane width, a great deal of vehicle weaving (vehicles moving from one lane to another), and above average accident rates. An HOV lane would add capacity to the mainline freeway and prevent the existing traffic conditions from further deteriorating due to forecasted traffic volume increases for opening year 2015 and horizon year 2031. From a traffic operations perspective, HOV improvements would result in an improved condition with substantial benefits in reducing delay. The proposed project improvements would standardize traffic lanes, median, and shoulder and allow the State to implement current functional and safety design standards, which would increase safety and overall operation of the facility.

Currently, there is a gap in the HOV network along the entire I-405 corridor in Los Angeles County (see Figure S-3: 2006 Interregional HOV System Map). HOV lanes are currently operating on both northbound and southbound I-405 from the Orange County line to State Route 90 (Marina Freeway), from north of Burbank Blvd. to Route 118, and in the southbound direction from Waterford Street to north of Burbank Blvd. The southbound lanes between SR-90 and National Blvd. are under construction and will be completed Spring 2010. This will complete the southbound HOV lane from I-5 to US-101 (see Figure 1.1-2: Related Projects in the I-405 Project Area).

Existing Freeway Conditions

Within the project limits, I-405 currently operates at a deficient level of service for the majority of the day (approximately 15 hours). Level of service (LOS) is an indicator of operating conditions on a roadway and is defined in categories ranging from "A" to "F." An LOS of "A" indicates free-flowing traffic with no hindrance to driving speed caused by traffic conditions, whereas LOS "F" indicates substantial congestion with slow-moving, stop-and-go traffic. If no capacity improvements are made, conditions will continue to deteriorate in the future from planned growth alone.

Figure 1.1-2

LEVELS OF SERVICE for Freeways			
Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. No delays
B		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. No delays
C		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. Minimal delays
D		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. Minimal delays
E		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. Significant delays
F		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. Considerable delays

The existing I-405 provides five lanes in each direction which currently exceed capacity during peak periods. As a result, stop-and-go traffic conditions last two to five hours in the mornings and afternoons. These conditions are further aggravated by vehicle merges, traffic accidents, and vehicle breakdowns. Due to excess travel demand on I-405, many travelers take longer, alternate routes which also results in spillover traffic from I-405 onto parallel arterial roadways which increases local congestion.

Freeway Ramps

For this project, 41 on/off-ramps along the I-405 freeway in the project limits were analyzed. The analysis indicated that although saturated, all 41 ramps operate at an acceptable level of service. Three locations carry volumes that exceed the theoretical capacity of a single entrance or exit ramp of 1,500 vehicles per hour during one or both peak periods and may have capacity issues in the

future. Three ramps in the year 2015 and eight ramps in the year 2031 were forecast to carry more than 1,500 vehicles per hour during the peak period.

Intersections

In the existing condition, 13 of the 54 project study intersections currently operate at LOS F. For the No Build Alternative, 22 intersections are forecast to operate at LOS F by the year 2015, and 41 will be at LOS F in the year 2031.

Traffic Volumes

The forecasts generated for the future years 2015 and 2031 are assumed to represent the total unconstrained travel demand in the corridor throughout the day. It is assumed that future traffic demand volumes (without the project) capture all trips that would use the northbound I-405, regardless of the condition of the roadway and the capacity of the freeway to meet the demand. Forecasts were generated based on compounded growth rates and data from Caltrans traffic counts. This represents a worst-case condition for traffic volumes for this project.

Northbound and southbound Annual Average Daily Traffic volumes (AADT) for year 2015 and 2031, are presented in Tables 1.3-1 and 1.3-2. The data indicates an increase in northbound traffic of 1.5% without any proposed improvements. This projected increase is reflective of the implementation of the projects included in the RTIP and this project would only cause a fraction

of the increase. The following tables provide traffic data that demonstrate how existing conditions will deteriorate with time under the no-build scenario. This increase is anticipated to be primarily comprised of passenger vehicles and a discernable increase in trucks is not anticipated.

Table 1.3-1: Northbound and Southbound I-405 Traffic Volumes for Year 2015 Without Project

Segment	Northbound				Southbound			
	LOS (A.M.)	AADT	% Trucks	Truck AADT	LOS (A.M.)	AADT	% Trucks	Truck AADT
Venice Blvd. and I-10	F	169,800	2.16%	3,700	F	183,900	2.16%	4,000
I-10 and Olympic Blvd.	F	176,700	2.16%	3,800	F	156,700	2.16%	3,400
Olympic and Santa Monica Blvd.	D	188,300	2.16%	4,100	D	173,800	2.16%	3,800
Santa Monica and Wilshire Blvd.	F	175,500	2.16%	3,800	F	168,700	2.16%	3,600
Wilshire Blvd. and Montana Ave.	F	188,700	2.16%	4,100	F	142,400	2.16%	3,100
Montana Ave. and Sunset Blvd.	F	190,400	2.16%	4,100	F	132,300	2.16%	2,900
Sunset Blvd. and Moraga Drive	D	200,800	2.16%	4,300	D	133,900	2.16%	2,900
Moraga and Sepulveda Blvd.	F	205,000	2.16%	4,400	F	136,700	2.16%	3,000
Sepulveda Blvd. and Mulholland Dr.	F	188,000	2.16%	4,100	F	153,800	2.16%	3,300
Mulholland Drive and Greenleaf St.	D	184,700	2.16%	4,000	D	151,100	2.16%	3,300

Source: Traffic Analysis Report, July 2006

Table 1.3-2: Northbound and Southbound I-405 Traffic Volumes for Year 2031 Without Project

Segment	Northbound				Southbound			
	LOS (A.M.)	AADT	% Trucks	Truck AADT	LOS (A.M.)	AADT	% Trucks	Truck AADT
Venice Blvd. and I-10	F	214,400	2.16%	4,600	F	232,300	2.16%	5,000
I-10 and Olympic Blvd.	F	223,200	2.16%	4,800	F	197,900	2.16%	4,300
Olympic and Santa Monica Blvd.	F	237,700	2.16%	5,100	F	219,500	2.16%	4,700
Santa Monica and Wilshire Blvd.	F	221,700	2.16%	4,800	F	213,000	2.16%	4,600
Wilshire Blvd. and Montana Ave.	F	238,300	2.16%	5,100	F	179,800	2.16%	3,900
Montana Ave. and Sunset Blvd.	F	240,500	2.16%	5,200	F	167,100	2.16%	3,600
Sunset Blvd. and Moraga Drive	F	253,600	2.16%	5,500	F	169,000	2.16%	3,700
Moraga and Sepulveda Blvd.	F	259,000	2.16%	5,600	F	172,700	2.16%	3,700
Sepulveda Blvd. and Mulholland Dr.	F	237,400	2.16%	5,100	F	194,200	2.16%	4,200
Mulholland Drive and Greenleaf St.	F	233,300	2.16%	5,000	F	190,900	2.16%	4,100

Source: Traffic Analysis Report, July 2006

Safety

Caltrans, District 7, Traffic Accident Surveillance and Analysis System (TASAS) data was analyzed for both northbound and southbound I-405 within the project limits for the time period of April 1, 2002 through March 31, 2005. The total number of accidents for northbound I-405 was 1,738 and 2,738 for the same time period for southbound I-405. Average accident rates for the segment of the I-405 within the project limits, as well as the statewide average accident rates are provided in Table 1.3-3.

The TASAS data indicates that northbound I-405 within the project limits has experienced slightly lower accident rates than the statewide average for the three-year study period. The southbound I-405 within the project limits has experienced substantially higher than average accident rates for injury-related accidents and total accidents.

Table 1.3-3: Accident Rate Data for I-405 within the Project Limits
(October 1, 2002 through September 30, 2005)

Direction of Travel	Total Number of Accidents	I-405 Average Accident Rates (per million vehicle miles)			California Average Accident Rates (per million vehicle miles)		
		Fat ¹	F+I ²	Total ³	Fat ¹	F+I ²	Total ³
Northbound	1,738	0.003	0.33	1.19	0.006	0.38	1.22
Southbound	2,738	0.004	0.51	1.77	0.006	0.38	1.22

Source: Caltrans, District 7, Traffic Accident Surveillance and Analysis System

- Notes:
- 1) Fat – accidents involving at least one fatality.
 - 2) F+I – accidents involving either a fatality or injury.
 - 3) Total – all reported accidents, which includes accidents with fatalities, injuries, and property damage only.

There is a high percentage of rear-end type accidents occurring in both directions of travel, which is indicative of stop-and-go traffic related to congested conditions. There is also a relatively large proportion of accidents occurring during the midday traffic period on southbound I-405, which may be related to high traffic volumes combined with intermittent congestion, where drivers may not anticipate stop-and-go traffic. The following locations along I-405 within the project limits have had much higher accident rates within the last 12 months of the three-year study period:

- Southbound I-405 On-ramp from eastbound Wilshire Blvd.
- Southbound I-405 Off-ramp from westbound Wilshire Blvd.
- Southbound I-405 near Olympic/Pico & Santa Monica Blvd.
- Northbound and Southbound I-405 from Santa Monica to Wilshire Blvd.
- Southbound I-405 from Wilshire to Santa Monica Blvd.
- Southbound I-405 from Wilshire to Sunset Blvd.
- Southbound I-405 from Sunset Blvd. to Church Lane
- Southbound I-405 from Getty Center to Wilshire Blvd.
- Southbound I-405 from Skirball Center to Mulholland Drive
- Northbound I-405 from Mulholland to Ventura/Greenleaf St.
- Northbound I-405 from Ventura/Greenleaf to Sepulveda Blvd.

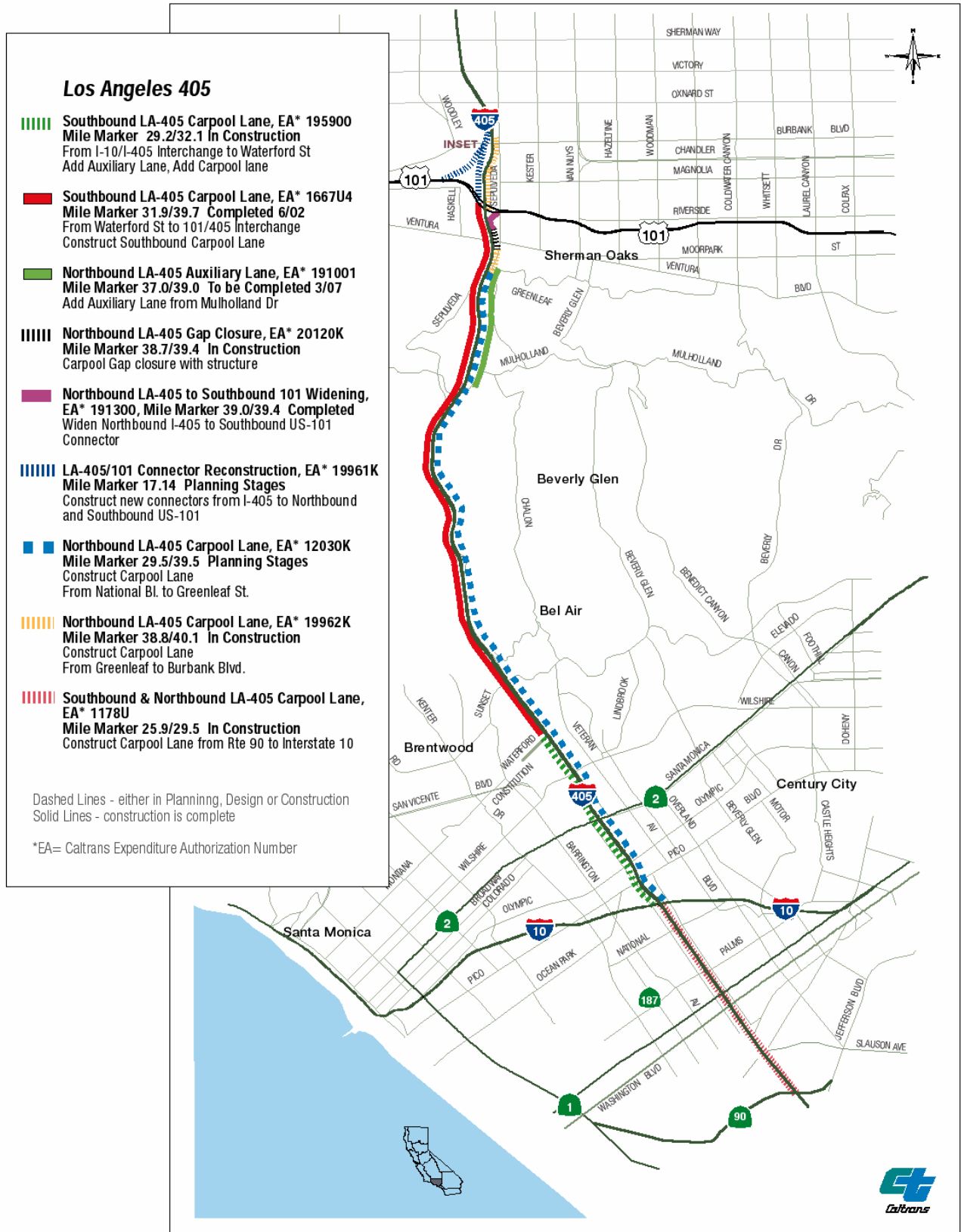
1.4 Related Projects

Caltrans District 7 is home to the nation's most extensive HOV lane program, which will be adding carpool lanes to virtually every freeway in the Los Angeles area. The HOV program is the backbone of a multi-modal transportation system. In providing an HOV system, Caltrans is providing the network necessary for higher-level mass transit systems in the future. The HOV system is also the least expensive method or alternative to accommodate economic growth and development and is seen as the next logical step in improving freeway efficiency to accommodate future increases in population and traffic. The \$4.3 billion HOV lane program is designed to quickly improve mobility in the region. HOV lanes are planned along the entire stretch of the I-405 corridor in Los Angeles County (see Figure S-3: 2006 Interregional HOV Lane System Map and Figure 1.1-2: Related Projects in the I-405 Project Area).

Besides the HOV lane program, another project would affect a local roadway in the I-405 Sepulveda Pass Project area. Construction of the Santa Monica Boulevard Transit Parkway Project began in March 2003 and roadway construction was completed in October 2006 and landscaping work will continue through summer 2007. The project involved the reconstruction and reconfiguration of 2.5 miles of Santa Monica Boulevard and Little Santa Monica Boulevard into a single roadway with three eastbound and three westbound travel lanes. The project included a new street lighting and traffic signal system, a landscaped median, bicycle lanes and bus priority features.

The City of Los Angeles, in coordination with the Federal Highway Administration (FHWA) and Caltrans, is in the planning stages for the Sepulveda Blvd. Reversible/Bike Lane and Intersection Improvement Project. Sepulveda Blvd. parallels I-405 for the length of the project area and the limits are from Wilshire Blvd. to Mulholland Drive in the city and county of Los Angeles. Improvements include auxiliary lanes, bike lanes, and up to six-foot wide shoulder additions for bicycle usage. Sepulveda Blvd. would be re-striped through the Sepulveda Tunnel to provide a reversible lane that would operate during peak-hour traffic periods. Construction is proposed to begin in the summer of 2007 and would last for approximately 18-24 months.

Figure 1.1-3: Related Projects in the I-405 Project Area



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CHAPTER 2 PROJECT ALTERNATIVES

The proposed project is located in Los Angeles County on I-405 and would involve the addition of a 10-mile northbound carpool lane on I-405 through the Sepulveda Pass from approximately I-10 (Santa Monica Freeway) to US-101 (Ventura Freeway).

There are three viable alternatives proposed for this project consisting of the “No Build” alternative (Alternative 1) and two “Build” alternatives (Alternative 2 and 3). Alternatives involving an HOV viaduct structure (previously considered as “Build” Alternatives 4 and 5) were deemed “non-viable” by Caltrans from an engineering, cost and environmental standpoint (for details see Section 2.4 Alternatives Considered but Eliminated from Further Discussion) and therefore did not require full analysis. Alternative 2 appears to be the Locally Preferred Alternative.

The selection of a final recommended alternative would not be made until after the consideration of public comments on the Draft EIR/EIS is complete and the Final EIR/EIS has been approved. The final recommended alternative could be a hybrid combination of one or more of these alternatives. A variation of Alternative 3 and Alternative 3 Modified was added.

2.1 Alternative 1: No Build

This alternative would maintain the current configuration of the existing freeway, ramps, and local intersections within the project limits. It is important to note that although the current configuration is maintained, travel demand and traffic congestion is expected to increase over time. According to the traffic study prepared for the proposed project, all project build alternatives would provide reduced congestion, smoother operations, a decrease in weaving, and improved safety in comparison to the “No Build” alternative. The “No Build” alternative would not address the purpose and need of the proposed project and serves mainly as a baseline to compare with all other alternatives.

2.2 Alternative 2: Add a Standard Northbound HOV Lane and Standardize Northbound Mixed-Flow Lanes, Median and Shoulder (*Preferred Alternative*)

This alternative would add one standard northbound HOV lane to the existing facility. Standard freeway profiles for northbound I-405 within the project limits except through the I-405/I-10 interchange would be provided (see Figure S-4: Conceptual Cross-Section of the Build Alternatives). An 11-foot half median, one 12-foot HOV lane, a 1-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder would also be provided. Several interchanges would also be improved in order to reduce accidents associated with traffic on the ramps.

Most of the freeway widening required for this project would occur along the east side of I-405 along Sepulveda Blvd. between Montana Ave. and Moraga Dr. and between Getty Center Drive and the northbound Getty Center off-ramp. Sepulveda Blvd. would be slightly realigned at the relocated southbound I-405 Skirball Center Drive on/off-ramps in order to add a left-turn lane to the on-ramp. Some freeway widening would also occur along the west side of the freeway within the following segments: between Olympic Blvd. and Waterford Street; between Bel Air

Crest to the north end of the project (just south of Ventura Boulevard). This widening would establish southbound freeway design standards at these locations.

The Wilshire Blvd. interchange would be improved in both directions. The northbound on-ramp from eastbound Wilshire Blvd. would be grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. would be grade-separated from the southbound off-ramp to westbound Wilshire Blvd.

The northbound I-405 off-ramp to Montana Blvd./Sepulveda Blvd. would be closed in order to accommodate freeway widening (this closure would be required under all build alternatives).

The northbound I-405 Sunset Blvd. interchange would also be improved. The northbound I-405 off-ramp to eastbound Sunset Blvd. would be widened to include one more lane. The northbound I-405 on-ramp from eastbound Sunset Blvd. would have two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp. In the eastbound direction, three 12-foot lanes and three 11-foot lanes in the westbound direction would be provided, which would solve the existing reduction from three lanes to two lanes in the eastbound direction. In both directions, 4-foot shoulders and 5-foot sidewalks as well as a 13-foot median would be provided on the Sunset Blvd. overcrossing.

The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange would be reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.

The southbound I-405 Skirball Center Drive interchange would be relocated approximately 1,640 feet to the south to form a “T” intersection with Sepulveda Blvd. This would eliminate the existing intersection at the end of the southbound I-405 Skirball Center Drive off-ramp located 66 feet east of the Skirball Center Drive/Sepulveda Blvd. intersection. The traffic congestion problems caused by the close proximity of these two traffic intersections would be eliminated.

The southbound Valley Vista/Sepulveda Blvd. off-ramp would be reconstructed due to freeway widening.

A total of 12 soundwalls and 54 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

A total of 12 undercrossings within the project limits would be widened. Three overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive would need to be replaced.

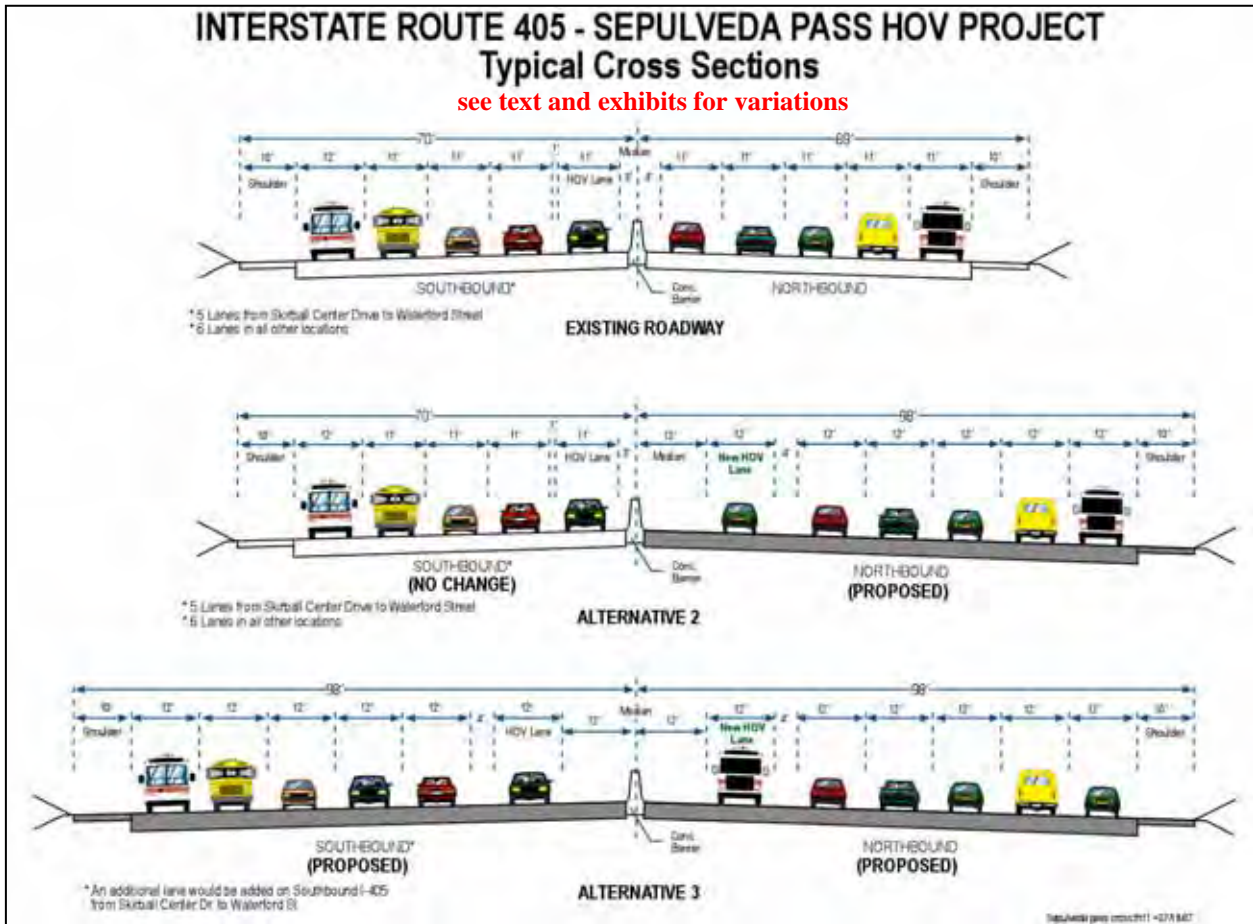
Additional Southbound Freeway Improvements

As a result of agency and community input, an additional southbound mixed-flow lane will be included in the Preferred Alternative through the I-405/I-10 interchange. This will allow southbound I-405 congestion levels to be reduced during project construction.

The project cost for the Preferred Alternative in 2008 dollars is \$780 million dollars.

Some project components may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Figure 2.2-1: Conceptual Cross-Section of Build Alternatives



Source: Caltrans Graphics, March 2007

2.3 Alternative 3: Add a Standard Northbound HOV Lane and Standardize the Southbound HOV Lane, Mixed-Flow Lanes, Median, and Shoulder

In addition to the features as described in Alternative 2, standard freeway profiles would be provided for northbound and southbound I-405 within the project limits except through the I-405/I-10 interchange. I-405 would be widened along the east side similar to Alternative 2 and along most of the west side throughout the project limits. Other changes associated with this alternative that are not a part of Alternative 2 include:

- Addition of one mixed-flow lane between Skirball Center Drive and Waterford Street;
- Closure of the southbound I-405 on-ramp from eastbound Sunset Boulevard. In conjunction with this ramp closure, the ramp intersection located immediately north of the Sunset Boulevard/Church Lane intersection would be reconfigured so that the existing island would be eliminated and the middle lane at the northbound approach would be changed from a through lane to a shared through/right-turn lane;
- Approximately 2,300 feet of Sepulveda Boulevard would be realigned along the westside of I-405 north of the Getty Center/I-405 interchange due to the widening planned along the westside of I-405; and
- Most of Church Lane between approximately Chenault Street and Kiel Street would be realigned to the west to facilitate the I-405 widening.
- A total of 13 soundwalls and 75 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

Refer to Figure 2.3-1: Major Project Features for Alternative 2 and 3. Also refer to Appendix I for Proposed Layouts for Alternative 2 and 3.

The capital outlay cost of Alternative 3 is estimated at \$905 million in 2008 dollars.

2.3.1 Alternative 3 Modified

This is a design variation of Alternative 3 which would make design modifications to the freeway and Church Lane to avoid full property acquisitions in the community of Brentwood Glen. All other environmental impacts of this design variation were the same as those impacts described for Alternative 3, except for the Visual Impact Assessment. The freeway would be shifted east, the HOV buffer area and/or median area reduced, and the width of Church Lane reduced. The existing curb, sidewalk and vegetation on the west side of Church Lane would be maintained and not be encroached upon (see Layout 10A of Appendix I of the Draft EIR/EIS). If this option is selected, the final design configuration would be negotiated between the Federal Highway Administration, City of Los Angeles Department of Transportation, and Caltrans.

The capital outlay cost of Alternative 3 Modified is estimated at \$881 million in 2008 dollars.

Figure 2.3-1: Major Project Features for Alternative 2 and 3 (1 of 2)

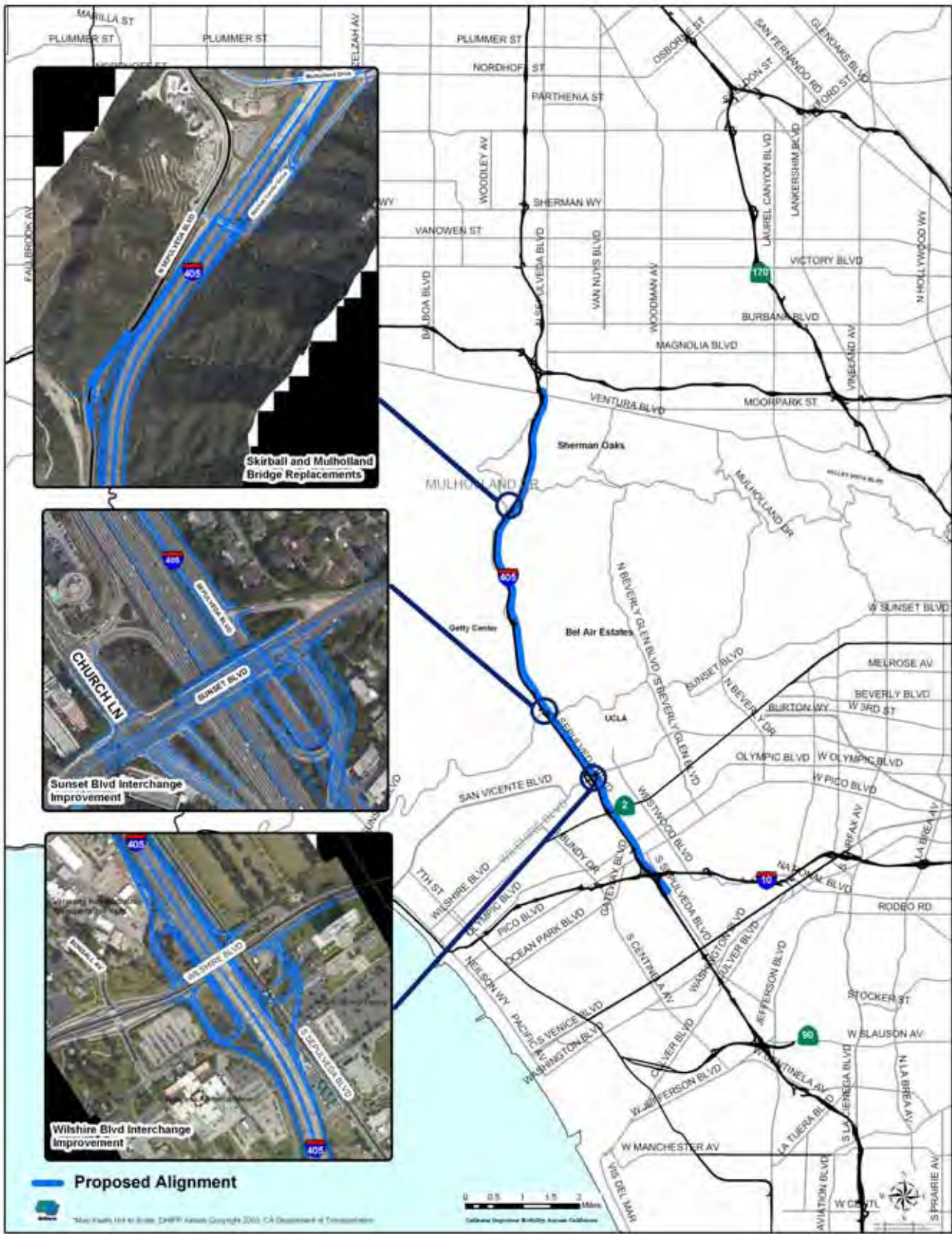


Figure 2.3-1: Major Project Features for Alternative 2 and 3 (2 of 2)



2.4 Alternatives Considered and Withdrawn Before the Draft EIR/EIS Circulation

During the I-405 analysis, a wide range of alternatives were considered to address corridor deficiencies. A Value Analysis (VA) was conducted in October 2001 for the proposed project. One of the proposed alternatives consisted of constructing a northbound HOV off-ramp to Santa Monica Blvd., which has been incorporated into Alternative 2. In addition to the alternatives discussed above, the alternatives below were considered. These were later withdrawn because of their extraordinary costs, substantial environmental impacts and/or engineering unfeasibility.

Alternative 4 – Four-Lane HOV Viaduct Structure:

This alternative provides four standard HOV lanes on an elevated viaduct structure over the freeway median throughout the project limits. Two HOV lanes would run north and two would run south. No direct access ramps to or from local streets would be included in this alternative. At freeway level, this alternative would provide the same lane widths and shoulder widths as proposed in Alternative 2.

This alternative has been rejected due to seismic stability and safety concerns associated with a viaduct structure, as analyzed in the 405 HOV Viaduct Feasibility Study Memo, provided as an attachment in the Draft Project Report.

Alternative 5 – Four-Lane HOV Viaduct Structure with Transit Enhancements

Similar to Alternative 4, this alternative proposed widening the existing facility to provide four standard HOV lanes on an elevated viaduct within the freeway median with the addition of direct on/off-ramps to the northbound and southbound HOV lanes at Sunset Blvd. and Wilshire Blvd. This alternative would require the widening and re-striping of I-405 in both directions along with realigning and reconfiguring numerous ramps.

This alternative has been rejected due to seismic stability and safety concerns associated with a viaduct structure, as analyzed in the 405 HOV Viaduct Feasibility Study Memo, provided as an attachment in the Draft Project Report.

Traffic Systems Management Alternative

This alternative would incorporate implementation of Traffic Systems Management (TSM) measures along the existing arterials paralleling the I-405 corridor to provide increased efficiency on existing facilities. TSM measures generally entail a series of low-capital traffic engineering measures designed to provide increased operational efficiency on existing freeways. Such measures were considered on arterials such as Sepulveda Blvd. as well as east-west arterials.

TSM measures may include signal synchronization, freeway ramp metering, freeway acceleration lanes, enhanced transit service through the I-405 corridor, isolated intersection improvements. These types of improvements are included in the Metropolitan Transit Authority (MTA) 2003 Short-Range Transportation Plan for the Westside Cities Subregion in Los Angeles County. To address the subregion's mobility challenges, the Westside cities and MTA have already undertaken many transportation improvement projects that are expected to be operational by 2009. These include the following MTA projects:

- Transportation Demand Management: To improve the capacity and inter-modal efficiency of the transportation system, a number of projects that involve policies, programs or actions that focus on reducing dependency on automobile use or modifying travel behavior have been or will be implemented in the Westside including the development of the Santa Monica Transit Mall;
- Bikeway and Pedestrian Improvement Projects: To encourage residents and commuters to use cleaner forms of transportation, MTA has funded several bikeway and pedestrian transportation projects including pedestrian and bikeway improvements in Culver City, Los Angeles, Santa Monica and West Hollywood;
- Transportation Enhancements: A number of transportation enhancement projects have been undertaken to enhance the quality of life and provide more livable communities including landscaping in the medians along major arterials, gateway signs indicating the entry into particular Westside cities, renovating Santa Monica Blvd. in West Hollywood and Culver Blvd. in Culver City; and
- Transit: MTA and the municipal transit operators are working to improve transit facilities in the subregion by providing transit centers, bus stop improvements and utilizing new transit technologies. The MTA Board approved a 24-line expansion of the Metro Rapid system of which 10 additional lines will serve the Westside with the help of the municipal operators including Fairfax Avenue, Beverly, Olympic, Pico, Santa Monica, Florence and Crenshaw/LAX, La Cienega, Sepulveda and Lincoln Boulevards. The Metro Central/Westside Service Sector began operation during Fiscal Year 2003. The Westside cities will be forming a Council of Governments and will participate with the newly created Service Sector Council that will be ratified by the MTA Board. This body will make recommendations on transit service improvements for the subregion.

This alternative has been rejected for the following reasons:

- TSM alone would not provide adequate capacity for projected traffic volumes which would not address projected travel demands;
- TSM alone would not improve future safety;
- TSM would be insufficient to facilitate the movement of people and goods, or comply with local, regional, and state plans and policies;
- Parallel arterials where TSM improvements could be applied are limited;
- The City of Los Angeles is already pursuing TSM improvements on Sepulveda Blvd; and
- The MTA is already pursuing transit improvements as noted above so they would be redundant if included as an alternative here.

Conversion of a Full-time HOV Lane to a Part-time HOV Lane Alternative

This alternative would convert an existing full-time HOV lane to a part-time lane in both directions on a 10-mile segment of the I-405. The proposed segment would begin from approximately I-10 to the south to U.S. 101 to the north. The HOV lane would be open to single-occupant vehicles during off-peak hours. Signage would be installed to inform motorists of the new hours of operation. There would be no additional changes (striping, ingress/egress, etc.) associated with this alternative.

This alternative has been rejected for this project for the following reasons:

- Traffic volumes on both northbound and southbound I-405 are balanced.

- The Southern California Association of Governments would need to amend the Regional Transportation Improvement Program to reflect air quality conformity with the new proposed project description.

Addition of a Mixed-Flow Lane

This alternative would construct a northbound mixed-flow lane and also consider converting the southbound HOV lane to a mixed-flow lane. This alternative has been rejected because it would not address the purpose and need of the proposed project as stated in Section 1.3, would not complete the HOV system on I-405, does not encourage carpool/vanpool/transit use, and would not be in conformity with the RTIP.

2.5 Design Options Considered but Eliminated from Further Discussion

2.5.1 Withdrawn Before the Draft EIR/EIS

Direct-Access HOV On/Off-ramp at Santa Monica Boulevard

This design option would add an HOV direct-access on/off-ramp at Santa Monica Blvd. Vehicles traveling in the HOV lane would be able to enter and exit directly from the carpool lane at Santa Monica Boulevard.

Just prior to Draft EIR/EIS circulation, the direct access HOV on/off-ramp at Santa Monica Blvd. (Alternative 2B/3B) was analyzed for its potential for conditional acceptance pursuant to Federal Highway Administration (FHWA) requirements for added (or modified) interchanges on the Interstate System (Title 23 USC 111). This engineering analysis determined that this alternative was not feasible.

The traffic analysis that was conducted for this direct-access design option concluded that the projected HOV traffic volumes entering the proposed freeway HOV lanes would cause the southbound HOV lane to become severely congested. This was an unacceptable condition and as a consequence, Alternatives 2B and 3B had to be withdrawn from consideration at this time. Contributing to this decision was the fact that if Caltrans wanted to continue to pursue these direct-access ramps, FHWA would require additional traffic analysis and review which would take several months to complete.

2.5.2 Withdrawn After the Draft EIR/EIS

Design Options Mandated by FHWA at Skirball Center Dr. and Valley Vista Blvd.

Caltrans and FHWA have also analyzed another geometrically preferred design option to relocate the Skirball Center Dr. northbound on/off-ramps. The proposed northbound on/off-ramps would be relocated just north of the existing ramp. This option would improve safety by increasing the stopping-sight distance for motorists using the southbound I-405 on/off-ramps (see Appendix I – L3A and L4A).

As a result of community input from meetings held in March 2007, Caltrans has been analyzing design options for the southbound I-405 Valley Vista Blvd. on/off-ramps. In an effort to improve freeway operations and reduce the number of property takes that would be required to reconstruct the southbound off-ramp due to freeway widening, a geometrically preferred option has been developed. New hook on/off-ramps would be relocated south of the existing Valley

Vista off-ramp to Sepulveda Blvd. The hook-ramp design would reduce the number of property takes by allowing Caltrans to use its available right-of-way as well as improve driver sight distance, increase vehicle storage and decrease motorist weaving from the 101/405 interchange (see Appendix I – L1A).

2.6 Permits and Approvals

The following permits, agreements, reviews and approvals would be required for project construction.

Agency	Permit/Approval	Status
United States Army Corps of Engineers	Section 404 Nationwide Permit	Application for Section 404 permit anticipated submittal after final design and after final ED distribution.
California Department of Fish and Game	1602 Agreement for Streambed Alteration Agreement	Application for 1602 permit anticipated submittal after final design and after final ED distribution.
California Regional Water Quality Control Board	Section 401 Water Quality Certification	Application for Section 401 permit anticipated submittal after final design and after final ED distribution.
Southern California Air Quality Management District	Fugitive Dust – Rule 403	To be obtained by the contractor before start of construction.
Office of Historic Preservation	Memorandum of Agreement (MOA)	A draft MOA would be submitted to the State Historic Preservation Officer after sufficient design work has been completed for Environmental Planning to ascertain impacts and consider mitigation for the Mulholland Bridge.
City of Los Angeles Department of Transportation	Freeway Agreement	Coordination with the City of LA Department of Transportation is ongoing.

CHAPTER 3 **AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

INTRODUCTION

As part of the scoping and environmental analysis conducted for the project, the following environmental resources were considered but no potential for adverse impacts to these resources were identified. Consequently, this document provides no further discussion regarding these resources:

- Wild and Scenic Rivers – No wild or scenic rivers are located within the project area.
- Farmlands – No farmlands are located within the project area. The project will not irreversibly convert farmland directly or indirectly to non-agricultural use.
- Coastal Barriers and Coastal Zone – The project area is not located within the coastal zone.
- Wildlife and Waterfowl Refuges – There are no wildlife or waterfowl refuges located within the project area.

Environmental impacts and mitigation measures reported in this Draft Environmental Impact Statement/Environmental Impact Report are based on technical studies conducted for this project. The studies are available for review at the Caltrans District 7 Office at 100 South Main Street, in Los Angeles, California 90012.

Technical Studies Prepared for the I-405 Sepulveda Pass Project

Air Quality Assessment	April 2007
*Air Quality Conformity Analysis	January 2008
Community Impact Analysis	September 2006
Cumulative Impact Analysis	November 2006
Initial Site Assessment	January 2001
Supplemental Initial Site Assessment	June 2006
Hydraulic Study	May 2006
Natural Environment Study Report	July 2006
Wildlife Corridor Assessment	October 2006
*Noise Study Report	July 2006
*Supplemental Noise Study Report	January 2008
Traffic Analysis Report	July 2006
Storm Water Data Report	May 2006
*Visual Impact Assessment	February 2007
Historic Property Survey Report	May 2006
Archaeological Survey Report	May 2006
Geotechnical Report	April 2006
*Relocation Impact Report	November 2006
Section 4(f)	December 2006
*Supplemental Traffic Analysis	July 2007
Supplemental Wildlife Corridor Evaluation	July 2007

*An addendum to these studies were added since July 2007

HUMAN ENVIRONMENT

3.1 LAND USE

3.1.1 Regulatory Setting

Public Resources Code 21083, 21087 and the California Environmental Quality Act Guidelines Section 15126.2(a) require lead agencies to assess the impact of a proposed project by examining alterations in the human use of the land, including population distribution and population concentration, and commercial and residential development. Section 15131 allows public agencies to consider economic and social impacts when determining the significance of an environmental impact.

The description of the affected environment is based on data from the U.S. Census Bureau and from State of California and County of Los Angeles sources. County-, city-, and tract-level data are available from the 2000 census. This section describes demographic characteristics of Los Angeles County, the affected communities, and where detailed tract-level data is available, the smaller “study area.”

Council on Environmental Quality (CEQ) regulations 40 CFR 1502.16(c) require environmental documents identify possible conflicts between the project and local land use plans.

The environmental transportation law known as Section 4(f), which is part of the United States Department of Transportation Act of 1966 (49 U.S.C. §303), declares that “it is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” Further, it is specified that, “the Secretary [of Transportation] may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, wildlife and waterfowl refuge of national, State or local significance, or land of an historic site of national, State, or local significance (as determined by Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if –

- (1) there is no prudent and feasible alternative to using the land; and
- (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

3.1.2 Affected Environment

Information regarding land use was obtained from the I-405 Sepulveda Pass Project Community Impact Assessment, July 2006.

Study Area

The study area includes the area along I-405 between National Boulevard and Greenleaf Street. Portions of the City of Los Angeles communities of Westwood, Brentwood, and Sherman Oaks are included in the study area, as is a small portion of an unincorporated area of Los Angeles

County. The City of Los Angeles has 35 Community Plan Areas. Of these areas, seven are within the footprint of the proposed project (please refer to Figure 3.1-1: Affected Communities/Community Plan Areas). These Community Plan Areas include:

- Encino-Tarzana
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass
- Bel Air-Beverly Crest
- Brentwood-Pacific Palisades
- Westwood
- West Los Angeles
- Palms-Mar Vista-Del Rey

Existing and Future Land Use

The segment of I-405 within the limits of the project is in a rolling terrain and is adjacent to light industrial, commercial, residential, and recreational facilities. The project area also passes through a part of unincorporated Los Angeles County that contains other facilities including: Salvation Army Low-Income Housing on Wilshire Blvd. (east of I-405), the Veterans Affairs Medical Center on Wilshire Blvd. (west of I-405), the Veterans Administration Center and Federal Office Building on Wilshire Blvd. (east of I-405), the Los Angeles National Cemetery between Wilshire Blvd. and south of Montana Ave. (east of I-405), and the Getty Center (west of I-405). Land uses in the County of Los Angeles adjacent to the project area include public facilities and semi-public facilities and open space (please refer to Figure 3.1-2: Land Use Within the Study Area).

Encino-Tarzana Community Plan Area

The Encino-Tarzana Community Plan Area lies about 13 miles west of downtown Los Angeles. This area is bounded by the communities of Sherman Oaks, Studio City, Toluca Lake, Van Nuys, and North Sherman Oaks on the east, Canoga Park, Winnetka, Woodland Hills, and West Hills to the west, Brentwood and Pacific Palisades on the south, and Reseda and West Van Nuys on the north. The Plan is comprised of two community sub-areas, Encino and Tarzana.

Encino has two major development types: 1) a regional center where the predominant development pattern is that of high-rise buildings surrounded by specialty shops and restaurants that line Ventura Boulevard; and 2) a strip-center type commercial development area with residential development that is comprised of large estate-size single-family lots located south of Ventura Boulevard, and a mix of single-family and multiple-density dwellings located north, between US-101 and Ventura Blvd.

Development in Tarzana is comprised of commercial properties located along Ventura Blvd. that are developed with a mix of pedestrian-oriented storefronts and office structures and large estate lots south of Ventura Blvd. and a mix of single-family and multiple-density housing located between US-101 and Ventura Blvd. Contained within the diverse residential area north of Ventura Blvd., bounded by Tampa Ave. on the east, Corbin Ave. on the west, Topham St. on the north, and Martha Street on the south, lies Melody Acres. This area is zoned residential/agricultural and contains a neighborhood of nearly 300 homes on large lots.

Figure 3.1-1: Affected Communities/Community Plan Areas



Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area

The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area is located approximately eight (8) miles west of downtown Los Angeles, is bounded by the communities of North Hollywood, Van Nuys, and North Sherman Oaks on the north, Hollywood, Universal City, and a portion of the City of Burbank on the east, Encino and Tarzana on the west and Beverly Crest and Bel Air to the south. The Plan is comprised of four community sub-areas, each with its own identity.

Cahuenga Pass is the historical transition from the highly urbanized core of the city to the rural settings identified with the San Fernando Valley. Cahuenga Blvd. which runs parallel to US-101 serves as an alternate entrance to the Valley extending through the pass to Lankershim Blvd. where it transitions into Ventura Blvd., which is the predominant east-west street in the south valley. Cahuenga Pass and Ventura Blvd. are approximately five miles east of US-101 and I-405.

Studio City with its collection of film production and post-production businesses contains the majority of industrially-zoned properties found within the plan area. This sub-area is generally bounded by Lankershim Blvd. on the east and Fulton Ave. on the west.

Sherman Oaks bounded by Fulton Ave. on the east and I-405 on the west, is comprised of a mix of low level and high rise commercial and office development along Ventura Blvd. Two major north/south arterials, Van Nuys Blvd. and Sepulveda Blvd. serve as focal points for the community. The majority of single-family residential units are located south of Ventura Blvd. within the adjacent hillside areas of the plan area. The majority of multiple residential units are located north of Ventura Blvd. with high concentrations also found along and between major and secondary arterials.

Toluca Lake is generally bounded by Cahuenga Blvd. on the west, the City of Burbank on the east, and the Los Angeles County Flood Control Channel on the south. Riverside Dr. from Sancola Ave. east to the city boundary is the commercial focal point of the community. The area is developed with low-rise commercial buildings that cater to pedestrian use.

Bel Air-Beverly Crest Community Plan Area

The Bel Air-Beverly Crest Community Plan Area is located south of Mulholland Dr., west of Laurel Canyon Blvd., Wonderland Dr., and the City of Beverly Hills, north of Sunset Blvd., and east of I-405. Adjacent Community Plan Areas include Sherman Oaks, Studio City and Toluca Lake on the north, Hollywood on the east, Westwood on the south, and Brentwood and the Pacific Palisades on the west. The Plan includes the County of Los Angeles land located in Franklin Canyon, which is part of the Santa Monica Mountains National Recreation Area.

The Bel Air-Beverly Crest plan area contains approximately 9,900 acres. Residential development is predominantly single-family homes. A limited number of multi-family concentrations occur on upper Roscomare Rd. and near the intersection of Sepulveda Blvd. and Moraga Dr. Neighborhood commercial centers are located on upper Roscomare Rd., and at Beverly Glen Circle, with mixed office and retail at Sepulveda Blvd. and Moraga Drive. Commercial activity also occurs at two locations in Beverly Glen Canyon.

The Community is characterized by a number of distinct residential neighborhoods associated with canyon and hillside locations. These areas include Laurel Canyon, Laurel Hills, Lookout Mountain, Wonderland Park, Coldwater Canyon, Franklin Canyon, Benedict Canyon, Beverly Glen, Casiano Estates, Glenridge, Roscomare Valley, Bel Air Crest and Summitridge.

Brentwood-Pacific Palisades Community Plan Area

The Brentwood-Pacific Palisades Community Plan Area contains approximately 24,163 acres, or about eight percent of the City of Los Angeles' land area. It is located on the westside of Los Angeles. It is bordered on the southwest by the Pacific Ocean; on the south by the City of Santa Monica and Wilshire Blvd.; on the east by I-405 and an unincorporated area of Los Angeles County (Veterans Administration) and on the north by Mulholland Dr. The western border is also the City of Los Angeles' western border adjacent to the unincorporated portion of Los Angeles County which abuts the City of Malibu. Much of the acreage contained within the community plan is mountainous with public open space accounting for approximately 55 percent of the plan area.

The community is composed of many neighborhoods but is generally described by two major communities: Brentwood, which occupies the eastern portion of the plan area, and Pacific Palisades on the west. The two communities are traversed by Sunset Blvd., which runs the length of the area. Other major streets are San Vicente Blvd., Wilshire Blvd. and Pacific Coast Highway which cross the City limits into Santa Monica; Mulholland Dr. along the crest of the Santa Monica Mountains; and Barrington Ave. The communities are primarily residential, with supporting retail clusters with some professional offices and no industrial land uses.

The area covers about 3.5 million square feet of commercial development covering about 130 acres. A pedestrian-oriented mixed mid- and low-rise corridor is located along San Vicente Blvd. A pedestrian-oriented area is also located in the Pacific Palisades Village Center along Sunset Blvd. Other commercial areas are along Wilshire Blvd., Barrington Ave./Sunset Blvd., Sunset Blvd./Pacific Coast Highway, Marquez Ave./Sunset Blvd., Channel Rd./ Pacific Coast Highway, Palisades Dr./Sunset Blvd. and Palisades Dr./Palisades Circle.

Westwood Community Plan Area

The Westwood Community Plan Area contains 2,571 acres (four square miles) which is less than one percent of the land in the City of Los Angeles. The plan area is generally bounded by Sunset Blvd. and the Bel Air community on the north; the City of Beverly Hills on the east; Santa Monica Blvd. and the West Los Angeles community on the south; and the Veterans Administration property, the Brentwood-Pacific Palisades community and Sepulveda Blvd. on the west.

Within the plan area's boundaries are some noteworthy land uses including the University of California at Los Angeles (UCLA), Westwood Village, the Los Angeles Country Club, and the Mormon Temple. Adjoining the area is the Veterans Administration facility located on unincorporated Los Angeles County land. The terrain varies from flat land in the southern section to rolling hillside in the north. The predominant land use in the area is residential with single-family housing located between Westwood Blvd. and the Country Club, both north and south of Wilshire Blvd.; and east of I-405 south of Sunset Blvd.

A majority of the multiple-family housing consists of high-medium and medium density residential. High-rise towers are located along Wilshire Blvd. between the Los Angeles Country Club and Malcolm Ave. Significant concentrations of multi-family development occur on Beverly Glen Blvd., adjacent to Veteran Ave., and in North Westwood Village. Low-rise multi-family housing, including three and four story buildings, is concentrated south of Wilshire Blvd., along Hilgard Ave. just east of the university, and on portions of Sepulveda Blvd.

Approximately three (3) percent of the land is designated for commercial uses. Westwood has four concentrations of commercial development. The high-rise office corridor along Wilshire Blvd. serves as a Regional Center with financial institutions and corporate headquarters. Westwood Village is a unique pedestrian-oriented low-rise Community Center consisting almost entirely of storefronts and is located between UCLA and Wilshire Blvd. Neighborhood-oriented commercial development is located on Westwood Blvd. south of Wilshire Blvd., which is predominantly a storefront corridor with small-scale commercial facilities designed to primarily serve the local population. The remaining commercial areas are designated general commercial and are located along Santa Monica Blvd. and Sepulveda Blvd.

A large portion of the plan area includes all multiple-family development, and most of the commercial area is currently regulated through specific community plans that address such issues as development intensity, signage, parking, height, landscaping and design. These include the Westwood Village, Wilshire-Westwood Corridor, Westwood Community Plan Multiple Family Residential, and North Westwood Village Specific Plans which require Design Review Board approval for all projects.

West Los Angeles Community Plan Area

The West Los Angeles Community Plan Area is located in the western portion of the City of Los Angeles. It is generally bounded by Centinela Ave. on the west, Wilshire Blvd. and Santa Monica Blvd. on the north, National Blvd., Pico Blvd., and Exposition Blvd. on the south, and Durango Ave., Robertson Blvd., and Canfield Ave. on the east. The plan area is surrounded by the communities of Westwood, Brentwood, Pacific Palisades, Palms, Mar Vista, Del Rey, West Adams, Baldwin Hills, Leimert Park, and Wilshire Blvd.; and by the Cities of Culver City, Santa Monica, and Beverly Hills, and the County of Los Angeles. The majority of the Community Plan Area consists of low rolling hills and flat plains, and contains approximately 4,565 acres, which is 1.74 percent of the land in the City of Los Angeles.

Low-density, single-family development makes up most of the residential land use in the plan area. A mix of multiple-family development includes apartments and condominiums at varying densities and building types (duplexes, small, medium and large complexes and some high rise structures). Commercial land use consists primarily of strip development on major arterials such as Wilshire Blvd., Santa Monica Blvd., Pico Blvd., Sawtelle Blvd., and Westwood Blvd. The majority of commercial facilities are either small-scale and free-standing or mini-mall type buildings designed to primarily serve local neighborhoods. Most of the community's industrial land use is located between Sepulveda Blvd. and Cotner Ave., and west of Sepulveda Blvd. in the vicinity of Olympic Blvd., Exposition Blvd., and Pico Blvd. This development provides an employment base consisting of small, medium and large manufacturing businesses, wholesale/retail distribution outlets, and storage operations.

A civic center providing governmental functions is located in the vicinity of Santa Monica Blvd. west of I-405. This center provides administrative and community services for the greater West Los Angeles area and includes a county court building, library, post office, police station, and senior center.

Palms-Mar Vista-Del Rey Community Plan Area

The Palms-Mar Vista-Del Rey Community Plan Area contains 5,257 acres which is approximately two (2) percent of the land in the City of Los Angeles. The plan area is located in the western portion of Los Angeles with irregular boundaries. The terrain varies from flat land in the southern section to rolling hillside in the north. The plan area is bisected by a narrow strip of the City of Culver City along Washington Blvd. The plan area is surrounded by the communities of Venice, West Los Angeles, West Adams, Baldwin Hills, Leimert Park, Westchester, Playa Del Rey and the Cities of Santa Monica and Culver City.

The predominant land use in the community is residential with most of its low-density residential development located west of Sawtelle Blvd. and between Sepulveda Blvd. and Overland Ave., north of Rose Ave. The majority of the multi-family development of medium and high medium density is in areas located in the northeast area of the community east of Sawtelle Blvd. UCLA student housing is located along both sides of I-405.

Approximately 4.1 percent of the area is designated for commercial uses. The majority of commercial facilities are small-scale and designed to primarily serve local populations. These uses primarily consist of strip commercial on Pico Blvd. and Venice Blvd., freestanding buildings on Motor Ave. and Overland Ave.; mixed building types on Centinela Ave. and small shopping centers on Sepulveda Blvd. and National Blvd. and Inglewood Ave. Of the total plan area, approximately 6.8 percent is designated for manufacturing and industrial uses.

In addition to the seven community plan areas described above, specific plans by local governments to guide development in localized areas near the I-405 project study area are listed in Table 3.1-1.

Table 3.1-1: Transportation and Land Use Specific Plans in the Project Vicinity

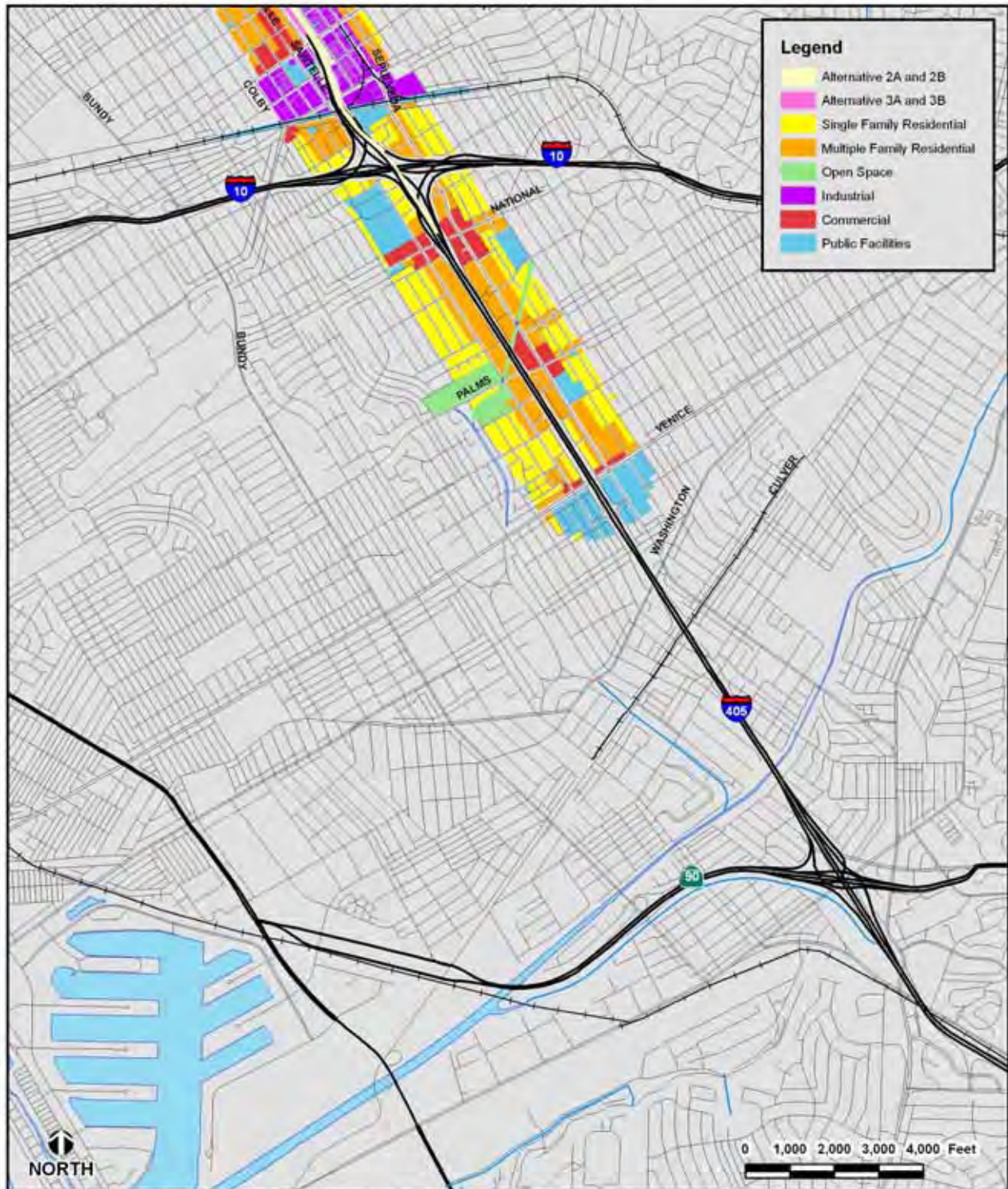
Description of Plans	Agency with Jurisdiction
WEST LOS ANGELES TRANSPORTATION IMPROVEMENT & MITIGATION SPECIFIC PLAN	
The goals of the plan are to promote and regulate transportation improvements; promote neighborhood preservation by limiting commuter traffic through residential neighborhoods; promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies; and encourage Caltrans to widen the San Diego Freeway (I-405) for high-occupancy vehicle (HOV) lanes.	Caltrans/City of Los Angeles

Description of Plans	Agency with Jurisdiction
SEPULVEDA CORRIDOR SPECIFIC PLAN	
<p>The goals of the plan are to implement the provisions of the West Los Angeles Community Plan; to implement the settlement agreement dated September 1991 in the case <i>Southern Pacific Transportation Company v. City of Los Angeles</i>; to enhance the future development of the area by prohibiting construction on the railroad right-of-way on the west side of Sepulveda Boulevard and by allowing a transfer of allowable floor area from the right-of-way to other property in the Specific Plan area.</p>	City of Los Angeles
MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN	
<p>The goals of the plan are to assure maximum preservation and enhancement of the parkway's unique scenic features and resources; to preserve Mulholland Drive as a slow-speed, low-intensity drive; and to assure that land uses are compatible with the parkway environment.</p>	Caltrans/City of Los Angeles
WESTWOOD MULTI-FAMILY SPECIFIC PLAN	
<p>The goals of the plan are to assure that the development of the area is in accordance with the provisions of the Westwood Community Plan; enhance the future development of the area by establishing coordinated and comprehensible standards for parking, height, design, building massing, and open space; to promote orderly, attractive harmonious multiple-family residential development; enhance the aesthetic qualities of multi-family residential development; to adequately buffer single-family residential uses from adjacent multiple-family residential development to the greatest extent feasible.</p>	City of Los Angeles
WILSHIRE-WESTWOOD SCENIC CORRIDOR SPECIFIC PLAN	
<p>The goals of the plan are to implement expressed policies set forth in the Scenic Highways Plan including developing standards to minimize traffic and parking problems along Wilshire Boulevard, enhance aesthetic qualities of the Specific Plan area, encourage more open space, and reduce the impact of high-density residential development.</p>	City of Los Angeles

Development Projects

Within the project area, most of the land is developed or reserved as part of existing planned development. Due to the extraordinary land and construction costs in areas of the City of Los Angeles available for new development, the City prefers to protect low-density residential developments in place and to promote the construction of infill development, which is the redevelopment of existing development. The City of Los Angeles Planning and Housing Departments' documents were reviewed for descriptions of projects that are proposed and existing in the vicinity of the I-405 study area. Information from the Los Angeles County Community Development Commission (LACDC) was also reviewed to determine if any redevelopment projects were in the vicinity of the I-405 study area.

Figure 3.1-2: Land Use Within the Study Area (1 of 3)



Source: City of Los Angeles Planning (various), County of Los Angeles Assessor (2005), Caltrans (2005).

Figure 3.1-2: Land Use Within the Study Area (2 of 3)

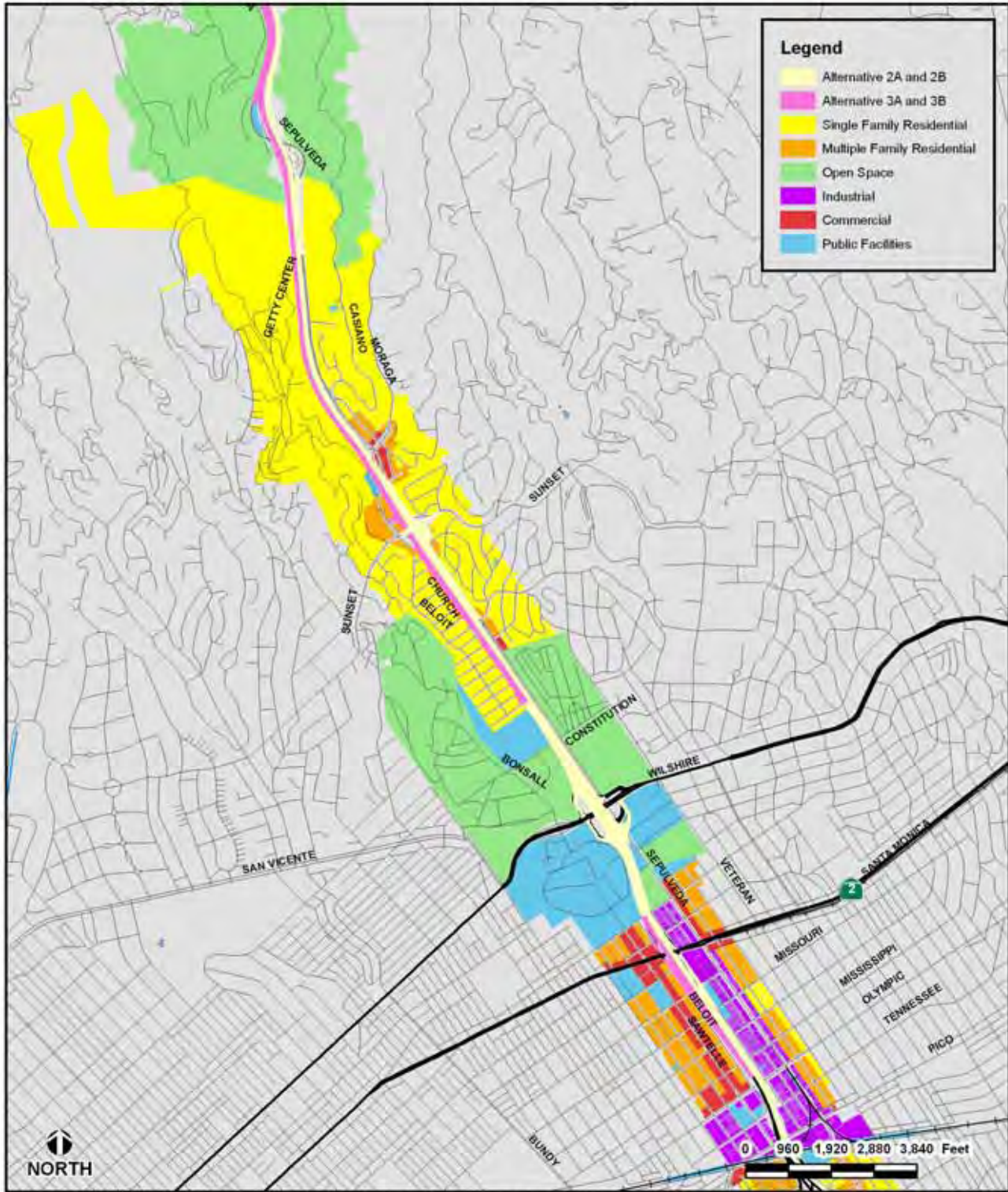
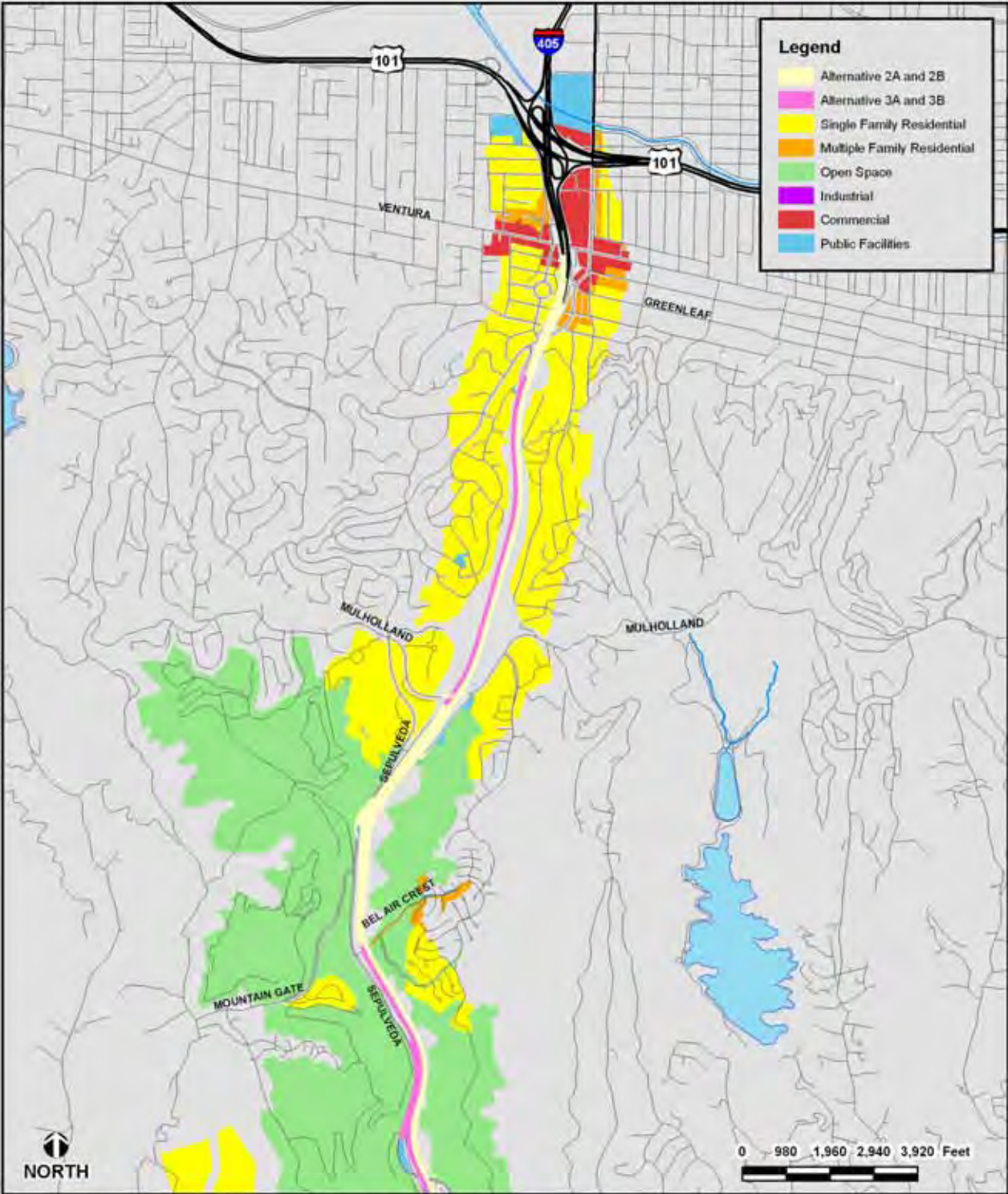


Figure 3.1-2: Land Use Within the Study Area (3 of 3)



Source: City of Los Angeles Planning (various), County of Los Angeles Assessor (2005), Caltrans (2005).

Table 3.1-2 lists proposed and existing projects that appear to be moving towards implementation in the vicinity of the study area. These projects involve land use changes or intensification, which are consistent with the Los Angeles County Regional Transportation Program – 2001 (RTP-2001) demographic forecasts for this part of Los Angeles County. This growth is expected to continue as pressure for new housing increases with the relatively strong job market and economy that Los Angeles County has experienced in recent years. The County of Los Angeles General Plan and Los Angeles County RTP-2001 (RTP-2001, Center for Demographic Research, adopted June 22, 2001) forecast build out of Los Angeles County by 2025.

Table 3.1-2: Development and Redevelopment Projects in the Vicinity of I-405

Project	Location	Description	Status
Steven S. Wise Middle School	15900 and 16100 Mulholland Drive	The proposed project would relocate the existing Stephen S. Wise Middle School from its current temporary location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a permanent location on the Milken Community High School site, located at 15900 Mulholland Drive between Sepulveda Blvd. and I-405. The proposed project would also include converting an existing nursery/preschool site at 16100 Mulholland Drive to athletic fields to serve both the middle and high school students.	FEIR 1/06
Westside Medical Park	1901, 1925, 1931 & 1933 Bundy Drive, 12333 W. Olympic Blvd.	The proposed project would permit the demolition of four buildings and the construction of three medical office buildings. A total of 3,075 parking spaces will be provided in two parking structures and beneath the three medical office buildings. The project also includes a 6-acre park, which will be open to the public.	Scoping Meeting 10/03
10131 Constellation Blvd.	10131 Constellation Blvd.	The proposed project would develop a total of 483 condominium units in three separate buildings. Two 47-story towers would each contain 194 units. The third building would be a 12-story loft building. The project would include at least 1.7 acres of open space. Approximately 35,000 square feet of existing structures and associated parking would be demolished to allow for the proposed new construction.	FEIR 4/06
2055 Avenue of the Stars Condominiums (on the site of the former St. Regis Hotel)	2055 Avenue of the Stars	The proposed project would construct a high-rise tower/147-unit condominium building with associated amenities on a 3.8-acre site in the C2-2-O zone. The project would include approximately two acres of landscaped open space.	FEIR 4/06
Wilshire Comstock Project	10250 Wilshire Blvd.	The project applicant proposes to develop the vacant project site with 35 condominium units (and 8 accessory maids' rooms) pursuant to the previous Tentative Tract Map approval, which was recorded on October 31, 1979. The high-rise residential building would be 21 stories. The project would develop 52.8% or 13,203 square feet of the existing vacant lot would be developed with the proposed high-rise building. The remaining 47.2 % or 11,814 square feet of the project site would be open space.	FEIR 4/06

Project	Location	Description	Status
Mountain Gate	2050 Stoney Hill Road	Zone Change, General Plan Amendment and Subdivision application for Vesting Tentative Tract to subdivide 449.5 acres into 32 lots, for a sub-division of 29 single-family home. Three lots would be for open space development.	FEIR 2/05
Tower of Wooden Pallets Apartments	15357 W. Magnolia Blvd.	Site Plan Review for a new 98-unit, three-story apartment building.	FEIR 2/05
Harvard-Westlake School Middle School Campus Modernization Project	700, 638 and 474 North Faring Road	Conditional Use to permit the utilization of approximately 4 acres directly adjoining the existing site in addition to the existing approximately 11-acre campus site, construction of two new classroom buildings, expansion of two existing buildings, and the demolition of six buildings. The new and expanded facilities would include a library, classrooms, performing and fine arts facilities, athletic facilities, administrative offices, and a new auditorium.	Unknown
Palazzo Westwood	1001-1029 Tiverton Avenue, 1020-1070 and 1015-1065 Glendon Avenue	Palazzo Westwood is a proposed 528,490 square-foot mixed-use project in Westwood Village which features 350 residential units and 115,000 square feet of ground floor retail. The residential portion is 413,490 square feet. The project is comprised of three parcels: Parcels A (2.724 acres) and C (0.292 acres) on the east side of Glendon and Parcel B (1.234 acres) on the west side of Glendon.	FEIR 8/03
2000 Avenue of the Stars Project	2000 Avenue of the Stars	Major Project Conditional Use Permit and Project Permit Compliance Review to permit the demolition of 678,822 square feet of commercial space (including the Shubert Theatre) located within two, eight-story buildings, to be replaced with the construction of a 15 story building with 719,924 square feet of office, 30,527 square feet of restaurant, 18,318 square feet of retail, and 10,178 square feet of cultural space for a total of 778,947 net square feet of development. The Century Plaza Towers, located on the east side of the block at 2029 and 2049 Century Park East, would not be changed as a result of the project. The existing paved central plaza would be converted to a three-acre landscaped plaza, consisting of a central lawn surrounded by the office towers, restaurants, and retail uses.	FEIR 11/02
Brentwood Project "The Park"	11711 San Vicente Blvd.	The proposed project would demolish all existing structures within the project site and vacate the segment of Gorham Avenue that crosses the site. The project site would be developed with 54,700 square feet of commercial (retail, restaurant, and office) uses, along with public plazas and an underground parking structure that would contain 275 parking spaces.	FEIR 9/01

Source: Los Angeles Department of City Planning (2006).

Consistency with State, Regional and Local Plans and Programs

The Encino-Tarzana, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Brentwood-Pacific Palisades, Westwood, West Los Angeles, and Palms-Mar Vista-Del Rey Community Area Plans include policies and goals that encourage the development of high-occupancy vehicle transit options and alternative transportation options such as telecommuting, bicycle commuting and mass transit commuting.

The goals of the West Los Angeles Transportation Improvement and Mitigation Specific Plan consists of an area that includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey District Plan Areas generally bounded by the City of Beverly Hills/Beverwil Dr./Castle Heights Ave./National Blvd./Hughes Ave. on the east; Sunset Blvd. on the north; the City of Santa Monica and Centinela Ave. on the west; and Venice Blvd. on the south. The goals of the plan are to promote and regulate transportation improvements; promote neighborhood preservation by limiting commuter traffic through residential neighborhoods; promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies; and encourage Caltrans to widen the San Diego Freeway (I-405) for high-occupancy vehicle (HOV) lanes.

The goals of the Ventura/Cahuenga Boulevard Corridor Specific Plan are to assure that there is equilibrium between the transportation infrastructure and land use development. The goals also provide for an effective local circulation system; promote attractive and harmonious site design for commercial development; provide compatible and harmonious relationships between commercial and residential areas when adjacent to each other; promote and encourage the development of pedestrian activity, while reducing traffic congestion; and maintain the distinct character of each of the five Specific Plan communities located within its boundaries.

Parks and Recreation

The Section 4(f) Evaluation (see Appendix B) for the proposed project identifies four publicly-owned parks/recreation resources in the vicinity of the proposed project. These resources are the Westwood Recreation Center, the Getty View Trailhead located within Getty View Park, the Skirball Trailhead and the Felicia Mahood Multipurpose Center. For the Section 4(f) Evaluation the study area was determined to be one-quarter mile on either side of I-405 within the project limits.

The Westwood Recreation Center is located along the eastside of northbound I-405 on Sepulveda Blvd., between Wilshire Blvd. to the north and Ohio Ave. to the south. Facility features include barbecue pits, baseball diamonds, basketball courts, children's play area, community room, an indoor gym, and picnic tables. Special features include the Bad News Bears Baseball Diamond/Field, Live Scan (fingerprinting), and Aidan's Place. The Westwood Recreation Center is owned and operated by the City of Los Angeles Department of Recreation and Parks.

The Felicia Mahood Multipurpose Center is located at the West Los Angeles Civic Center on Santa Monica Blvd., just west of I-405, between Corinth Ave. and Purdue Ave., adjacent to the West Los Angeles Library and post office. The facility specifically provides services to adults

aged 60 and older who are the sole providers of care for their grandchildren. The facility provides recreational and educational classes, special events and daily meals to the public using a donation-based fee structure. The center also offers a travel club and sponsors many on-going programs. Facility features include an auditorium, baseball diamond, basketball courts, children's play area, indoor gym, picnic tables, seasonal pool, soccer field, tennis courts, volleyball courts, and concrete stage. The auditorium has a banquet capacity of 200 and an assembly capacity of 300. The auditorium is also used as a community room. The Felicia Mahood Multipurpose Center is owned and operated by the City of Los Angeles Department of Recreation and Parks.

The Santa Monica Mountains National Recreation Area (SMMNRA) was established by congress in 1978 and the Santa Monica Mountains Conservancy (SMMC) was established by the California State Legislature in 1980. Since that time, the SMMC has helped to preserve over 55,000 acres of parkland in both wilderness and urban settings, and improved more than 114 public recreational facilities throughout Southern California. The SMMRNA is considered one of the crown jewels among the National Park Service holdings. The SMMC and Mountains Recreation and Conservation Authority (MRCA) along with the National Park Service, the USDA Forest Service, State Parks, County, City and other local park agencies work together to provide recreational opportunities and cultural activities in the Los Angeles Metropolitan Area and greater surrounding mountain regions.

The Getty View Trailhead is located on the eastside of the Sepulveda Pass near Getty Center Dr. This trailhead offers views and a challenging hike into public open space overlooking Hoag Canyon. Amenities include American Disabilities Act (ADA) accessible picnic benches, parking, trails, and interpretive kiosks. There are six parking spaces and one disabled space for a total of seven located on Sepulveda Blvd. east of I-405. The Skirball Trailhead is another trailhead that leads to a trail overlooking Hoag Canyon. The trailhead is located across the street from the Mulholland Park and Ride along Rimerton Rd. approximately 2,000 feet from the intersection of Rimerton Rd. and Mulholland Blvd. The Getty View Trailhead and Skirball Trailhead are public trails owned and operated by the Santa Monica Mountains Conservancy (SMMC).

Also located within the study area is the Mountain Gate Country Club. Since this facility is not publicly owned, the Section 4(f) Report did not study this facility. This private facility located in the gated Mountain Gate community features two golf courses, six tennis courts, a restaurant, a snack shop, a pro shop, a spa and locker rooms. The Mountain Gate Country Club is owned and operated by the American Golf Corporation.

3.1.3 Impacts to Land Use

Alternative 1

Alternative 1: No Build Alternative, would not result in any changes to existing or proposed land use nor would it conflict with land use plans or planned development in the study area. Alternative 1 would not result in any impacts to land use.

Alternative 1: No Build Alternative, would not result in any changes to the existing configuration of I-405; therefore, it would not result in direct or indirect impacts to parks.

Alternative 2

Due to the built out nature of the area surrounding I-405, except for the designated open space area of the Santa Monica Mountains Conservancy, and the lack of additional ramps proposed for construction as a result of Alternative 2, it is not anticipated that Alternative 2 would result in increased access to developable land along I-405.

Alternative 2 would result in the conversion of approximately 7 residential properties, 2 commercial properties to transportation use. Alternative 2 would not result in adverse impacts to developable land or create opportunities for unplanned development and growth and would be consistent with existing Community Plan Policies related to traffic and the use of high-occupancy-vehicle and transit options.

According to the Section 4(f) evaluation prepared for the project, Alternative 2 would remove the parking lot and part of the trail from the Getty View Trailhead and reconstruct the trailhead at the Skirball Trailhead. Approximately 4.0 acres would be affected for the new northbound I-405 on-ramp at the Getty Center Drive interchange, retaining wall, and grading. Approximately 0.3 acres would be affected by re-grading the Skirball Trailhead. Alternative 2 would also require the temporary relocation of the batting cages at the Bad News Bears baseball field within the Westwood Recreation Center, however, the batting cages would be relocated within the park (please refer to Appendix B for more details). The proposed project would not affect the Felicia Mahood Multipurpose Center.

Alternative 3

Alternative 3 would result in the conversion of approximately 36 residential properties and 2 commercial properties and 1 non-profit to transportation use. Alternatives 3 would not result in adverse impacts to developable land or create opportunities for unplanned development and growth and would be consistent with existing Community and Specific Plan policies related to traffic and the use of high-occupancy vehicle and transit options.

Impacts to the Getty View Trailhead, Skirball Trailhead, Bad News Bears baseball field would be the same as in Alternative 2.

3.1.4 Avoidance, Minimization and Mitigation Measures

Prior to and during construction, Caltrans would continue its outreach program by notifying the residents, businesses, and any service providers within the area. Caltrans would inform the surrounding communities about the project construction schedule, relocation arrangements and assistance programs, traffic-affected areas and the Traffic Management Plan, and other relevant project information.

Information gathered through Caltrans' community outreach program would be used to develop the construction traffic control plans and alternate access routes to maintain critical business activities. Caltrans staff would inform the public of its progress in implementing the measures selected through periodic project newsletters sent to businesses, residents, and property owners within close proximity to the project. Staff would be assigned to work directly with the public to provide project information and resolve construction-related problems.

Caltrans staff would contact and interview individual businesses potentially affected by construction activities. Interviews with commercial and industrial businesses would be conducted in order to understand and identify business usage; delivery and shipping patterns; frequented travel routes of customers and clients upon entering and exiting the business establishment; parking requirements; hours of operation; and critical times of the day and year for business activities.

Parcels subject to full acquisition shall be reconfigured or combined with adjacent parcels to allow for development commensurate with previous land uses. Commercial and industrial land uses subject to partial acquisitions should be reconfigured on site in such a manner as to remain in operation. Reconfigurations of remnant properties would need to comply with local codes.

Caltrans Environmental Planning staff notified representatives from the National Park Service, Mountains Recreation and Conservation Authority (MRCA) and the Santa Monica Mountains Conservancy (SMMC) who jointly administer the Santa Monica Mountains National Recreation Area on November 3, 2005. A field meeting was held between Caltrans Environmental Planning staff and a representative of the SMMC, to discuss potential mitigation options on December 8, 2005. A second field meeting was held on April 26, 2006 between members of the Caltrans Project Development Team and SMMC to further review the feasibility of mitigation options. A letter from the Chief Deputy Director of the SMMC, was received on May 3, 2006 and May 22, 2006 with recommended mitigation measures for specific areas within the project limits that are affected by the proposed project. Caltrans provided a letter of response on June 12, 2006 addressing the comments and concerns regarding permanent and temporary impacts on Conservancy-owned parkland. Mitigation would be in the form of an in-lieu fee agreement to the Mountains Recreation and Conservation Authority for the relocation of the seven (7) parking spaces that would be removed and for the modification/realignment of a new trail at the Getty View Trailhead and the new Skirball Trailhead.

Caltrans Environmental Planning staff also initiated coordination with the City of Los Angeles Department of Recreation and Parks on December 27, 2006. A field meeting was held on January 10, 2007 at the Westwood Recreation Center and attended by the City of Los Angeles Department of Recreation and Parks and a representative from Councilmember Weiss' Office.

This meeting was called by Caltrans to discuss potential temporary impacts to the Westwood Recreation Center, which borders northbound I-405 on Sepulveda Blvd. between Ohio and Wilshire Blvd. The batting cages located at the Bad News Bears baseball field in Westwood Park would be temporarily relocated to another area of the park. No other property would be removed at Westwood Park as a result of the build Alternatives. A soundwall along the edge of shoulder of northbound I-405 has been recommended as a traffic noise abatement measure under all build alternatives. As requested by City of LA Recreation and Parks officials, in order to mitigate for the temporary construction impacts the proposed project would have on this Section 4(f) resource, Caltrans will provide for additional lighting at the Bad News Bears Field. Coordination can be expected to continue throughout the public participation process.

3.1.5 Cumulative Impacts

Construction and operation of any of the Caltrans I-405 Transportation Infrastructure Improvement Project build alternatives would result in direct and indirect impacts that could contribute to cumulative effects to resources when combined with other related past, present and reasonably foreseeable future actions. For this analysis of the potential cumulative effects of the I-405 alternatives, the following definition of cumulative impact in the Council on Environmental Quality (CEQ) regulations governing the implementation of the National Environmental Policy Act (NEPA) (40 CFR 1508.7) was used:

“...the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.”

The analysis of the cumulative effects of the I-405 alternatives also incorporates the suggestions in the CEQ’s handbook titled “Considering Cumulative Effects Under the National Environmental Policy Act” (January 1997), which is intended as an informational document rather than formal agency guidance. In addition, the cumulative effects of the I-405 alternatives were assessed in accordance with the Federal Highway Administration (FHWA) “Position Paper on Secondary and Cumulative Impact Assessment” (August 20, 1992) and additional FHWA guidance: “Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process” (2003). Based on the CEQ and FHWA discussions of cumulative effects, the following principles were applied to the assessment of cumulative effects of the I-405 alternatives:

- (1) Cumulative effects typically are caused by the aggregate effects of past, present, and reasonably foreseeable actions. These are the effects (past, present, and future) of the proposed action on a given resource *and* the effects (past, present, and future), if any, caused by all other related actions that affect the same resource.
- (2) When other related actions are likely to affect a resource that is also affected by the proposed action, it does not matter who (Federal, non-Federal, or private) has taken the related action(s).

- (3) The scope of cumulative effect analyses can usually be limited to reasonable geographic bounds and time periods. These boundaries should extend only so far as the point at which a resource is no longer substantially affected or where the effects are so speculative as to no longer be truly meaningful.
- (4) Cumulative effects can include the effects (past, present, and future) on a given resource caused by similar types of actions (e.g., air emissions from several individual highway projects) and/or the effects (past, present, and future) on a given resource caused by different types of actions (e.g., air emissions from a highway project, a solid waste incinerator, and a mining facility).

Table 3.1-3 lists major transportation projects in the project vicinity. This table also identifies the Lead Agency for each project and the topic areas where it is reasonable to assume that potential cumulative impacts may occur.

Table 3.1-3: Major Transportation Projects in the Project Vicinity

Description of Project Uses	Lead Agency/Project Status	Cumulative Impact
LA-405 AUXILIARY LANE MULHOLLAND DR. TO VENTURA BLVD.		
Add Auxiliary Lane from LA 405 N/B and Mulholland Dr. to Ventura Blvd.	Caltrans	Construction
LA-405 N/B TO S/B 101 CONNECTOR WIDENING		
Widen connector LA 405 N/B to LA101 S/B from Ventura Blvd. to Kester Ave.	Caltrans	Construction
LA-405 SB HOV LANE		
Construct HOV Lane on S/B 405 from Route 101 to Waterford St.	Caltrans	Access, Construction and Wildlife Connectivity
LA-405 SB HOV LANE WATERFORD ST. TO ROUTE 10		
Add an HOV Lane on the SB I-405 from Waterford St. to Route 10.	Caltrans	Noise and Construction
LA-405 NB AND SB HOV LANES FROM RTE 90 TO I-10 LAX EXPANSION		
Add an HOV Lane in both directions of I-405 between Route 90 and I-10.	Caltrans	Noise and Construction
SANTA MONICA BLVD. TRANSIT PARKWAY		
Improve northbound and southbound on-ramp and Santa Monica Boulevard.	Caltrans/ City of Los Angeles	Noise and Construction
SEPULVEDA BOULEVARD REVERSIBLE LANE		
Widen Sepulveda Blvd between Wilshire Blvd. and Mulholland Dr. to install a reversible lane.	Caltrans/ City of Los Angeles	Access, Construction and Wildlife Connectivity

WILSHIRE AND EXPOSITION TRANSIT CORRIDORS		
To implement an innovative transit improvement on Wilshire Boulevard. The Los Angeles County Metropolitan Transportation Authority (Metro) and City of Los Angeles Department of Transportation (LADOT) will initiate the Metro Rapid demonstration program; a new, fast, high-quality bus service for the Westside. The project uses newly-designed buses and station stops, signal priority, frequent/limited stop service, a simple route layout, and an enhanced passenger information system.	LADOT/ MTA	None

A cumulative impact analysis was conducted and it is expected that most related projects in the area would be required to comply with adopted land use plans and zoning requirements. It is also anticipated that related projects would generally be consistent with the overall land use policies and goals of the Los Angeles County General Plan and other area specific plans. Consequently, the proposed project and related development are not expected to result in substantial unplanned changes in the long-term pattern of land use, or substantial unplanned changes in the rate or amount of development. No substantial cumulative land use impacts are anticipated with the implementation of the proposed project.

Environmental parameters such as aesthetics, air quality, biology, cultural resources, geology and soils, hazards and hazardous materials, historic resources, hydrology and water quality, 4(f) resources, and utilities discuss impacts to the alternatives as a whole. Other environmental parameters such as community resources, noise, and traffic discuss impacts to individual alternatives due to the more distinct geographical impact they may have. Cumulative effects of all listed projects, however, both small and large, are considered and documented under each resource section in Chapter 3.

Cumulative Land Use Effects

The first type of cumulative land use impact could potentially arise as construction activities associated with the proposed project and other related projects create temporary nuisance-like indirect effects such as noise, vibration, air pollutant emissions, traffic congestion, and access disruptions. While these effects are generally not considered to be substantially adverse when limited in scope and duration, the additive disruption to sensitive land uses could be considered cumulatively adverse if multiple construction activities coincide within similar geographic areas and/or periods of time. Mitigation measures have been included as a part of the proposed project to minimize or eliminate construction-related effects.

The study area includes the area along I-405 between National Boulevard and Ventura Boulevard. Portions of the Westwood, Brentwood and Sherman Oaks communities are included

in the study area. Most of the land in the study area is built-out. The area between the Getty Center and Bel Air, is designated as open space that is used as part of the Santa Monica Mountains Conservancy or as part of other open space. It is unlikely that this open space would be converted to residential housing. Other types of land uses would not likely change as a result of any of the build alternatives.

General Plan/Redevelopment Plan Consistency

Cumulative development and residential redevelopment are subject to the City of Los Angeles General Plan as well as the more specific Community Plan Areas.

Project Contribution to Cumulative Land Use Effects

All build alternatives are consistent with the City of Los Angeles and six Community Plan Areas with the exception of the Bel Air-Beverly Crest Community Plan because it does not include the widening of the I-405. Although this Community Plan does not support the goal of the widening of the I-405, it does not prevent it from happening in the future. Due to the potential removal of residential units as a result of the build alternatives, this would be inconsistent with planning policies related to the preservation of residential areas. However, this would result in a one-time conversion of land use and would not cause other projects to convert land use to transportation facilities, therefore, the contribution of these alternatives to cumulative land use effects is not considered substantial.

3.2 GROWTH

3.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which implement the National Environmental Policy Act of 1969, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

Under NEPA and CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth inducing potential of a project is considered significant if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Growth in the study area is directed by the General Plans for the City and County of Los Angeles. The General Plan is the principal legal and regulatory tool in California for addressing land development and its impacts. As mandated by Government Code Sections 65000 to 66003, each jurisdiction is required to have a General Plan which must include land use, circulation and housing elements, as well as other elements. The goals, objectives, policies and programs of each General Plan element must be both internally consistent and consistent with all other elements of the General Plan. Objectives for population, housing and employment growth must be coordinated with the provision of infrastructure and must ensure that infrastructure is constructed as needed to serve new development. The California Department of Transportation (Caltrans) has no local or county land use planning or approval authority in the study area.

3.2.2 Affected Environment

Information regarding land use was obtained from the I-405 Sepulveda Pass Project Community Impact Assessment, July 2006.

Population and Affected Communities

The City of Los Angeles is located in western Los Angeles County, California. The city's population as of 2004 was estimated at 3,925,999, up 11 percent from 3,485,398 in 1990. The project would affect 16 census tracts in the study area (see Figure 3.3-1: Census Tracts in the Study Area). The population in the study area as of 2000 was estimated at 53,480, up 2.3 percent from 52,256 in 1990. According to forecasts prepared by the Southern California Association of Governments, the population in the City of Los Angeles is expected to increase 9 percent to 4,309,625 by 2030, and the population in the study area is expected to increase 16.7 percent to 58,511 by 2030.

The City of Los Angeles Planning Department lists several Draft Environmental Impact Reports (DEIRs) and Final Environmental Impact Reports (FEIRs) for projects in the vicinity of the proposed project (see Table 3.1-1: Development and Redevelopment Projects in the Vicinity of I-405). These projects include community plan updates, middle school relocation, condominium construction, mixed use developments, zone changes and construction of school buildings. Most of the land in the study area is built-out. The area between the Getty Center and Bel Air, is designated as open space that is used as part of the Santa Monica Mountains Conservancy or as part of other open space. It is unlikely that this open space would be converted to residential housing due to planning and zoning restrictions.

The City of Los Angeles Housing Department is responsible for the preservation and development of low-income housing in the City of Los Angeles. None of the 36 preservation and development projects listed by the City of Los Angeles Housing Department for low-income housing is in the vicinity of the proposed project study area.

The Los Angeles Community Development Commission lists four redevelopment project areas under its jurisdiction. None of the redevelopment projects listed by the LACDC is located in the vicinity of the proposed project study area. The Los Angeles Commercial Realty Association does not list any redevelopment projects in the proposed project study area.

Market Demand

Based on the currently adopted population and employment growth forecasts for the study area, demand for housing and non-residential development is expected to be relatively stable through 2030. As shown in Table 3.2-1: Population and Employment in the Project Area, City of Los Angeles, and County of Los Angeles: 2000-2030, population in the study area is expected to increase by 17 percent to 8,400 people between 2000 and 2030. Employment is expected to increase by 12,800 jobs over the same period. This represents 1.4 percent of the population growth expected in the City of Los Angeles over the same period, and 0.3 percent of the growth expected in the County of Los Angeles. Similarly, employment growth expected in the study

area represents 2.9 percent of employment growth expected in the City of Los Angeles and 1.1 percent of the projected growth in the County of Los Angeles.

According to SCAG, employment in the City of Los Angeles totaled 1.8 million jobs as of 2000. This total is expected to increase to 2.22 million (25 percent) by the year 2030. Employment in the study area was estimated at about 50,000 in 2000, with employment forecast to increase to almost 65,000 by 2030 (please refer to Table 3.2-1: Population and Employment in the Project Study Area, City of Los Angeles, and County of Los Angeles: 2000-2030).

The 2004 Regional Transportation Plan growth forecast at the regional, county and subregional level was adopted by the SCAG Regional Council in April, 2004 which included adopted population and employment forecasts for the Westside Cities subregion (see Table 3.2-3). City totals are the sum of small area data and should be used for advisory purposes only.

According to the U.S. Census Bureau, employment in the study area is heavily represented by professional services, entertainment/recreation (Westwood Village) and health care and social assistance (i.e. VA Hospital and associated services and the Federal Building). This is in comparison with Downtown Los Angeles, which reported business establishments employing almost 134,000 persons. Employment in Downtown Los Angeles is heavily represented by manufacturing, retail and wholesale trade, and professional services.

Table 3.2-1: Population and Employment in the Project Area

POPULATION AND EMPLOYMENT IN THE PROJECT AREA, CITY OF LOS ANGELES,
AND COUNTY OF LOS ANGELES: 2000 - 2030

	Population		Change		Employment		Change	
	2000	2030	Total	Percent	2000	2030	Total	Percent
Project Area Census Tracts								
141302	5,351	6,235	884	16.5%	5,094	6,223	1,129	22.2%
141400	4,306	5,003	697	16.2%	7,367	8,301	934	12.7%
141500	2,966	3,482	516	17.4%	574	1,239	665	115.9%
141600	3,889	4,590	701	18.0%	72	552	480	666.7%
262200	4,418	5,130	712	16.1%	1,594	2,311	717	45.0%
262301	2,680	3,129	449	16.8%	853	1,335	482	56.5%
262302	2,755	3,251	496	18.0%	477	1,218	741	155.3%
265420	1,765	2,076	311	17.6%	186	426	240	129.0%
265520	4,263	4,988	725	17.0%	4,028	4,782	754	18.7%
267300	5,170	5,982	812	15.7%	4,568	5,136	568	12.4%
267700	1,598	1,881	283	17.7%	8,560	9,267	707	8.3%
267800	2,631	3,069	438	16.6%	4,155	4,488	333	8.0%
271100	3,738	4,332	594	15.9%	728	1,075	347	47.7%
271200	3,939	4,556	617	15.7%	1,027	1,258	231	22.5%
701100	652	807	155	23.8%	12,472	16,953	4,481	35.9%
Total Project Area	50,121	58,511	8,390	16.7%	51,755	64,564	12,809	24.7%
City of Los Angeles	3,711,969	4,309,625	597,656	16.1%	1,781,863	2,223,338	441,475	24.8%
County of Los Angeles	9,580,028	12,221,799	2,641,771	27.6%	4,453,477	5,660,992	1,207,515	27.1%

Source: Southern California Association of Governments.

Table 3.2-2: Adopted SCAG Regionwide Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Source: Southern California Association of Governments

Table 3.2-3: Adopted Westside Cities Forecasts

	2010	2015	2020	2025	2030
Population	235,024	238,751	242,440	245,998	249,423
Households	115,747	118,119	120,504	122,846	125,172
Employment	264,193	272,749	280,926	288,432	295,383

Source: Southern California Association of Governments

Table 3.2-4: Adopted City of Los Angeles Forecasts

	2010	2015	2020	2025	2030
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,994,358	2,057,435	2,117,623	2,172,642	2,223,338

Source: Southern California Association of Governments

*The 2004 RTP growth forecast at the regional, county and subregional level was adopted by the SCAG Regional Council in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

Balancing the locations of jobs with the location of housing relieves congestion, reduces commute times and trips, encourages the use of alternative transportation and improves air quality. The SCAG 2001 Regional Transportation Plan (RTP) indicates that the study area is balanced. According to the RTP, the job to housing ratio for the City of Los Angeles was 1.41 in 1997. In 2025, the job to housing ratio is projected to fall to 1.16. The RTP does not publish jobs and housing information at the study area level.

3.2.3 Growth Inducing Impacts

The potential for growth inducing effects would be the greatest on undeveloped and unplanned land because these areas generally have limited existing transportation infrastructure. The I-405 Sepulveda Pass Project is a capacity enhancement project along a route that already experiences a constrained level of freeway and non-freeway access. Further, the majority of the study area fits into two categories: (1) is already developed; or (2) is designated for permanent open space. Additional growth potential is limited and will primarily be in the form of in-fill development or redevelopment of existing uses that are already served by the local and regional transportation system. Construction of any of the proposed build alternatives would not provide new access to any area, and according to the traffic study prepared for this project, is expected to serve the same volume of traffic under all scenarios. In fact, there may be a public perception of reduced access with the previous closure of the Waterford St. on-ramp, the closure of the northbound Montana Ave. off-ramp.

Given the constrained level of access already experienced in the study area, development or redevelopment of these parcels will completely be driven by market conditions, economics, and local land use approvals. The I-405 Sepulveda Pass Project is not providing new access to the area, but HOV capacity enhancements through the corridor to reduce existing and future delay, and would not accommodate additional traffic beyond what is currently projected with or without the project. Therefore, it is not expected that the HOV capacity enhancements provided by the Sepulveda Pass project would have any meaningful affect on landowner decisions. The economic attractiveness and location of the study area are the dominating conditions influencing growth, overshadowing freeway improvements.

The location, timing and level of future growth in the study area will also depend on the availability of certain types of infrastructure/services (i.e. water, sanitary sewers, schools, etc.). Plans for critical future infrastructure are addressed by the individual jurisdictions and agencies providing these services to existing and future development, and their availability will affect the location, level and timing of future development regardless of the I-405 Sepulveda Pass Project.

Alternatives 2 and 3 would be consistent with existing Community and Specific Plan policies related to transportation and the use of HOV and transit options. Because the proposed transportation improvements partially accommodate existing development, the proposed project would have no substantial potential for stimulating the location, rate, timing, or amount of growth in the project area.

3.2.4 Avoidance, Minimization and Mitigation Measures

None required.

3.2.5 Cumulative Impacts

Given the mature nature of the local communities, inducement of substantial growth effects has been limited, but serves to maintain or enhance the existing economic vitality of each jurisdiction, particularly with the loss of industrial/manufacturing uses over the last decade. The projects individually and collectively do not create growth impacts.

The proposed alternatives are not anticipated to induce any unplanned growth either regionally or in the local project area, and therefore are not anticipated to contribute to any cumulative growth impacts. The I-405 freeway, parallel arterial highways, especially Sepulveda Blvd., as well as arterial east-west streets, all experience severe daily congestion. The economic attractiveness of this corridor location remains strong despite these congestion problems. Any area growth is a product of these non-transportation related influences.

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3.3 COMMUNITY IMPACTS

3.3.1 Regulatory Setting

Community Character and Cohesion

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. The Federal Highway Administration in its implementation of NEPA [23 U.S.C. 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, including the destruction or disruption of human-made resources, community cohesion and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Displacements and Relocations

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.). Please see Appendix C for a copy of the Department's Title VI Policy Statement.

Environmental Justice

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines and for 2006, this was \$20,000 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

3.3.2 Affected Environment

Information regarding community impacts was obtained from the I-405 Sepulveda Pass Project Community Impact Assessment, July 2006. The Community Impact Assessment was prepared to evaluate the social, economic, environmental justice, and other possible community impacts associated with the proposed project.

Community Character and Cohesion

As discussed in Section 3.1, seven community plans were analyzed for this study. These Community Plan Areas are the Encino-Tarzana, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Bel Air-Beverly Crest, Brentwood-Pacific Palisades, Westwood, West Los Angeles and Palms-Mar Vista-Del Rey Areas. Each community plan guides local land uses and encourages community participation. In addition to community plans, several specific plans provide planning guidance for communities in the study area.

The Encino-Tarzana and Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass communities are characterized by older single-family residential planned developments and strip mall commercial developments. These communities are involved in commercial redevelopment along Ventura Blvd. and scenic parkway preservation along Mulholland Blvd.

The Bel Air-Beverly Crest and Brentwood-Pacific Palisades communities are characterized by large estate single-family residences within gated communities, expanses of open space and small amounts of multiple family residential. Both communities limit the amount of commercial land uses present; therefore, neither community has a great deal of commercial land use associated with it.

The Westwood, West Los Angeles and Palms-Mar Vista-Del Rey communities are characterized by a majority of single-family residential interspersed with multiple-family residential. Multiple-family residential in these communities ranges from small duplexes to large complexes and some high-rise structures. Commercial land uses consist primarily of strip malls and mini-malls designed to serve local neighborhoods. These communities include most of the industrial land uses in the study area. Industrial land uses in these communities consist of manufacturing, distribution outlets and storage operations.

As shown in Tables 3.3-1, 3.3-2, 3.3-3, the demographic data from the 2000 Census concurs with the communities defined by the City of Los Angeles. Census tracts (Figure 3.3-1: Census Tracts in the Study Area) within the communities affected tend to have similar distributions of racial characteristics, homeownership, families, elderly and poverty levels. However, four census tracts within the communities affected may represent separate smaller communities based on their demographic profiles that represent the larger communities in which they are located.

- Census Tract 1414 in the Encino-Tarzana Community Plan Area is significantly different from Census Tract 1415 in the same community. Census Tract 1415 has a demographic profile similar to that of the communities of Brentwood-Pacific Palisades and Bel Air-Beverly Crest while Census Tract 1414 has a lower household median income, higher percentage of the population below the poverty level, lower percentage of homeowners and lower percentage of family households than Census Tract 1415. As shown in Figure 3.3-1, Census Tract 1414 is closer to U.S. 101 and is separated from Census Tract 1415 by Valley Vista Blvd. It is likely that Census Tract 1414 represents a separate community within the Encino-Tarzana Community Plan Area.
- Census Tract 1413.02 in the Sherman Oaks-Studio City-Toluca Lake Community Plan Area is unlike Census Tract 1416 in the same community. Like Census Tracts 1414 and 1415, Census Tract 1416 has a demographic profile similar to that of the communities of Brentwood-Pacific Palisades and Bel Air-Beverly Crest while Census Tract 1413.02 has a lower household median income, higher percentage of the population below the poverty level, substantially lower percentage of homeowners, much lower percentage of family households, lower median age and lower percentage of elderly people than Census Tract 1416. As shown in Figure 3.3-1, Census Tract 1413.02 is closer to U.S. 101 and is separated from Census Tract 1416 by Valley Vista Boulevard. It is likely that Census Tract 1413.02 represents a separate community within the Sherman Oaks-Studio City-Toluca Lake Community Plan Area.
- Census Tract 2655.20 in the Westwood Community Plan Area is unlike the other two Census Tracts in the same area. Similar to Census Tract 1413.02, Census Tract 2655.20 has a lower household median income, higher percentage of the population below the poverty level, substantially lower percentage of homeowners, much lower percentage of family households, lower median age and lower percentage of elderly people than Census Tracts 2654.10 and 2654.20. As shown in Figure 3.3-1, Census Tract 2655.20 is separated from Census Tracts 2654.10 and 2654.20 by the Los Angeles National Cemetery, the Federal Building and Wilshire Blvd. It is likely that Census Tract 2655.20 represents a separate community within the Westwood Community Plan Area.
- Census Tract 2678 in the West Los Angeles Community Plan Area also has a different demographic profile from the other three Census Tracts in the same area. Census Tract 2678 has a higher percentage of Whites, higher median household income, lower percentage of the population below the poverty level, higher percentage of homeowners, higher median age and higher percentage of elderly people than Census Tracts 2673, 2677 and 2711. As shown in Figure 3.3-1, Census Tract 2678 is separated from Census Tracts 2673, 2677 and 2711 by Sepulveda Blvd. and Exposition Parkway. It is likely that Census Tract 2678 represents a separate community within the West Los Angeles Community Plan Area.

Figure 3.3-1: Census Tracts in the Study Area

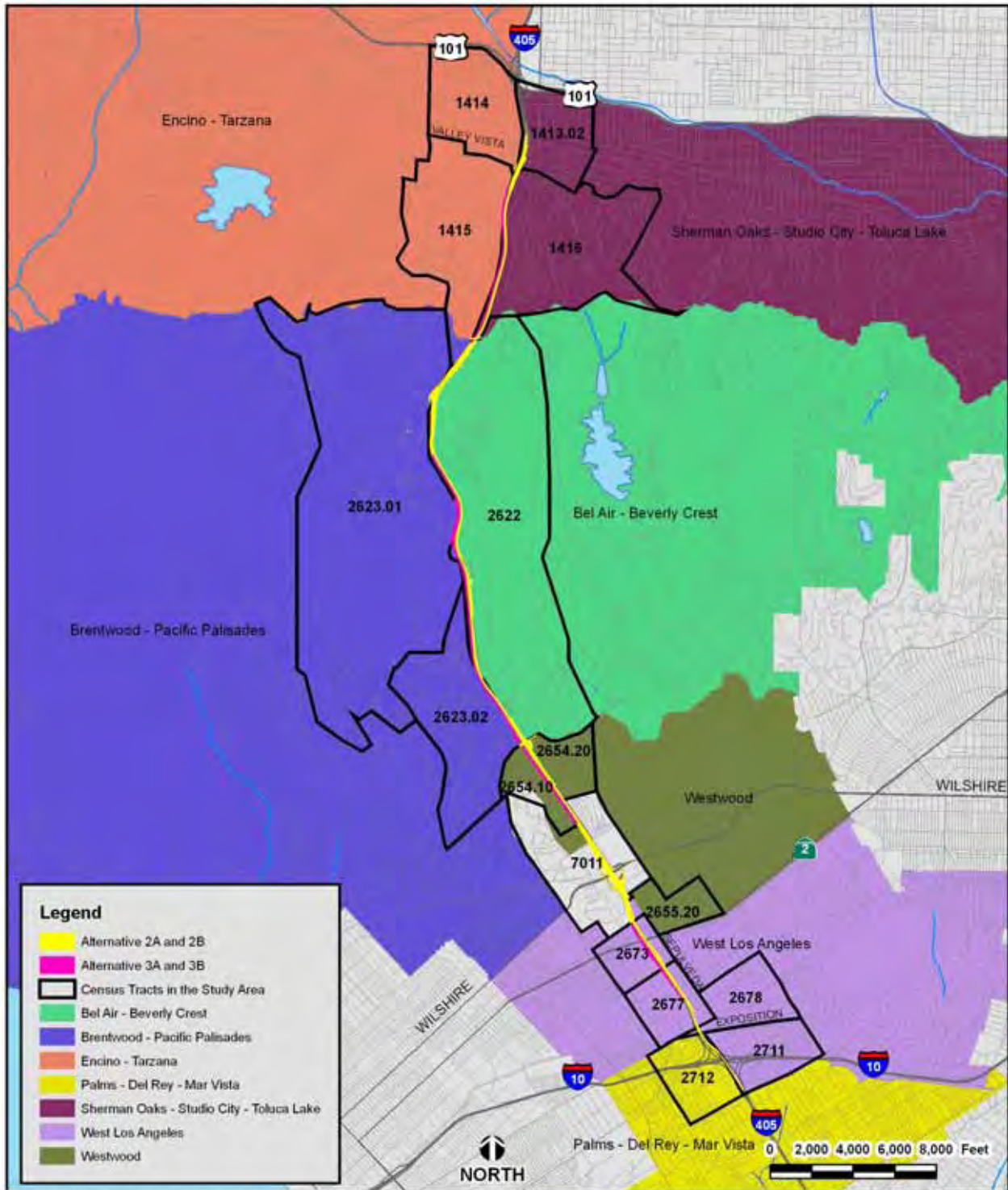


Table 3.3-1: Demographic Variables by City of Los Angeles Community Plan Area

Census Tract	Population	Median Household Income (\$)	Below Poverty Level (%)	Disabled (%)
Encino-Tarzana				
1414	4,286	60,662	11.1	19.4
1415	2,952	153,406	3.8	15.8
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass				
1413.02	5,325	48,219	9.6	15.9
1416	3,871	115,393	1.8	10.5
Bel Air-Beverly Crest				
2622	4,398	137,129	5.8	12.2
Brentwood-Pacific Palisades				
2623.01	2,670	164,665	6.0	11.6
2623.02	2,742	123,526	3.8	11.9
Westwood				
2654.10	1,334	95,341	5.4	14.6
2654.20	1,756	157,017	3.0	7.3
2655.20	4,243	67,476	9.2	16.6
West Los Angeles				
2673	5,146	35,763	21.2	16.0
2677	1,591	42,692	25.0	12.3
2678	2,619	62,688	10.3	14.9
2711	3,721	48,301	13.9	15.1
Palms-Del Rey-Mar Vista				
2712	3,920	44,730	14.0	13.9
Unincorporated Los Angeles County (Veterans Administration and Federal Building)				
7011	682	42,391	53.7	38.4
Project Area Total				
N/A	51,256	79,983	10.5	14.7
City of Los Angeles				
N/A	3,694,820	36,687	22.1	21.7
County of Los Angeles				
N/A	9,519,338	42,189	17.9	20.4

Source: City of Los Angeles Planning (2006), Census (2000)

As shown in Table 3.3-1, income in the study area is higher than that of the County and of the City. The median income in the study area was \$79,983 according to the 2000 Census. This is about twice the median income for either the city or the county. Also, most of the census tracts in the study area have lower percentages of disabled people than the city and county, although census tract 7011 has a higher percentage of disabled people than the other study area census tracts, the city and the county. Disabled people make up 38.4 percent of Census Tract 7011, compared to 21.7% in the City of Los Angeles and 20.4% in the County of Los Angeles.

Several communities in the study area include neighborhoods that have homeowners associations. According to the Community Associations Institute, a homeowners association or community association builds a sense of community, assists in conflict resolution and provides facilities maintenance. In some cases homeowners association covenants, conditions and

restrictions (CC&Rs), and master deeds provide guidance for homeowners on community unity by establishing standard color schemes and landscaping for the community. Homeowners pay a fee to be part of a homeowners association. These fees can be used to pay for road resurfacing, home painting, landscape maintenance and community facilities maintenance. Homeowners associations in the study area include the Bel-Air Association, Beverly Glen Homeowners Association, Brentwood Community Council, Homeowners of Encino and West Hills Property Owners Association.

The Bel-Air Association has served the community since 1942 and is dedicated to preserving the lifestyle and property values of the renowned residential community. The community of Bel Air is known as an exclusive residential community that includes some of the foothills of the Santa Monica Mountains and borders the north side of UCLA. The Bel-Air Country Club, built in 1927 as part of the original development, showcases the natural beauty of the area while still providing a meeting place for residents. The Spanish-style clubhouse, along with tennis courts and an 18-hole golf course, remain popular today.

A part of the Bel-Air section of Los Angeles is Beverly Glen canyon, which is known to residents as "the Glen." Beverly Glen runs three miles from the top of the canyon at Mulholland Drive to its entry point below at Sunset Boulevard. The *Residents of Beverly Glen* is a non-profit organization whose members include homeowners and renters in the Beverly Glen neighborhood of Los Angeles. Located in the Beverly Glen canyon (nestled between Bel Air and Beverly Hills) the organization serves over 600 households by addressing issues that affect the neighborhood. The Glenite is the Glen's homegrown publication, edited and designed by the Glen's residents. Since its inception in the 1950s, it has kept the community updated on local news, city policies, emergency preparedness, upcoming Glen events, new additions to the Glen family and local buzz about who's back from exotic travels. Recipes, poems, children's artwork, film reviews and more make each Glenite a special and watched for publication. All of these community features enhance the character and cohesiveness of this community.

The Westside community of Brentwood Glen stands out for its deep roots and neighborhood ties. Brentwood Glen was highlighted as a community where the "pride of ownership and an intense neighborhood loyalty are apparent, even just walking down Beloit Street, the main north-south artery of Brentwood Glen." The shady streets and well-kept houses and gardens lend a lazy feel that helps you forget that Sunset Blvd. and the I-405 are close by. The neighborhood consists of 560 residences, mostly single-family homes and a few duplexes, triplexes and apartment buildings. The majority of the lots are approximately 5,000 square feet.

All of the neighborhoods along the I-405 corridor demonstrated a high level of cohesion. Homeowners association meetings are all well attended, communication levels are high, and residents are protective of their close-knit neighborhoods. Brentwood Glen has exhibited a particularly tenacious unity and community character as they were made aware of the potential for property acquisition in their community along Church Lane.

Housing characteristics in the project area are unlike those in the City of Los Angeles as a whole. Vacancy rates are higher in the surrounding City, 4.7 percent versus 3.9 percent in the project area. In total, at the time of the 2000 Census, there were 359 vacant for sale units in the project area and 148 vacant for rent units. The City of Los Angeles had 9,036 vacant for-sale units and 28,529 vacant for-rent units and the County of Los Angeles had 23,874 vacant for-sale units and

56,089 vacant for-rent units. The project area has a lower owner occupancy rate than the surrounding area. Based on 2000 Census data, median home values and rents were higher in the project area compared to the surrounding community.

As shown in Table 3.3-2, most of the census tracts in the study area have approximately the same percentage of family households and a lower percentage of single parent households than the City or the County. However, census tract 7011 has a higher percentage of family households and single parent households than the City or the County. This tract, home of the Veterans Administration facility, also has 100% renters, 0.0% homeowners, 0.0% elderly and 76.0% of the population reside in group quarters.

Table 3.3-2: Demographic Variables by City of Los Angeles Community Plan Area

Census Tract	Home Owners %	Renters %	Family Households %	Single Parent %	Median Age	% Elderly	% of Population in Group Quarters
Encino-Tarzana							
1414	69.6	30.1	62.2	6.9	41.6	18.2	2.1
1415	94.1	5.9	80.7	5.1	46.8	21.4	0.0
Sherman Oaks-Studio City- Toluca Lake-Cahuenga Pass							
1413.02	31.7	68.3	41.1	5.6	34.2	10.4	0.0
1416	93.0	7.0	68.6	3.9	45.6	18.0	0.0
Bel Air-Beverly Crest							
2622	83.7	16.3	67.1	3.0	45.4	20.4	3.1
Brentwood-Pacific Palisades							
2623.01	98.5	1.5	75.7	4.5	48.2	23.0	20.1
2623.02	87.0	13.0	62.5	3.6	45.5	20.8	0.0
Westwood							
2654.10	72.5	27.5	47.4	3.3	41.1	19.1	0.6
2654.20	88.8	11.2	71.9	3.4	44.0	17.7	0.2
2655.20	33.9	66.1	41.2	1.2	35.8	15.8	0.4
West Los Angeles							
2673	12.0	88.0	32.4	3.2	31.1	6.8	2.2
2677	23.2	76.8	40.6	8.6	34.2	8.9	2.0
2678	78.0	22.0	61.7	3.2	40.5	18.2	2.8
2711	57.8	42.2	54.3	6.2	36.0	10.7	0.8
Palms-Del Rey-Mar Vista							
2712	39.4	60.6	47.3	6.1	33.2	11.6	0.1
Unincorporated Los Angeles County (Veterans Administration and Federal Building)							
7011	0.0	100.0	81.1	51.4	48.5	0.0	76.0
Project Area Total							
N/A	55.1	44.9	49.9	4.3	39.6	14.7	2.0
City of Los Angeles							
N/A	40.8	59.2	63.2	10.9	31.6	9.3	2.2
County of Los Angeles							
N/A	50.3	49.7	68.7	10.8	32.0	9.4	1.8

Source: City of Los Angeles Planning (2006), Census (2000)

As shown in Table 3.3-3, the census tracts that make up the Encino-Tarzana, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Bel Air-Beverly Crest, Brentwood-Pacific Palisades, and Westwood communities are more than 75% White. Asian and Hispanic populations make up the second highest concentration of race in these communities. These census tracts have a higher concentration of Whites and a lower concentration of other races than either the City of Los Angeles or the County of Los Angeles. Census tracts located in the West Los Angeles and Westwood Communities have racial densities that are similar to the City of Los Angeles and the County of Los Angeles except that the densities of Whites and Asians are greater in those communities than in either the City or the County. However; the census tract located in Unincorporated Los Angeles County that contains the Veterans Administration and the Federal Building has a higher density of Blacks than either the City or the County. The percentage of Blacks in this census tract is 43.4% compared to 10.9% and 9.5% in the City and County, respectively. Tract 7011 has a higher concentration of a minority population than any other census tract in the study area or the City of Los Angeles and County of Los Angeles.

As shown in Tables 3.3-1, 3.3-2 and 3.3-3, census tract 7011 has a disproportionate share of an environmental justice population. This is due to the high percentage of a minority population, high percentage of single parent families, high percentage of people below the poverty level, high percentage of renters versus homeowners and high percentage of people living in group homes. It is possible that the high percentage of a minority population, high percentage of single parent families, high percentage of people below the poverty level, high percentage of renters versus homeowners and high percentage of people living in group homes in census tract 7011 represents the people living in the Salvation Army - Westwood Transitional Village. The Salvation Army Transitional Villages program targets homeless and veteran families with long-term supportive service needs.

Table 3.3-3: Ethnic Composition by City of Los Angeles Community Plan Area

Census Tract	White %	Black %	Native American %	Asian %	Other %	Hispanic %
Encino-Tarzana						
1414	79.7	2.9	0.2	5.1	42.2	7.9
1415	86.9	0.7	0.1	5.8	2.5	4.0
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass						
1413.02	74.0	4.8	0.2	7.2	4.2	9.5
1416	87.7	1.2	0.1	4.9	2.3	3.9
Bel Air-Beverly Crest						
2622	83.7	2.2	0.0	6.2	3.2	4.8
Brentwood-Pacific Palisades						
2623.01	76.9	1.8	0.2	10.6	2.1	8.3
2623.02	87.6	0.7	0.1	4.6	3.0	4.0
Westwood						
2654.10	85.6	1.2	0.0	6.4	2.0	4.8
2654.20	83.9	1.5	0.1	7.4	3.0	4.2
2655.20	77.2	2.1	0.1	10.9	5.3	4.4
West Los Angeles						
2673	43.0	3.3	0.2	23.5	5.7	24.3
2677	33.1	2.7	0.1	35.5	4.5	24.1

2678	74.5	1.9	0.1	13.0	4.1	6.3
2711	52.5	3.3	0.2	20.6	4.3	19.3
Palms-Del Rey-Mar Vista						
2712	43.0	4.1	0.1	21.2	3.8	27.7
Unincorporated Los Angeles County (Veterans Administration and Federal Building)						
7011	41.2	43.4	0.3	0.9	2.9	11.3
Project Area Total						
N/A	69.4	2.9	0.2	11.9	4.0	11.7
City of Los Angeles						
N/A	29.7	10.9	0.2	9.9	2.7	46.5
County of Los Angeles						
N/A	31.1	9.5	0.3	11.8	2.7	44.6

Source: City of Los Angeles Planning (2006), Census (2000)

Note: The numbers may add to more than the total population (to more than 100 percent) because individuals may report more than one race.

Displacements and Relocation

Information regarding relocation impacts was obtained from the I-405 Sepulveda Pass Project Draft Relocation Impact Report, November 2006.

The proposed I-405 HOV Sepulveda Pass Project displacement area is located in the City of Los Angeles, County of Los Angeles in the neighborhoods of Brentwood Glen, Bel Air, and Sherman Oaks. The area is surrounded by suburban communities.

The housing stock in the affected area consists mainly of owner-occupied single-family residences in the Brentwood Glen and Sherman Oaks neighborhoods, however, most of the affected residential units would be in the Brentwood Glen neighborhood under Alternative 3. The age and condition of the residential properties that may be displaced were built from 1933 to 1976 and their condition range from good to excellent in well established neighborhoods. The single-family homes proposed for acquisition range from 1,147 square feet to 4,613 square feet. The number of bedrooms varies from two to four.

The median price of a single-family home ranges from approximately \$886,000 to \$1,695,000 for 2006 in the study area.

Environmental Justice

Information regarding environmental justice impacts was obtained from the I-405 Sepulveda Pass Project Community Impact Assessment, July 2006. The Community Impact Assessment was prepared to evaluate the social, economic, environmental justice, and other possible community impacts associated with the proposed project.

Demographic, socioeconomic and housing characteristics of the population living in the City of Los Angeles and the project area are shown in Table 3.3-1, 3.3-2 and 3.3-3. As may be noted, the percentages of minority and low-income populations are lower in the project area than in the City of Los Angeles as a whole.

The census tracts that make up the Encino-Tarzana, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Bel Air-Beverly Crest, Brentwood-Pacific Palisades, and Westwood communities are more than 75% White. Asians and Hispanics make up the second highest concentration of race in these communities. The project area census tracts have a higher concentration of Whites and a lower concentration of other races than either the City or County of Los Angeles. Census tracts located in the West Los Angeles and Westwood communities have racial densities that are similar to the City and County of Los Angeles. However, the census tract located in Unincorporated Los Angeles County that contains the Veterans Administration and the Federal Building has a higher density of Blacks than either the City or County. The percentage of Blacks in this census tract is 43.4% compared to 10.9% and 9.5% in the City and County, respectively. Census tract 7011 has a higher concentration of a minority population than any other census tract in the study area or the City and County of Los Angeles.

Two tracts had demographic profiles that indicated the potential presence of environmental justice populations. As shown in Table 3.3-3, census tract 2673 and 2677 located in the West Los Angeles community has a higher density of Asians than either the City or County. The percentage of Asians in census tract 2673 is 23.5% and 35.5 % for census tract 2677. This is greater than the City of Los Angeles (9.9%) and the County of Los Angeles (11.8%). Census tract populations represented within Census Tract 2673 and 2677 may be an environmental justice population.

Census tract 7011 has a higher percentage of a minority population (43.4% Black), higher percentage of people below the poverty level (53.7%), higher percentage of renters (100.0%), higher percentage of single parent families (48.5%) and higher percentage of disabled people (76.0%) than either the city or the county. The entire population in this census tract is housed in The Salvation Army Transitional Village, which provides 40 units (151 beds) of transitional housing for homeless families. The Village also provides comprehensive supportive services including case management, mental health counseling, life skills training, parenting classes, health services, children activities, employment services, child care, housing placement, and follow-up services. The population represented by census tract 7011 is considered to be an environmental justice population.

Also, compared to the City of Los Angeles and the County of Los Angeles, a low percentage of the population is below the poverty level. Approximately 10.5% of the population in the study area was below the poverty level according to the 2000 Census, compared to 22.1% and 17.9% below the poverty level in the City of Los Angeles and the County of Los Angeles, respectively. However, although most of the census tracts had poverty levels that were less than levels indicated for the City and the County, three tracts had poverty levels that were greater. As shown in Table 3.3-1, census tract 2673 and 2677 located in the West Los Angeles community with 22.1% and 25.0% of the population below the poverty level, respectively. Census tract 7011, the Veterans Administration facility, located in the Westwood community shows 53.7% of the population below the poverty level. These tracts potentially represent populations in the study area that may be environmental justice populations.

The proposed HOV project displacement area is located in the communities of Westwood, Brentwood, and Sherman Oaks, in the City of Los Angeles. The majority of the housing stock in the affected area consists of single family residences, mainly owner occupied, built between 1930 and 1970. The residential properties that may be displaced were built from 1933 to 1960

and their condition ranges from good to excellent. The neighborhoods are well established. The houses consist of two to four bedroom single-family residences with a median price of approximately \$1,700,000 in 2006 dollars. The non-residential areas within the project limits are comprised of small strip malls, and several freestanding buildings.

3.3.3 Community Impacts

Community Character and Cohesion

Alternative 1: No Build Alternative, does not propose any change to I-405. As such, no structures that would bisect, disrupt or alter the continuity of communities in the study area would be constructed, no residential or non-residential displacement would take place, and no changes to existing access and circulation would take place. Therefore, Alternative 1 would have no impact to community character or cohesion.

Alternative 2 does not propose the construction of any new structure that would bisect, disrupt or alter the continuity of communities in the study area. These alternatives would not change or affect community facilities and the limited residential and non-residential displacees would be relocated within the community. These minor losses would not adversely impact community character or cohesion. Alternatives 2 would include the closure of freeway ramps at Montana Ave. This closure would reduce traffic in the residential areas adjacent to these ramps. This would be a beneficial impact to local area residents. No businesses are located in the vicinity of Montana Ave., so closure would not affect businesses in this area.

Alternative 3 would disrupt and alter the westside community of Brentwood Glen. This community is a part of Brentwood that is bounded by Sunset Blvd., the I-405 and the Veterans Administration that makes this an isolated area and a close-knit community. There is a justifiable perception in the Brentwood Glen neighborhood that if Alternative 3 were selected, the acquisition of approximately 30 properties, including a church along Church Lane, would have an adverse impact on community cohesion. The potential removal of the Village Church further contributes to the potential impact on this community's character and cohesion (see Figure 3.3-2: Parcels Potentially Affected at Brentwood Glen and Bel Air).

Alternative 3 Modified would reduce the adverse impact on community cohesion in the Brentwood Glen neighborhood by avoiding acquisition of the 30 properties and church along Church Lane. This alternative would remove the existing soundwall and landscaping on the east side of Church Lane. The existing curb and sidewalk on the west side of the street would be maintained. The combined height of this wall would be approximately 30 feet and is illustrated in Figure 3.6-15: Existing View Brentwood Glen: Church Lane.

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Figure 3.3-2: Parcels Potentially Affected at Brentwood Glen and Bel Air



Temporary project impacts are defined as those that would occur during the construction of the proposed project. These temporary impacts would not occur prior to the construction effort and would no longer be seen once the project were completed and fully operating. Construction activities that could affect business operations would include freeway lane and ramp closures, freeway and local street detours, overcrossing closures, stockpiling of construction equipment and excavated materials, removal of billboards along the freeway shoulders, removal of on- and off-street parking, and closures of local frontage roads. The proposed project could cause disruptions in community circulation during the construction period by temporarily restricting local street access. The closure of freeway ramps, overcrossings, and interchanges during the construction period would result in freeway and local street detours that may increase traffic volumes and restrict neighborhood travel patterns.

Four preliminary locations have also been identified for use as construction staging areas:

- Existing Getty Center Dr. off-ramp area within Caltrans right-of-way along northbound I-405;
- I-405/I-10 interchange area within Caltrans right-of-way;
- Wilshire Blvd. interchange area within the loops of the on/off-ramps along southbound I-405 within Caltrans right-of-way; and

Potential temporary construction-related impacts would include stockpiled materials, parked equipment, temporary buildings, storage tanks, and noise.

Displacements and Relocations

According to the Draft Relocation Impact Report prepared for the proposed project, Alternative 2 would require approximately six single-family residential units (see Figure 3.3-3: Parcels Potentially Affected in Encino at Valley Vista Blvd.) and two commercial properties (see Figure 3.3-4: Commercial Parcels Potentially Affected at Sepulveda Blvd./Ovada Pl.). The two displaced businesses are a Verizon equipment facility (approximately four employees) and Rodeo Realty, Inc. (approximately 25-30 employees). However, recent design refinements of Alternative 2 have led to the elimination of the need to displace these two commercial properties.

The on/off hook-ramp design option at Valley Vista would require two single-family residential units (see Appendix I – L1A) in comparison with the six single-family residential units that would be required under the proposed design for the southbound I-405 Valley Vista Blvd. off-ramp under Alternative 2 and 3.

Alternative 3 would require approximately 18 single-family residential units, one duplex, one triplex, one quadruplex, and four apartment buildings (one building has five units, one building has ten units, two buildings have six units each) (approximately 108 occupants total), one non-profit (the Village Church is located in the community of Brentwood Glen), and two commercial properties (see Figure 3.3-2: Commercial Parcels Potentially Affected at Sepulveda Blvd./Ovada Pl.). The two displaced businesses are a Verizon equipment facility (approximately four employees) and Rodeo Realty, Inc. (approximately 25-30 employees).

Figure 3.3-3: Parcels Potentially Affected in Encino at Valley Vista Blvd.

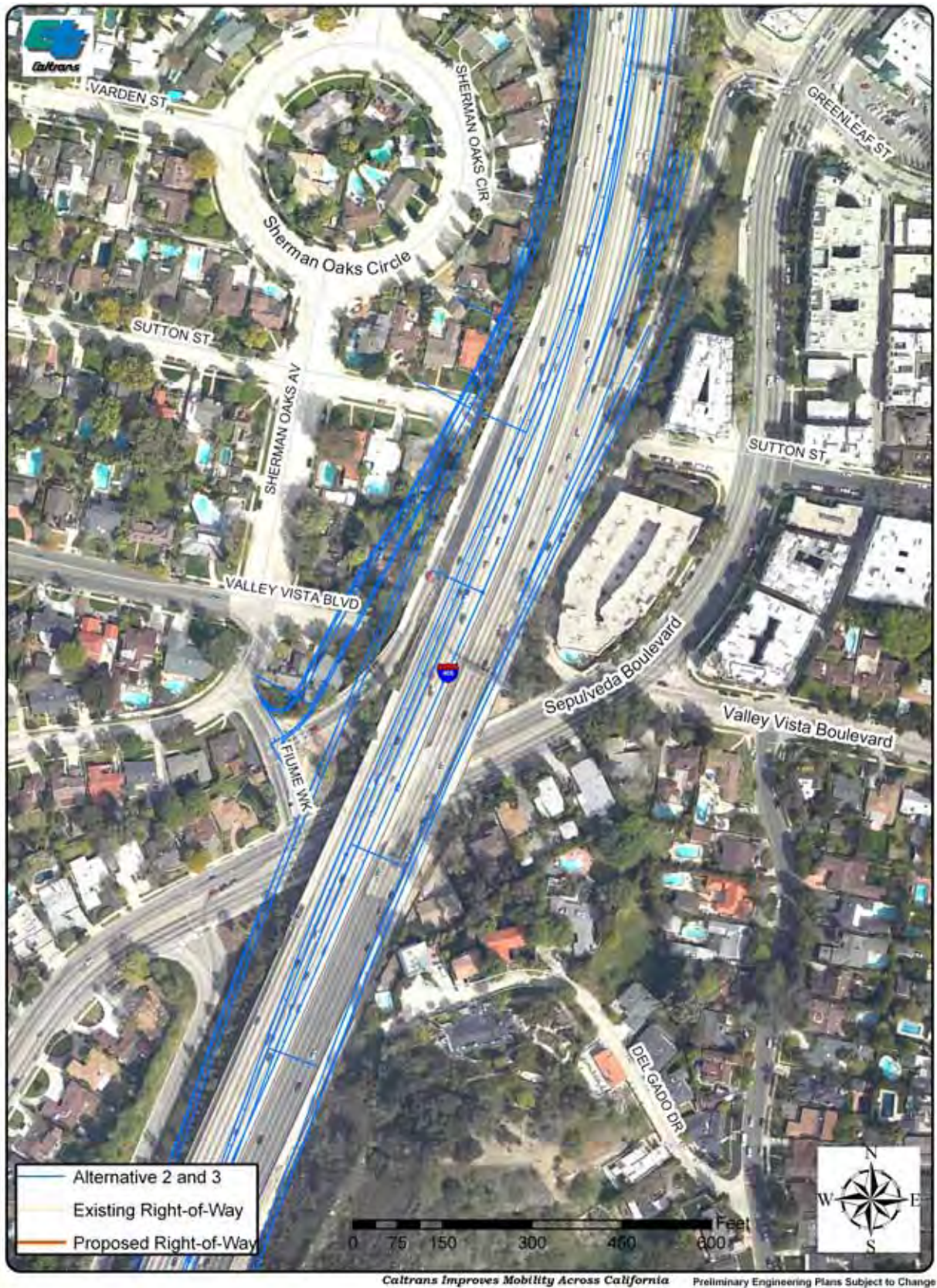


Figure 3.3-4: Commercial Parcels Potentially Affected at Sepulveda Blvd./Ovada Pl.



Map Created by Robert Wang, April 8, 2007
Division of Environmental Planning
File Path: C:\Bureau\GIS\MapDocs\I-405\I-405_Plan_20070408\I-405_Plan_20070408.mxd

Caltrans Improves Mobility Across California

Preliminary Engineering Plans Subject to Change

Table 3.3-4: Summary of Potential Property Acquisitions

	Residential		Commercial		Vacant Land		Non-profit		Other	
	Full	Part	Full	Part	Full	Part	Full	Part	Full	Part
Alternative 2	6	39	0	3	0	4	0	0	0	8
Alternative 3	37	41	2	5	0	6	1	0	0	8

This reduction in housing would result in a change to the housing balance. Alternative 2 and 3 would also result in the acquisition of commercial properties. However, these uses are expected to be able to relocate in the area. Thus, no net loss in jobs is expected and because of the small number of residential units that would be acquired as a result of all the build alternatives, there would not be an adverse impact to the jobs/housing balance in the study area.

Based on a comparison of the assessed value of properties being taken and the total taxable assessed value within the City of Los Angeles, the County of Los Angeles, the Los Angeles Unified School District and the Metropolitan Water District of Southern California, the impact on property tax revenues within these jurisdictions would be minimal in comparison to the community as a whole. Also, in terms of potential impacts to sales tax revenues, the two businesses being displaced do not generate substantial retail sales or sales tax revenues. Since all potential displaced businesses are expected to be able to relocate in the immediate vicinity, all build alternatives are not expected to affect sales tax revenues.

Environmental Justice

Under Alternative 1: No Build Alternative, no minority or low-income populations have been identified that would be adversely affected by the proposed project.

Under Alternative 2 and 3, as discussed in Section 3.3.2, the distribution of minority and low-income populations in the project area is lower than the distribution City-wide except for three potential environmental justice populations that may be affected under these alternatives. These populations are represented by census tract 2673, 2677 and 7011 (The Salvation Army Transitional Village, Veterans’ Administration and Hospital). Impacts to minority or low-income populations are assessed based on the comparative effects on these populations in relation to either non-minority or higher income populations of the study area as a whole. A disproportionate impact is determined when the impacts are (1) predominately borne by minority and/or low-income population; or (2) suffered by the minority and/or low-income population appreciably more severe or greater in magnitude than the adverse effect suffered by the non-protected population. No residential, business or commercial structures would be removed from census tract 2673, 2677 or 7011; therefore, it is not anticipated that minority or low-income groups would be disproportionately impacted as a result of Alternative 2 and 3.

3.3.4 Avoidance, Minimization and Mitigation Measures

Community Character and Cohesion

Pedestrian access points to businesses within the construction area would be maintained throughout the construction period. If usual access points were lost, provisions for alternative access to the affected parcels would be made. Appropriate signage would be placed to inform and direct both pedestrian and vehicular traffic to local businesses via alternate routes. Temporary sidewalks, if necessary, would be installed during the construction phase. Disabled access would be maintained during construction where feasible.

Caltrans' staff met with the University of California Los Angeles (UCLA) Government and Community Relations Department on February 5, 2007 to discuss the proposed project and temporary construction impacts related to traffic in the vicinity of the campus. UCLA staff expressed their concern regarding the closure of the Montana off-ramp since many people use this ramp to get to campus as an alternate to using the Wilshire Blvd. off-ramp. Other issues that were raised included the worsening of the parking and traffic situation that already exists in the area. Contact and coordination with UCLA is ongoing should there be any other concerns, and UCLA has been added to a mailing list in order for them to receive new project information as it becomes available.

During construction, Caltrans staff would establish an information field office near the construction site. The field office would serve the following multiple purposes:

- Provide the community and businesses with a physical location where information pertaining to construction can be exchanged;
- Enable Caltrans staff to better understand community/business needs during construction;
- Notify property owners, residences, and businesses of major construction activities;
- Respond to phone inquiries; and
- Coordinate business outreach programs.

Information and field office telephone numbers would be available to provide community members and businesses a means of direct communication regarding construction activities. Caltrans staff would review and forward calls to the appropriate party for action. Community involvement specialists would be available for solving individual problems, handling construction complaints, providing general information, and providing information such as current project schedule, dates for upcoming community meetings, and notice of construction impacts.

A Traffic Management Plan would be developed to maintain access to all businesses near construction activity. For example, mitigation measures to alleviate traffic impacts include: 1) avoiding access points to construction sites on residential streets and posting speed limits of 25 mph along the streets in the vicinity of the construction sites; and 2) preparing specific traffic mitigation plans for each construction site, including detour routes, lane assignments, and vehicular and pedestrian traffic circulation and control.

Displacements and Relocations

- The Draft Relocation Impact Report prepared for the proposed project found that adequate relocation resources exist for all potential displacees under all build alternatives, within the displacement area. The residential replacement neighborhoods studied include Sherman Oaks, Beverly Glen, Bel Air, Westwood, and Brentwood. The small number of displacees allows for possible residential relocation within these areas as well as adequate time for relocation. These relocation areas are comparable in terms of amenities, public utilities, and accessibility to public services, transportation and shopping. The relocation resources are affordable to residential displacees given the use of replacement housing payments. There are no public projects in the area that will displace other families or make additional housing available concurrently with the subject project. The State's relocation program is adequate to successfully relocate all displacees. There are no foreseen special or substantial relocation problems associated with this project. The Last Resort Housing Program payments will be utilized to relocate residential households being displaced, if necessary.
- Relocation assistance and counseling will be provided to displaced persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation for displaced persons and businesses. All eligible displacees will be eligible for moving expenses. All benefits and services will be provided equitably to all relocatees without regard to race, color, religion, age, national origins and disability as specified under Title VI of the Civil Rights Act of 1964. Refer to Appendix D for more information regarding Relocation Assistance.
- Owners of property to be acquired due to the proposed project will be compensated for the fair market value of the property as well as damages, if any, to the remainder portions of the property in accordance with Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended.
- It is anticipated that a time frame of 18 to 24 months will be sufficient to relocate the church, residences and businesses.

Environmental Justice

The distribution of minority and low-income populations in the project area is lower than the distribution City-wide. No minority or low-income groups would be disproportionately impacted by Alternative 2 and 3. Therefore this project is not subject to the provisions of Executive Order 12898.

Caltrans' staff met with the Veterans Administration (VA) on February 13, 2007 to discuss the proposed project and potential impacts to the transportation yard that borders the existing southbound I-405 Wilshire Blvd. off-ramp. The VA has a master plan for the entire property referred to as Capital Assets Realignment for Enhanced Services (CARES). CARES provides a process that aims to reorganize and develop a plan for VA's physical infrastructure to properly plan for the future needs of veterans, and, in turn, to realize improved health care services. Any proposed project must be considered by the CARES master development plan. Currently, there

are no plans for the transportation yard area, however, coordination would be necessary for the use of the VA property.

Caltrans' staff also met with the Salvation Army Westwood Transitional Village on February 5, 2007 and February 23, 2007 to discuss the proposed project and temporary construction-related impacts to the area bordering their property. Their main concern was regarding noise and air quality issues, especially with regards to the outdoor toddler play area that would be adjacent to the proposed northbound I-405 Wilshire off-ramp. However, since the proposed project involves improvements to an existing roadway, avoidance and minimization measures for environmental justice impacts are very limited. A soundwall has been proposed along the northbound I-405 shoulder that borders the Salvation Army Transitional Village as well as the Bessie Pregerson Child Development Center to mitigate noise impacts. Temporary construction-related air quality impacts would be mitigated by adhering to the South Coast Air Quality Management District's rules and regulations and Department Standard Construction Specifications for equipment emission, fugitive dust and noise impacts.

Caltrans' staff also met with the Salvation Army Westwood Transitional Village and the Bessie Pregerson Child Development Center on February 5, 2007 and February 23, 2007 to discuss the proposed project and temporary construction-related impacts to the area bordering their property. Their main concern was regarding noise and air quality issues, especially with regards to the outdoor toddler play area that would be adjacent to the proposed northbound I-405 Wilshire off-ramp.

3.3.5 Cumulative Impacts

Community Character and Cohesion

Implementation of any of the cumulative projects has the potential to result in short-term effects to neighborhoods as a result of construction activities. These activities include grading and excavation, road detouring, and utility construction/relocation. Permanent neighborhood disruption would not occur as a result of the cumulative projects since the development is consistent with the land use patterns of the local jurisdictions. Site-specific effects, such as noise, vibration, traffic, aesthetics, lighting, and air quality have been addressed through the local project review and appropriate minimization measures identified.

The proposed build alternatives each involve roadway construction and would contribute incrementally to the other projects in the vicinity by causing slowing of circulation and restricting some local street access during construction. Freeway ramp closures would cause short-term impacts to local circulation as well. Since the cumulative projects are not anticipated to cause long-term neighborhood disruption, the proposed alternatives are not anticipated to impact community character and cohesion.

Displacements and Relocations

The overriding purpose of most projects in the cumulative study area is to revitalize properties. Residential development has and continues to increase the housing stock within the project area,

providing opportunities for each community plan area to balance jobs and housing consistent with the Housing Elements of their General Plans. Commercial development has and continues to create short-term construction jobs and long-term employment. The provision of additional housing balances the jobs-to-housing ratio within the project area. Given the mature nature of the local communities, inducement of substantial growth effects has been limited, but serves to maintain or enhance the existing economic vitality of each jurisdiction. The cumulative projects do not individually and collectively require right-of-way acquisitions and therefore would not contribute to a cumulative relocation effect.

Environmental Justice

As stated earlier, most of the projects in the cumulative study area were designed to redevelop underutilized or blighted areas, resulting in improvements to cities and neighborhoods where these projects are planned. All of the cumulative projects identified are proposed to maintain/enhance the economic vitality of these communities. The projects do not collectively result in disproportionately high impacts to low-income or minority populations. Some of these projects may have localized effects to neighborhoods, which would be addressed through the City approval process that identifies minimization measures to reduce any such neighborhood impacts. The I-405 Sepulveda Pass Project build alternatives, when considered with other projects in the area, would not contribute to substantial cumulative adverse impacts related to environmental justice.

3.4 UTILITIES/EMERGENCY SERVICES

3.4.1 Regulatory Setting

California Code of Regulations Street and Highways Code Sections 700-711 discuss utility relocation policies and procedures. Public Resources Codes 21083, 21087 and the California Environmental Quality Act Guidelines Section 15126.2(a) require lead agencies to assess the impact of a proposed project by examining alterations in the human use of the land, including public services. Public Utilities Commission General Order 131-D provides guidance for transportation projects that involve relocation of 50kV or higher transmission lines.

3.4.2 Affected Environment

Community Facilities and Services

Community facilities and services located within the study area are shown in Figure 3.4-1: Public Facilities and Services. Community facilities and services include public and private utilities, schools, fire stations, police stations, religious institutions, medical institutions, and parks and recreational facilities, including the Getty Center.

Public and Private Utilities

The project area contains several public and private utilities, including those owned by Southern California Gas Company, Southern California Edison, SBC Communications, Los Angeles Department of Water and Power, Los Angeles County Sanitation District, Metropolitan Water District, Adelphia, and Time Warner Cable. The types of utility facilities include: utility poles, natural gas pipelines, fuel oil pipelines, water pipelines, sewers, manholes, aerial and underground transmission lines and fire hydrants.

Fire Protection and Emergency Services

The project study area is served by the Los Angeles Fire Department (LAFD). There are no fire stations located within a ¼-mile of the proposed project. The two closest fire stations are Fire Station #37 located at 1090 Veteran Ave and Fire Station #59 located at 11505 W. Olympic Blvd. Fire Station #37 serves Westwood and the Western UCLA Campus while Fire Station #59 services Sawtelle and West Los Angeles. Fire Stations 109, 99, 71, 19, 92, 43 and 62 also serve communities in the Project Study Area, however, they are all located outside the project limits. These stations serve Encino Hills, Beverly Glen, Bel Air/Holmby Hills, Brentwood, Century City, Palms and Mar Vista Communities respectively.

Police Protection Services

The Los Angeles Police Department (LAPD) serves the Project Study Area. The LAPD is divided into eighteen geographic areas referred to as Community Police Stations. These are further subdivided into smaller neighborhood units. There are no police stations within a ¼-mile of the proposed project. The closest police station is the West Los Angeles Community Police

Station, which is located at 1663 Butler Ave. on the west side of I-405. The West Los Angeles Community Police Station serves Bel Air, Benedict Canyon, Beverly Crest, Beverly Glen, Beverlywood, Brentwood, Century City, Cheviot Hills, Crestview, Glen Ridge, Pacific Palisades, Rancho Park, Roscomare Valley, Rustic Canyon, San Vicente, Sawtelle, West Los Angeles and Westwood. Within the Project Study Area, this station serves communities from Santa Monica Blvd. north to Mulholland Dr.

The Pacific Community Police Station serves the southern part of the Project Study Area. This station is located at 12312 Culver Blvd. and serves the communities of Del Rey, Manchester Square, Mar Vista, Oakwood, Palms, Playa Del Rey, Playa Vista, Venice and Westchester. Within the Project Study Area, this station serves communities from south of Santa Monica Blvd. to National Blvd.

Medical Institutions

Hospitals and healthcare facilities located within a ¼-mile of the proposed project include the West Los Angeles Pavilion (1516 Sawtelle Blvd.), Westside Health Center (1950 Sawtelle Blvd.) and the Westside Family YMCA (11311 La Grange Ave.). The West Los Angeles Pavilion is part of the Veterans Affairs (VA) facilities in the vicinity of the proposed project. This facility is part of the VA Greater Los Angeles Healthcare System. It is considered a tertiary care facility that provides long-term care and residence. The Westside Health Care Center belongs to the Motion Picture & Television Fund and provides a full service pharmacy, laboratory services, pulmonary screening, physical therapy and gynecology. The Westside Family YMCA provides daycare, health and safety classes and sports programs to facility members and non-members.

Schools

The project study area is located within the Los Angeles Unified School District. Nora Sterry Elementary (1730 Corinth Ave.) and Webster Middle School (11330 Graham Place) are located within a ¼-mile of the proposed project.

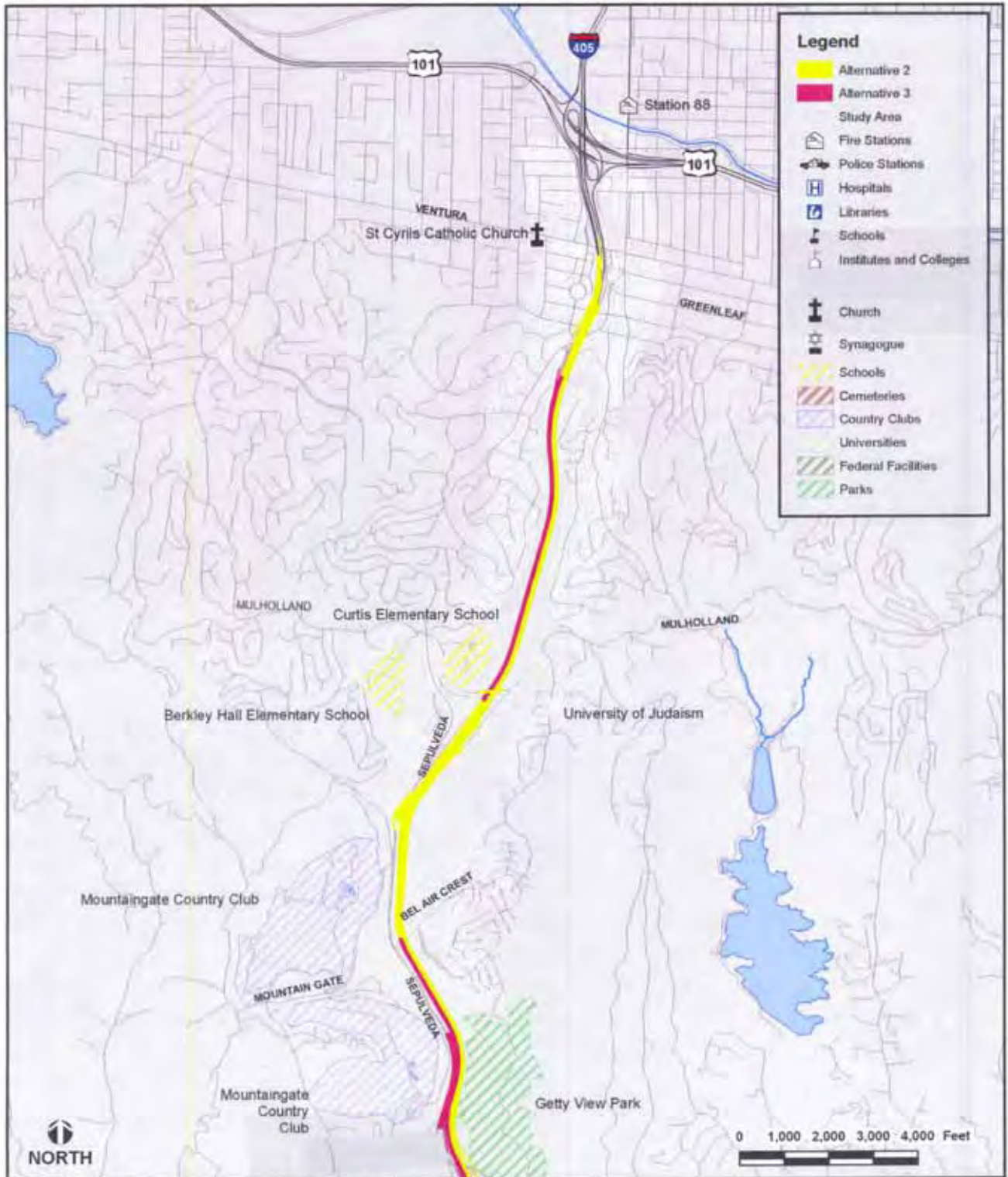
There are four private schools that are located within a ¼-mile of the proposed project:

- Curtis Elementary School (15871 Mulholland Dr.)
- Berkeley Hall Elementary School (16000 Mulholland Dr.)
- Turning Point School (1300 N. Sepulveda Blvd.)
- Windward Middle and High School (11350 Palms Blvd.)

Other institutions that are located within a ¼-mile of the proposed project area include:

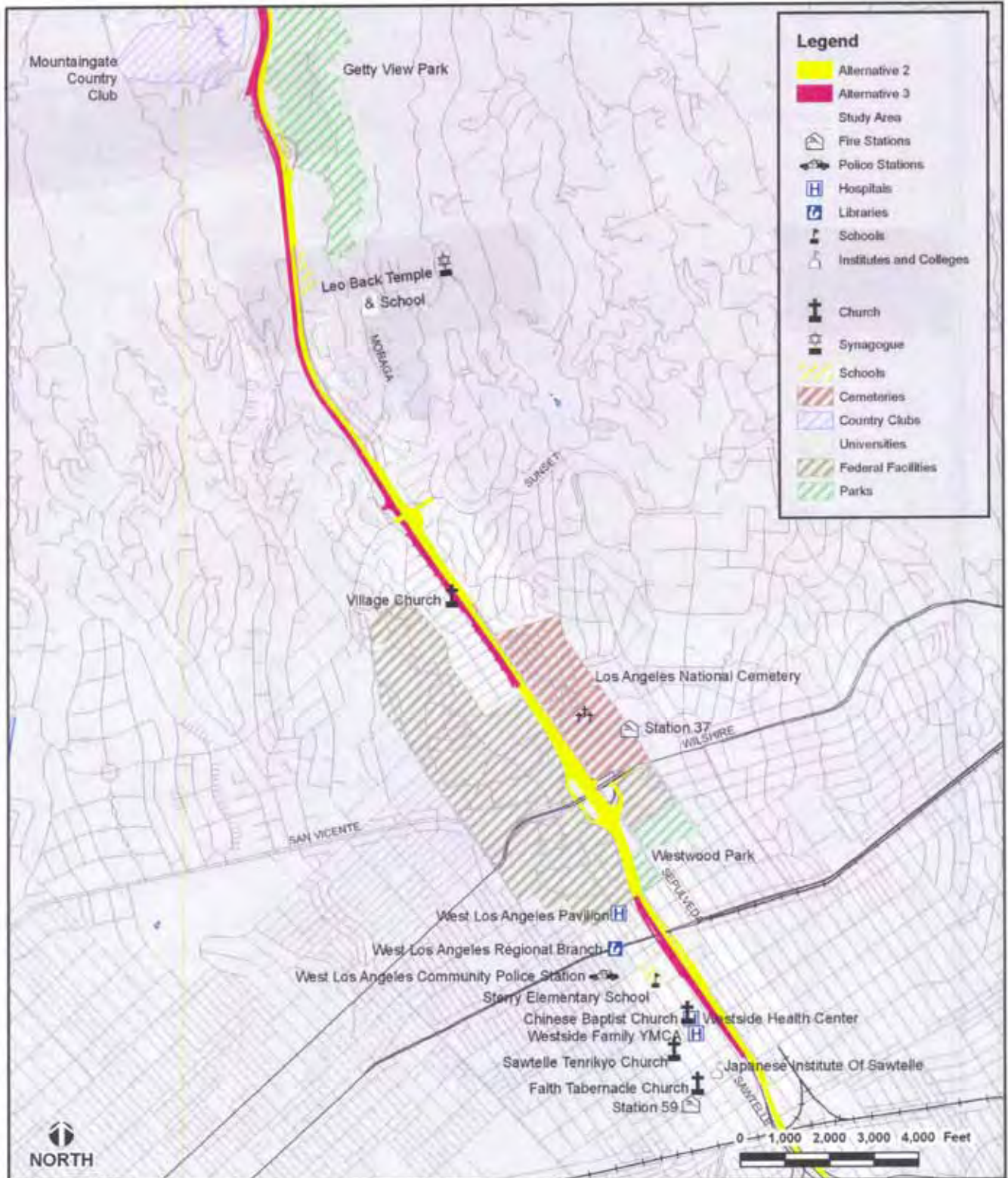
- The Japanese Institute of Sawtelle (2110 Corinth Ave.) which is a private institution that offers Japanese language classes and shares space with the West LA Kendo Dojo.
- The University of Judaism (15600 Mulholland Dr.) which offers undergraduate and graduate degrees in liberal arts studies.
- The Bessie Pregerson Childcare Center (1341 S. Sepulveda Blvd.) which is operated by the Salvation Army and provides daycare for 70 children between the ages of 18 months to 5 years.

Figure 3.4-1: Public Facilities and Services in the Vicinity of the Project (1 of 3)



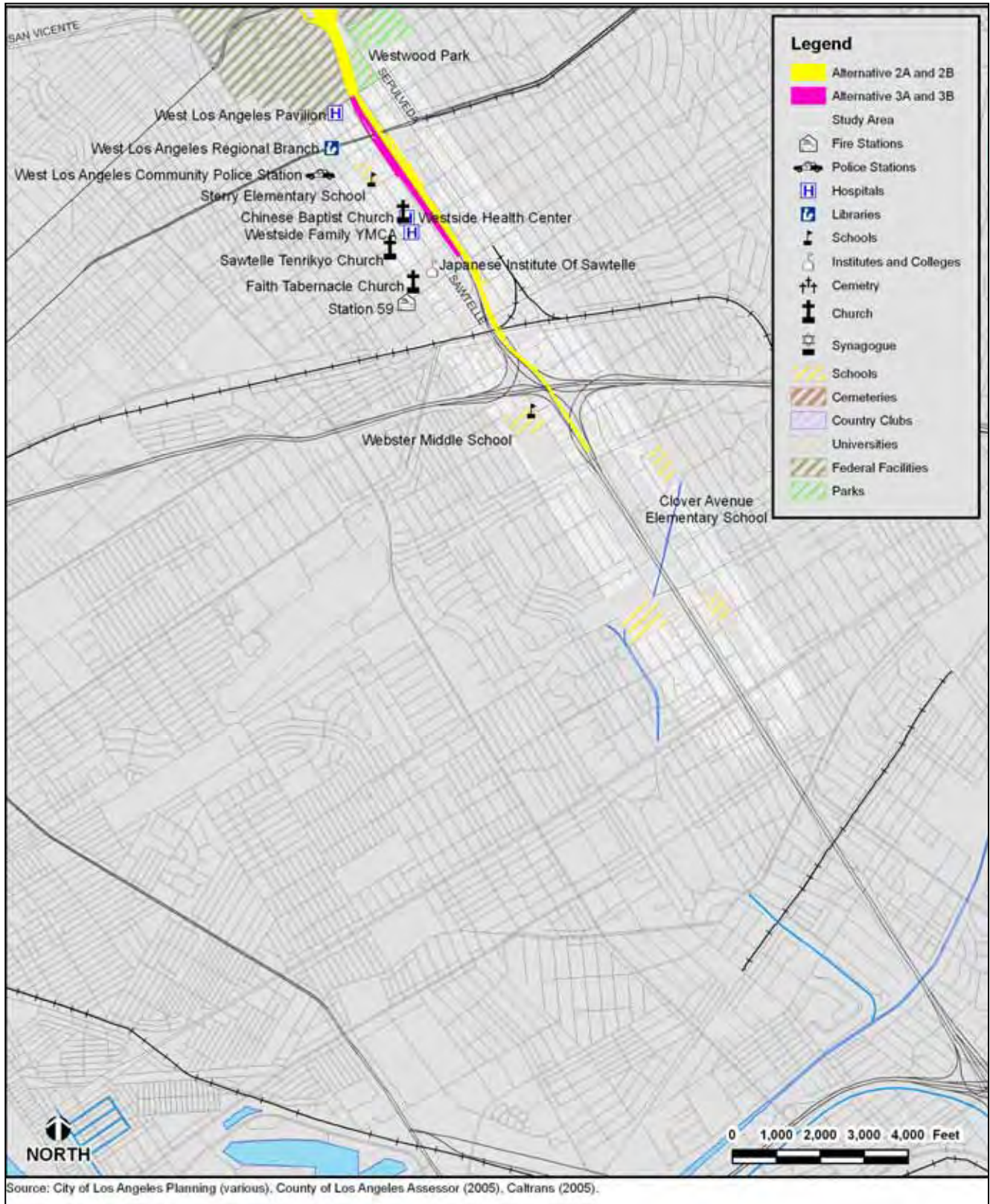
Source: City of Los Angeles Planning (various), County of Los Angeles Assessor (2005), Caltrans (2005).

Figure 3.4-1: Public Facilities and Services in the Vicinity of the Project (2 of 3)



Source: City of Los Angeles Planning (various), County of Los Angeles Assessor (2005), Caltrans (2005).

Figure 3.4-1: Public Facilities and Services in the Vicinity of the Project (3 of 3)



3.4.3 Utilities/Emergency Services Impacts

Impacts to public utilities/services are determined based on such factors as noise, air quality, safety, circulation, accessibility, and disruption of operation during both the construction and the operation of the proposed project alternatives. Potential operational impacts to community facilities include property acquisitions affecting community facilities, restricted access to community facilities and services, or impaired use of the facilities.

Alternative 1: No Build Alternative would not result in any change to the existing configuration of I-405; therefore, it would not result in direct or indirect impacts to fire, police or hospital services or schools.

Construction of Alternative 2 and 3 would require the relocation of several public and private utilities within the project area. Most of the utility relocations would occur on Sepulveda Blvd. between Montana Ave. and Church Lane. These alternatives would also require 26 structures to be either widened, replaced, built or removed. Emergency services access delays and access to community services and facilities in the vicinity of these structures would be diminished during construction period. The project would be constructed in two stages. The first stage would involve shoulder widening, ramp widening, structures, retaining walls, and soundwalls along the outside shoulder. The second stage would involve median widening, concrete barrier, and structure support columns in the median shoulder. Both stages may require multiple sub-stages due to the complex nature of work. Constructing the proposed project in segments would minimize impacts to community services by avoiding consecutive ramp closures and traffic congestion during construction.

3.4.4 Avoidance, Minimization and Mitigation Measures

Project mitigation measures will include the following actions:

- Caltrans has developed guidelines to address circumstances dealing with high-risk and low-risk facilities that are affected by Caltrans' projects. Standard safety protocols that are included in Caltrans' contracts will require the Contractor to contact DigAlert to mark out all known utilities before any digging begins.
- Caltrans will communicate with utility companies during the design stage in order to identify any potential conflicts with existing utility lines. Prior to construction, surveyors will meet on site with utility company workers to locate, mark and identify conflicting utility lines, a process known as "potholing."
- The utility company will then relocate conflicting utility lines taking every precaution into consideration, with minimal interruption to residents and businesses and the surrounding community.
- Utility infrastructure affected by project construction would be relocated before construction, relocated during construction, protected in place, or abandoned. Those utilities that must be relocated as a part of project construction would be relocated in such a manner as to minimize any disruption of service those utilities provide.
- The impact to fire, police and emergency service response times would be minimized by the implementation of a Traffic Management Plan (TMP) that would contain detailed plans of access routes and detours during construction. The TMP should be reviewed and approved

by any potentially affected fire or law enforcement agency. Caltrans would maintain contact with the community, police and fire protection services through public outreach during the construction phase.

3.4.5 Cumulative Impacts

Public and Private Utilities

Projects in the cumulative study area collectively could result in adverse impacts on utilities related to increased demand for facilities, requiring new or expansion of facilities, and/or the need to relocate or modify utilities to accommodate proposed development. Build out of the land uses assumed in the development utilities could require upgrading of existing anticipated demand. Where feasible, appropriate minimization measures have been identified to reduce individual project impacts to utilities either through relocation or upgrading of facilities or payment of in-lieu fees.

Alternative 2 and 3 would require utility relocation during construction. However, since the cumulative projects are not anticipated to adversely impact utilities, the impacts to utilities due to the proposed project are not anticipated to contribute to a cumulative impact. Utility disruption due to freeway widening, and widening and replacement of overcrossings would be minimized through the development and implementation of a Utility Relocation Plan for the I-405 project; therefore, the project's contribution to cumulative effects to utilities would not be adverse.

Fire Protection and Emergency Services

Intensification of land uses associated with the cumulative projects could increase demand for fire and emergency medical services and may affect response times.

Alternative 2 and 3 would involve construction that would contribute to short-term cumulative effects to fire protection and emergency services in delayed response times. The impact would be minimized by implementation of a traffic management plan (TMP) that would contain detailed plans of access routes and detours during construction. The TMP should be reviewed and approved by the County Fire Department and any potentially affected fire or law enforcement agency. Since the cumulative projects are not anticipated to adversely impact Fire Protection/Emergency Services and Law Enforcement, the impacts due to the proposed project are not anticipated to contribute to a cumulative impact.

Law Enforcement

Intensification of land uses associated with the cumulative projects has the potential to increase demand for law enforcement services and may affect response times and increase property values and tax revenue associated with the redevelopment. Intensification of land uses identified in the cumulative projects would serve to provide additional funds to increase law enforcement officers or facilities, offsetting the cost of any increased demand.

Solid Waste Disposal Services

All of the build alternatives would require some level of demolition to accommodate the proposed improvements; therefore, all of the alternatives would create demolition and construction debris. These short-term impacts potentially could be adverse, when considered with the waste disposal needs of the other cumulative projects in the area. Recycling of material either on site or off site would minimize the impacts of the build alternatives; however, these alternatives would not result in long-term cumulative impacts on solid waste disposal because it is a transportation facility and would result in only a minor increase in collection of roadside debris.

The projects in the study area would potentially increase solid waste demand due to intensification of uses and could incrementally reduce capacity within the County of Los Angeles sanitary landfills. Application of State-mandated recycling requirements for construction and operational activities would reduce the total increase and minimize solid waste.

Schools

Any development has the potential to generate additional students who would need to be accommodated by the local school districts. Currently, payment of State-mandated developer fees are assessed to mitigate potential effects to schools by new development and are considered full mitigation under CEQA. None of the project alternatives would generate demand for schools and, therefore, would not contribute to cumulative impacts to schools. Residential displacement would contribute to a very slight reduction in the need for school expansion.

3.5 TRAFFIC AND TRANSPORTATION / PEDESTRIAN AND BICYCLE FACILITIES

3.5.1 Regulatory Setting

The Federal Highway Administration (FHWA) directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

California Code of Regulations Streets and Highways Code Sections 890-894.2, the California Bicycle Transportation Act, discusses the importance of a non-motorized transportation system, establishes bikeway specifications and encourages local agency participation in developing improved bikeways. California Code of Regulations Streets and Highways Code Sections 894.6-894.8, the California Pedestrian Safety Act, encourages projects that address pedestrian safety.

Caltrans and the Federal Highway Administration are committed to carrying out the 1990 Americans with Disabilities Act by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

Evaluation Criteria

Evaluating congestion and vehicular delays

Information available from the Performance Measurement System (PeMS) version 6.2 was used to evaluate the existing level of congestion and total vehicular delays on Interstate 405 (I-405) within the project limits. PeMS is a traffic data collection, processing and analysis tool used by Caltrans to assist traffic engineers in assessing the performance of the freeway system. PeMS extracts information from real-time and historical data and provides a wide variety of information that can be used to evaluate traffic conditions on freeways in urban areas throughout California. In particular, PeMS provides hourly traffic volumes, speed, and vehicular-hours of delay data (the amount of time it takes to travel a freeway during peak hours compared to the time it takes to travel the same distance at 35 mph). This data can be used to evaluate congestion (time periods where average hourly speeds are less than 55 mph) and vehicular delays for selected freeway segments.

Intersections

Traffic conditions at signalized intersections were evaluated using the 2000 HCM operations methodology for signalized intersections, which evaluates capacity in terms of the seconds/vehicle ratio and evaluates Level of Service (LOS) based on controlled delay per vehicle. Controlled delay is defined as the portion of the total delay attributed to the traffic signal

operation including deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Unsignalized Intersections

For unsignalized intersections, the HCM 2000 methodology for unsignalized intersections was used. With this methodology, LOS is related to the controlled delay for each stop-controlled movement.

Forecasted traffic volumes

In order to forecast the traffic demand on the I-405 Freeway for 2015 (year of project completion) and 2031 (25-year projection), growth factors of 1.157 percent and 1.461 percent, respectively, were applied to the 2005 traffic volumes. These growth factors are based on the projected annual growth rate of 1.47 percent, consistent with SCAG guidelines.

Access Ramps

Existing (2005) and forecasted (2015 and 2031) traffic volumes for freeway access ramps were obtained through a combination of sources, including ramp volume data and turning movement volumes from intersections adjacent to study ramps provided by Caltrans, District 7.

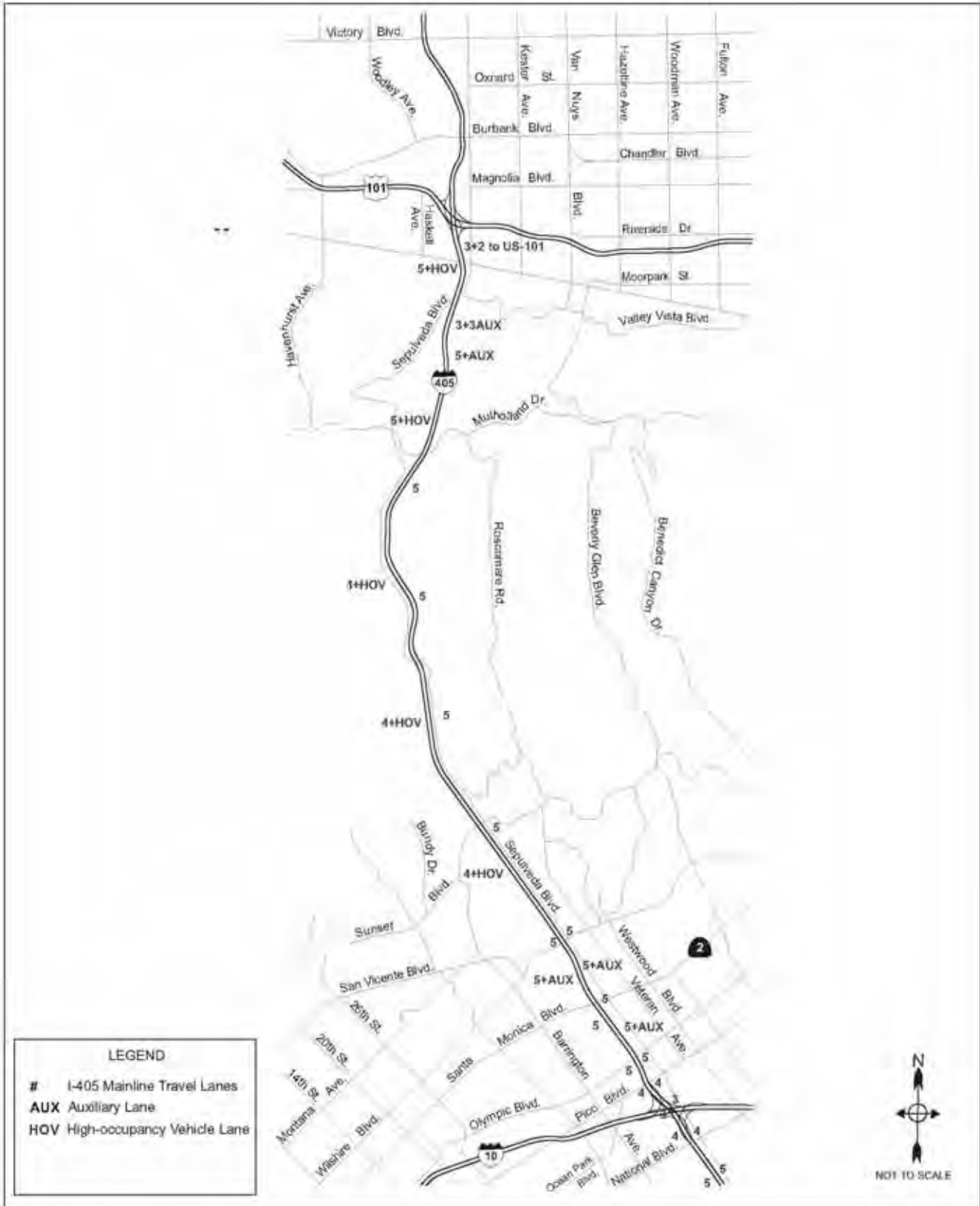
3.5.2 Affected Environment

Information regarding traffic and circulation impacts was obtained from the I-405 Sepulveda Pass Project Traffic Analysis Report, July 2006. The traffic analysis results for the I-405 freeway mainline, access ramps, and study intersections within the project study area are presented in this section.

Existing Freeway System

Within the project study area, which is roughly bounded by I-10 to the south and US-101 to the north, the I-405 generally consists of five lanes in each direction. Just south of the I-405/I-10 interchange, the I-405 narrows to three lanes in each direction, and widens back to five lanes between Pico Boulevard and Olympic Boulevard. There are auxiliary merge lanes north and south of Santa Monica Boulevard, and a northbound auxiliary lane south of Valley Vista Boulevard. The I-405 reduces to three lanes in the northbound direction at the US-101 interchange, with two connector lanes to the US-101. There is a southbound HOV lane in the northern portion of the study area. The southbound HOV lane ends and becomes a mixed-flow lane between Montana Avenue and Constitution Avenue. Existing mainline travel lanes are shown in Figure 3.5-1.

Figure 3.5-1: Existing Mainline Travel Lanes



Source: Traffic Analysis Report, July 2006

The existing condition analysis considers freeway and roadway corridors as they exist, except for locations that are currently under construction. Santa Monica Boulevard is undergoing significant modifications as part of the Santa Monica Boulevard Transit Parkway Project. Construction of the Santa Monica Boulevard Transit Parkway Project began in March 2003 and roadway construction was completed in October 2006 and landscaping work will continue through summer 2007. The project involved the reconstruction and reconfiguration of 2.5 miles of Santa Monica Boulevard and Little Santa Monica Boulevard into a single roadway with three eastbound and three westbound travel lanes.

The Santa Monica Boulevard Transit Parkway Project included a new street lighting and traffic signal system, a landscaped median, bicycle lanes and bus priority features. This analysis incorporates all ramp and intersection improvements as shown in design plans provided by Caltrans.

Volume and speed data from the Performance Measurement System (PeMS) version 6.2 was used to evaluate the existing level of congestion and total vehicular delays on I-405 within the project limits. For this analysis, the congested period occurs when average speeds fall below 55 miles per hour. Vehicular delay is the additional time spent traveling through each segment due to the reduced free-flow speed. Existing peak hour and Average Annual Daily Traffic (AADT) volumes are shown in Figure 3.5-2.

Northbound Freeway Segments

The study corridor was divided into analysis segments that correspond with the PeMS data limits. This section includes descriptions of northbound segment geometry and traffic characteristics for a typical weekday (without additional delay due to weather, accidents, or other hazards in the roadway).

National Boulevard to Pico/Olympic Boulevard

This 0.8-mile segment begins at National Boulevard, passes under Interstate 10 (I-10), and ends between Pico Boulevard and Olympic Boulevard. The five northbound I-405 mixed-flow lanes reduce to four lanes at the National Boulevard exit, and further reduce to three lanes to pass beneath the I-10 freeway structure. The freeway widens back to four lanes north of the I-10, and has five through lanes at Pico Boulevard. The bottleneck at this segment creates a substantial restriction in flow, but the columns that support the I-10 structure limit the space that is available in this area.

Congestion is typically observed by 6:30 AM, with average speeds dropping below 35 miles per hour by 8:00 AM. Flows improve slightly between 11:00 AM and 3:00 PM, but the facility still carries an average of over 1,800 vehicles per hour per lane during this time. Conditions continue to deteriorate during the afternoon rush, with average speeds down to 20 miles per hour around 6:00 PM. Traffic begins to dissipate by 8:00 PM, with free flow speeds restored by 9:00 PM.

Pico/Olympic Boulevard to Santa Monica Boulevard

This segment includes the 1.1-mile stretch of freeway from just south of Olympic Boulevard to the Santa Monica Boulevard exit. There are five mixed-flow lanes in this area, plus an auxiliary lane that begins at the Pico/Olympic on-ramp and ends at the Santa Monica Boulevard exit.

Congestion is typically observed by 8:00 AM, with average speeds dropping below 35 miles per hour by 9:00 AM. Flows improve slightly between 11:00 AM and 3:00 PM, but the facility still carries an average of about 1,500 vehicles per hour per lane during this time. Conditions continue to deteriorate during the afternoon rush, with average speeds down to 15 miles per hour around 6:00 PM. Traffic begins to dissipate by 8:00 PM, with free flow speeds restored by 9:00 PM.

Santa Monica Boulevard to Wilshire Boulevard

The 0.6-mile segment between Santa Monica Boulevard and Wilshire Boulevard consists of five mixed-flow lanes and an auxiliary lane. About three hundred yards north of the exit ramp to westbound Wilshire Boulevard, the auxiliary lane ends at the exit ramp to eastbound Wilshire Boulevard.

Congestion is typically observed by 8:00 AM, but average speeds remain above 40 miles per hour through the morning rush period. Free-flow speeds are observed between 11:00 AM and 3:00 PM, but conditions deteriorate during the afternoon rush. Average speeds drop below 30 miles per hour around 3:00 PM, and decrease to 15 miles per hour by 6:00 PM. Traffic begins to dissipate by 8:00 PM, with free flow speeds restored by 9:00 PM.

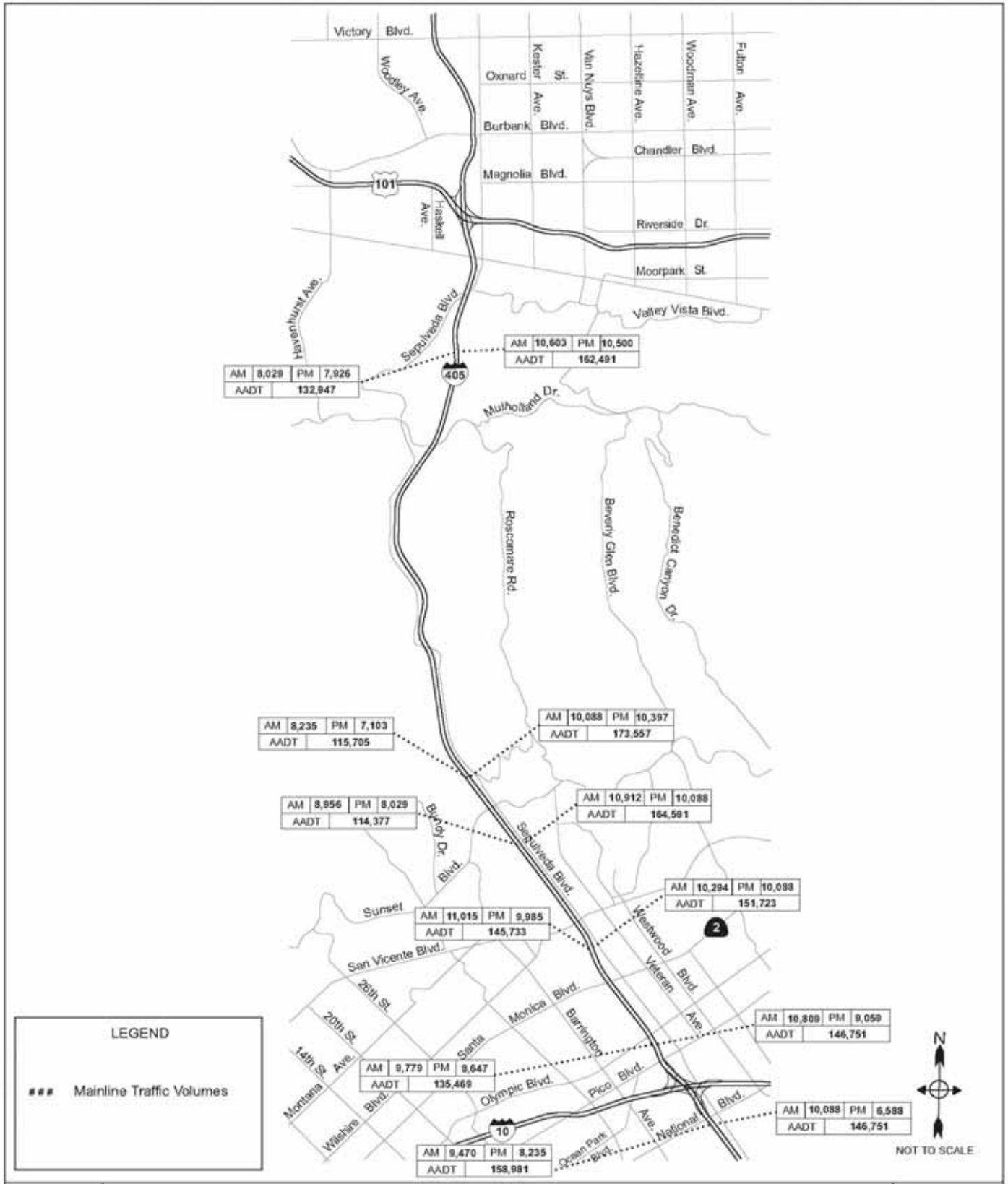
Wilshire Boulevard to Sunset Boulevard

There are five northbound mixed-flow lanes on the 1.0-mile segment of the I-405 between Wilshire Boulevard and Sunset Boulevard. Maximum flow occurs during the 8:00 AM hour, with 1,600 vehicles per hour per lane. Average speeds remain above 45 miles per hour through the morning rush period, with free-flow speeds observed between 11:00 AM and 3:00 PM. Conditions deteriorate during the afternoon rush, with average speeds dropping below 30 miles per hour around 3:00 PM and falling below 20 miles per hour by 5:00 PM. Traffic begins to dissipate by 8:00 PM, with free flow speeds restored by 9:00 PM.

Sunset Boulevard to Moraga Drive

The 0.9-mile segment of the I-405 from Sunset Boulevard to north of Moraga Drive has five northbound mixed-flow lanes. A maximum flow rate of over 2,000 vehicles per lane occurs during the 3:00 PM hour, at the beginning of the afternoon rush period. Conditions deteriorate during the next few hours, with average speeds dropping below 20 miles per hour by 5:00 PM. Traffic begins to dissipate by 8:00 PM, with free flow speeds restored by 9:00 PM.

Figure 3.5-2: Existing Peak Hour and Average Annual Daily Traffic (AADT) Volumes



Source: Traffic Analysis Report, July 2006

Moraga Drive to Getty Center Drive

The 0.9-mile segment of the I-405 from north of Moraga Drive to Getty Center Drive has five northbound mixed-flow lanes. A maximum flow rate of 2,000 vehicles per lane occurs during the 3:00 PM hour, at the beginning of the afternoon rush period. Conditions deteriorate during the next few hours, with average speeds dropping to 20 miles per hour by 5:00 PM. Traffic begins to dissipate by 8:00 PM, with free flow speeds restored by 9:00 PM.

Getty Center Drive to Skirball Center Drive

The 2.3-mile segment of the I-405 from Getty Center Drive to Skirball Center Drive has five northbound mixed-flow lanes. A maximum flow rate of 2,000 vehicles per lane occurs during the 3:00 PM hour, at the beginning of the afternoon rush period. Conditions deteriorate during the next few hours, with average speeds dropping below 25 miles per hour by 5:00 PM. Traffic begins to dissipate by 7:30 PM, with free flow speeds restored by 8:30 PM.

Skirball Center Drive to Valley Vista Boulevard

There are five northbound mixed-flow lanes on the 2.1-mile segment of the I-405 between Skirball Center Drive and Valley Vista Boulevard. Maximum flow occurs during the 3:00 PM hour, and the freeway remains congested until 8:00 PM. Average speeds fall below 30 miles per hour by 4:00 PM, and free flow speeds are restored by 9:00 PM.

Valley Vista Boulevard to Burbank Boulevard

At Valley Vista Boulevard, the freeway consists of three northbound mixed-flow lanes and two auxiliary lanes to the US-101 connector ramps. After the connector lanes branch off of the I-405, they expand into four lanes, with one lane returning to northbound I-405, two lanes connecting to northbound US-101, and one lane connecting to southbound US-101. The I-405 carries three through lanes as it travels beneath the US-101 interchange, with one auxiliary merge lane formed by the connector from southbound US-101. North of the US-101 interchange, the I-405 gains one more lane from the northbound US-101 connector for a total of five northbound through lanes. The northbound I-405 HOV lane begins at Burbank Boulevard.

Southbound Freeway Segments

This section includes descriptions of southbound segment geometry and traffic characteristics for a typical weekday (without additional delay due to weather, accidents, or other hazards in the roadway).

Valley Vista Boulevard to Skirball Center Drive

The 2.1-mile segment between Valley Vista Boulevard and Skirball Center Drive consists of five mixed-flow lanes and one HOV lane. Congestion is typically observed by 6:30 AM, with average speeds on I-405 dropping below 20 miles per hour by 8:00 AM and below 15 miles per hour around 9:00 AM. The average speed in the HOV lane slows to 35 miles per hour around 6:30 AM and drops below 20 miles per hour by 8:00 AM. Traffic dissipates in this area by 11:00

AM, and free flow speeds are achieved on both the mainline and the HOV lane. In the afternoon, the mainline carries flow rates between 1,600 and 1,800 vehicles per lane per hour and the HOV carries a maximum flow rate of over 1,700 vehicles per hour.

Skirball Center Drive to Getty Center Drive

The 2.1-mile segment between Skirball Center Drive and Getty Center Drive consists of four mixed-flow lanes and one HOV lane. Congestion is typically observed by 6:30 AM, with average speeds on the mainline near Getty Center Drive dropping below 25 miles per hour by 7:00 AM and below 20 miles per hour around 9:00 AM. The average speed in the HOV lane drops to 40 miles per hour by 7:00 AM, but usually stays above 35 miles per hour for the morning rush. Traffic dissipates in this area by 11:00 AM, and free flow speeds are achieved on both the mainline and the HOV lane. In the afternoon, the mainline carries an average flow rate of 1,650 vehicles per lane per hour and the HOV carries a max flow rate of over 900 vehicles per hour.

Getty Center Drive to Moraga Drive

The 0.8-mile segment between Getty Center Drive and Moraga Drive contains four mixed-flow lanes and one HOV lane. Congestion is typically observed by 7:00 AM, with average speeds on the mainline dropping to 40 miles per hour by 8:00 AM and to 35 miles per hour around 9:00 AM. The average speed in the HOV lane usually stays above 50 miles per hour throughout the day. In the afternoon, the mainline carries a maximum flow rate of 1,800 vehicles per lane per hour and the HOV carries a max flow rate of about 900 vehicles per hour.

Moraga Drive to Sunset Boulevard

The 0.7-mile segment between Moraga Drive and Sunset Boulevard contains four mixed-flow lanes and one HOV lane. Congestion is typically observed by 7:00 AM, but average speeds on the mainline usually stay above 40 miles per hour during the morning rush period. Free flow speed is usually achieved in the HOV lane throughout the day. In the afternoon, the mainline carries a maximum flow rate of over 2,000 vehicles per lane per hour and the HOV carries a max flow rate of over 1,700 vehicles per hour.

Sunset Boulevard to Wilshire Boulevard

The southbound HOV lane ends half way between Sunset Boulevard and Wilshire Boulevard, and converts to a standard mixed-flow lane. The first half of this 1.1-mile segment consists of four mixed-flow lanes and one HOV lane. The second half consists of five mixed-flow lanes that carry a maximum flow of 1,800 vehicles per lane per hour during the morning rush period. Average speeds are below 40 miles per hour by 10:00 AM, and conditions deteriorate during the afternoon. Average speeds drop below 25 miles per hour by 3:00 PM, and decrease to 15 miles per hour by 4:00 PM. Traffic begins to dissipate by 8:00 PM, with free flow speeds restored by 9:00 PM.

Wilshire Boulevard to Santa Monica Boulevard

The 0.8-mile segment between Wilshire Boulevard and Santa Monica Boulevard consists of five mixed-flow lanes plus one auxiliary lane, and carries a maximum flow of over 1,800 vehicles per lane per hour during the morning rush period. Average speeds drop below 35 miles per hour by 3:00 PM, but the additional capacity provided by the auxiliary lane allows speeds to remain above 40 miles per hour through the rest of the afternoon. Free flow speeds are restored around 8:00 PM.

Santa Monica Boulevard to Pico/Olympic Boulevard

The 1.0-mile segment between Santa Monica Boulevard and the Pico/Olympic Boulevard exit consists of five mixed-flow lanes. There is a 450-foot long auxiliary merge lane from the southbound on-ramp at Santa Monica Boulevard, which practically serve as six mixed-flow lanes through this segment. The maximum flow rate is about 1,950 vehicles per lane per hour during the morning peak. Congestion begins around 2:30 PM, with average speeds falling below 30 miles per hour by 4:00 PM. Traffic begins to dissipate by 7:30 PM, with free flow speeds restored by 8:00 PM.

Pico/Olympic Boulevard to National Boulevard

This 0.8-mile segment begins north of Pico Boulevard, passes under Interstate 10, and ends at National Boulevard. North of Pico Boulevard, the southbound number five lane branches off to I-10 connector, leaving four mixed-flow lanes. The four southbound 405 lanes merge into three lanes to pass beneath the I-10 freeway structure. The freeway widens back to four lanes as the connector from the eastbound I-10 joins the I-405, and gains a fifth lane from the westbound I-10 connector. Congestion at the interchange is particularly heavy in the afternoon, with average speeds on the I-405 mainline dropping below 35 miles per hour from 2:00 PM to 8:00 PM. Traffic starts to dissipate by 8:00 PM, with free flow speeds restored by 9:00 PM.

Truck Trips

In 2004, the I-405 carried an average of fewer than 13,000 trucks per day within the study area, which corresponds to 4.5 percent of the daily vehicle traffic representing truck trips. Approximately half of the truck trips were made by 2-axle trucks, and about one third of the trucks had five or more axles. Annual average daily truck traffic information was compiled by Traffic and Vehicle Data Systems.

HOV Operation Manual Count Data

Tables 3.5-1 and 3.5-2 show the traffic counts from the HOV Operations Manual for the I-405 southbound and northbound lanes in the study area. About 20 to 25 percent of the observed vehicles carried two or more occupants, and about 75 percent of those vehicles used the HOV lane, where available. At Burbank Boulevard, the southbound I-405 consists of four mixed-flow lanes and one HOV lane. At this location, 20 percent of the capacity is dedicated to HOV and

about 20 percent of the traffic used the HOV lane. This suggests that an HOV lane can be expected to carry volume proportional to adjacent lanes during periods of heavy congestion and that an HOV lane is not expected to significantly reduce the capacity of the roadway.

Table 3.5-1: Southbound I-405 HOV Operations Manual Count Data

Location of Count		Peak Hour	Percentage of Vehicles With 2+ Occupants	Percentage of Vehicles Using HOV Lane
Description	Post Mile			
Southbound I-405 at Palms	28.52	AM	10.1%	N/A
Southbound I-405 at Skirball	36.72	AM	20.1%	16.4%
Southbound I-405 at Burbank	40.28	AM	26.8%	19.7%

Source: Caltrans, District 7

Notes: N/A – no carpool lane available at count location

Table 3.5-2: Northbound I-405 HOV Operations Manual Count Data

Location of Count		Peak Hour	Percentage of Vehicles With 2+ Occupants	Percentage of Vehicles Using HOV Lane
Description	Post Mile			
Northbound I-405 at Palms	28.51	PM	23.4%	N/A
Northbound I-405 at Skirball	36.72	AM	9.2%	N/A
Northbound I-405 at Burbank	40.27	PM	17.9%	11.9%

Source: Caltrans, District 7

Notes: N/A – no carpool lane available at count location

Access Ramps

A conventional level-of-service (LOS) analysis of the merge and diverge areas where ramps and connectors join the I-405 was not performed, since recurrent congestion (LOS F) is common during the peak traffic periods. Rather, the traffic analysis was focused on determining whether or not the existing and proposed ramp configurations are consistent with current Caltrans design standards under forecasted traffic conditions. In addition, the impact of the closure of existing ramps would have on traffic operation at ramps located immediately upstream or downstream was evaluated for the build alternatives.

According to the California Highway Design Manual, the theoretical capacity of a single entrance or exit ramp is 1,500 vehicles per hour. For new construction, where design year estimated peak hour volumes exceed 1,500 vehicles per hour (veh/hr), a two-lane ramp should be provided. For this analysis, an effective capacity of 900 veh/hr is used for metered on-ramps. Table 3.5-3 shows the current morning and afternoon peak-hour volumes on 20 of the existing northbound on- and off-ramp locations within the project limits. The northbound on-ramp from eastbound Sunset Boulevard is the only location that currently carries volumes that exceed the theoretical capacity. Additional capacity may be required at this location in the future if queuing issues arise from traffic growth.

Table 3.5-3: Year 2005 Northbound Ramp Peak Hour Volumes

Post Mile	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Morning AM Volume	Afternoon PM Volume
28.90	NB Off To National Blvd.	1	1,500	793	702
30.17	NB On From Olympic Blvd/Tennessee	2	1,800	1,007	986
30.68	NB Off To Santa Monica Blvd.	2	3,000	2,128	1,744
31.01	NB On From Santa Monica Blvd.	2	1,800	795	1,137
31.43	SEG NB Off To EB Wilshire Blvd.	2	3,000	1,681	1,019
31.43	SEG NB Off To WB Wilshire Blvd.	1	1,500	856	626
31.63	SEG NB On From EB Wilshire Blvd.	1	900	583	608
31.64	SEG NB On From WB Wilshire Blvd.	1	900	658	720
32.38	NB Off To Montana Ave.	1	1,500	551	304
32.81	NB Off To Sunset Blvd.	2	3,000	1,145	373
32.99	NB On From EB Sunset Blvd.	1	900	1,014	875
33.30	NB Off To Moraga Drive	2	3,000	309	98
33.47	NB On From Moraga Drive	2	1,800	314	784
34.55	NB Off To Getty Center Drive	1	1,500	93	64
34.73	NB On From Getty Center Drive	2	1,800	476	558
36.69	NB Off to Mulholland/Rimerton	1	1,500	504	469
36.99	NB On from Mulholland/Rimerton	2	1,800	246	405
38.63	NB Off To Ventura Blvd/Greenleaf St	1	1,500	422	486
38.77	NB On From Greenleaf St	2	1,800	559	1,027
16.72	US-101 NB Off to Sepulveda Blvd	1	1,500	672	429

Source: Traffic Analysis Report, July 2006

Note: P.M. – post mile; NB – northbound; SB – southbound; SEG – segment

Locations and volumes highlighted in **bold** type indicate ramps where demand exceeds capacity.

The purpose for the ramp data analysis was to validate the safety issues with stop-and-go traffic associated with vehicle weaving. The ramp data shows that certain ramps have low capacity volumes and there have been discussions regarding the closure of these ramps in order to reduce vehicle weaving. The build alternatives would have minimal effects on the redistribution of traffic to adjacent ramps and the Traffic Analysis Report concludes that overall safety and operation would be improved which would meet the purpose and need of the proposed project.

Southbound AM and PM peak hour ramp volumes are listed in Table 3.5-4. Of the twenty existing southbound ramps analyzed, only the on-ramp from Santa Monica Boulevard and the on-ramp from eastbound Wilshire Boulevard currently carry peak volumes that exceed the established theoretical capacity of 900 vehicles per lane per hour. In a queuing analysis of the existing ramps, all locations were found to have adequate storage for current volumes.

Table 3.5-4: Year 2005 Southbound Ramp Peak Hour Volumes

Post Mile	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Morning AM Volume	Afternoon PM Volume
28.89	SB On from National Blvd	2	1,800	623	755
30.14	SB Off to Olympic/Pico	1	1,500	1,080	488
30.74	SB On from Santa Monica Blvd	2	1,800	1,887	1,848
31.03	SB Off to Santa Monica Blvd	2	3,000	1,553	1,052
31.38	SB On from EB Wilshire Blvd	1	900	934	729
31.48	SB Off to EB Wilshire Blvd	1	1,500	780	604
31.65	SB On from WB Wilshire Blvd	2	1,800	1,123	1,185
31.73	SB Off to WB Wilshire Blvd	1	1,500	903	693
32.90	SB On from EB Sunset Blvd	2	1,800	421	262
33.04	SB On from Church/Sunset Blvd	2	1,800	703	519
33.11	SB Off to Church/Sunset Blvd	2	3,000	1,340	1,249
34.65	SB On from Getty Center Dr	2	1,800	611	244
35.00	SB Off to Getty Center Dr	1	1,500	99	111
36.50	SB On from Skirball Center Dr	2	1,800	1,118	337
36.86	SB Off to Skirball Center Dr	1	1,500	338	518
38.22	SB On from Valley Vista/Sepulveda Blvd	2	1,800	1,459	441
38.61	SB Off to Valley Vista Blvd	1	1,500	160	333
39.09	SB On from Ventura Blvd	2	1,800	805	348
39.09	US-101 SB Off to Ventura Blvd	1	1,500	176	401
40.59	SB Off to Burbank Blvd	1	1,500	1,279	927

Source: Traffic Analysis Report, July 2006

Notes: P.M. – post mile; NB – northbound; SB – southbound; SEG – segment

Locations and volumes highlighted in **bold** type indicate ramps where demand exceeds theoretical capacity.

Level of Service Analysis

Intersections

Level of Service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: the absence of traffic control, the absence of geometric delay, the absence of any incidents and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 3.5-5 shows the relationship between controlled delay per vehicle and LOS for intersections with traffic signals.

Table 3.5-5: Level of Service for Intersections with Traffic Signals

Level of Service	Description of Traffic Conditions	Control Delay (sec/veh)
A	Insignificant delays: no approach phase is fully utilized and no vehicle waits longer than one red indication.	≤ 10
B	Minimal delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.	> 10 – 20
C	Acceptable delays: major approach phase may become fully utilized. Most drivers feel somewhat restricted.	> 20 – 35
D	Tolerable delays: drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.	> 35 – 55
E	Significant delays: volumes approaching capacity. Vehicles may wait through several cycles and long vehicle queues form upstream.	> 55 – 80
F	Excessive delays: represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

Source: Highway Capacity Manual, Transportation Research Board, 2000.

The LOS for a two-way-stop-control (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS is not defined for the intersection as a whole. Table 3.5-6 shows the relationship between control delay per vehicle and LOS for intersections without traffic signals.

Table 3.5-6: Level of Service for Intersections without Traffic Signals

Level of Service	Description of Traffic Conditions	Control Delay (sec/veh)
A	No delay for stop-controlled approaches	0 – 10
B	Operations with minor delay	> 10 – 15
C	Operations with moderate delays	> 15 – 25
D	Operations with some delays	> 25 – 35
E	Operations with high delays and long queues	> 35 – 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2000.

The intersections of Santa Monica Boulevard with Sepulveda Boulevard, Veteran Avenue, and Westwood Boulevard are currently under construction. At these locations (study intersections #8, #9, and #10) the geometry shown in the design plans is used for the existing analysis. Construction of these intersections is scheduled for completion by early 2007.

A level of service (LOS) analysis at the project intersections was performed using Year 2005 turning movement volumes. The results of the LOS analysis are summarized in Table 3.5-7. Thirteen locations are at LOS F during one or both peak periods.

Table 3.5-7: Year 2005 Level of Service Summary

Intersection		Control	Morning AM Peak		Afternoon PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	National Blvd & NB 405 Off-ramp	Signalized	18.6	B	16.3	B
2	National Blvd & Sepulveda Blvd	Signalized	33.4	C	45.1	D
3	Pico Blvd & Sepulveda Blvd	Signalized	52.3	D	136.6	F
4	NB 405 Tennessee On-Ramp & Cotner Ave	Unsignalized	65.0	F	19.6	C
5	Olympic Blvd & Cotner Ave	Signalized	10.5	B	15.4	B
6	Olympic Blvd & Sepulveda Blvd	Signalized	50.6	D	92.9	F
7	Santa Monica Blvd & Cotner Ave	Signalized	92.6	F	51.3	D
8	Santa Monica Blvd & Sepulveda Blvd	Signalized	100.6	F	104.2	F
9	Santa Monica Blvd & Veteran Ave	Signalized	25.8	C	28.7	C
10	Santa Monica Blvd & Westwood Blvd	Signalized	32.6	C	34.4	C
11	Wilshire Blvd & Sepulveda Blvd	Signalized	105.3	F	133.6	F
12	Wilshire Blvd & Veteran Ave	Signalized	65.9	E	120.5	F
13	Wilshire Blvd & Westwood Blvd	Signalized	40.7	D	45.4	D
14	Montana Off-ramp & Sepulveda Blvd	Signalized	21.8	C	58.0	E
15	Montana Ave & Sepulveda Blvd	Signalized	32.4	C	39.7	D
16	Montana Ave & Veteran Ave	Signalized	22.4	C	25.3	C
17	Sunset Blvd & NB 405 Off-ramp	Signalized	24.7	C	10.7	B
18	Sunset Blvd & Veteran Ave	Signalized	61.1	E	31.0	C
19	Moraga On/Off-ramps & Sepulveda Blvd	Signalized	76.5	E	40.5	D
20	NB 405 Getty Ctr Off-ramp & Sepulveda Blvd	Signalized	4.8	A	4.4	A
21	NB 405 Getty Ctr On-ramp & Sepulveda Blvd	Unsignalized	51.0	F	0.4	A
22	Skirball Center Dr & Mulholland Dr	Signalized	N/A	N/A	N/A	N/A
23	Skirball Center Dr & NB 405 On/Off-ramps	Signalized	9.4	A	9.0	A
24	Valley Vista Blvd & Sepulveda Blvd	Signalized	54.9	D	31.4	C
25	Greenleaf On/Off-ramps & Sepulveda Blvd	Signalized	73.6	E	49.9	D
26	Ventura Blvd & Sepulveda Blvd	Signalized	128.5	F	61.5	E
27	NB 101 On-ramp & Sepulveda Blvd	Unsignalized	0.4	A	8.1	A
28	NB 101 Off-ramp & N Sepulveda Blvd	Signalized	16.8	B	14.6	B
29	Magnolia Blvd & N Sepulveda Blvd	Signalized	16.5	B	64.5	E
30	Burbank Blvd & N Sepulveda Blvd	Signalized	157.1	F	272.0	F
31	Burbank Blvd & NB 405 On/Off-ramps	Signalized	13.9	B	53.7	D
32	Burbank Blvd & SB 405 On/Off-ramps	Signalized	58.3	E	52.4	D
33(a)	NB 101 On/Off-ramps & Haskell Ave	Unsignalized	16.4	C	13.5	B
33(b)	SB 101 Off-ramp & Haskell Ave	Unsignalized	9.4	A	8.6	A
34(a)	Ventura Blvd & Haskell Ave (North)	Signalized	14.7	B	9.7	A
34(b)	Ventura Blvd & Haskell Ave (South)	Signalized	13.0	B	4.0	A
35	Ventura Blvd & Orion Ave	Unsignalized	N/A	N/A	N/A	N/A
36	Ventura Blvd & SB 405 On/Off-ramps	Signalized	25.9	C	19.4	B
37	Fiume Walk & Sherman Oak Ave	Unsignalized	33.0	D	11.7	B
38	Fiume Walk & SB 405 Off-ramp	Unsignalized	2.8	A	5.0	A

Intersection		Control	Morning AM Peak		Afternoon PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS
39	Fiume Walk & N Sepulveda Blvd	Signalized	38.2	D	11.0	B
40	SB 405 On-ramp & N Sepulveda Blvd	Signalized	33.7	C	16.8	B
41	Skirball Center Dr & N Sepulveda Blvd	Signalized	146.1	F	123.1	F
42	Skirball Center Dr & SB 405 On/Off-ramps	Signalized	26.1	C	59.2	E
43	SB 405 Getty On/Off-ramps & Sepulveda Blvd	Signalized	16.3	B	16.6	B
44	SB 405 On/Off-ramps & Church Lane	Signalized	33.2	C	38.7	D
45	Sunset Blvd & Church Lane	Signalized	30.3	C	38.0	D
46	Wilshire Blvd & Federal Ave	Signalized	110.7	F	136.4	F
47	Santa Monica Blvd & SB 405 On/Off-ramps	Signalized	40.0	D	30.2	C
48	Santa Monica Blvd & Sawtelle Blvd	Signalized	52.0	D	554.2	F
49	Olympic Blvd & Sawtelle Blvd	Signalized	30.8	C	76.6	E
50	SB 405 Tennessee Off-ramp & Sawtelle Blvd	Signalized	29.8	C	45.4	D
51	Pico Blvd & Sawtelle Blvd	Signalized	29.4	C	72.6	E
52	National Blvd & Sawtelle Blvd	Signalized	64.6	E	71.0	E
53	National Blvd & SB 405 On-ramp	Signalized	6.8	A	6.7	A
54	Sepulveda Way & Sepulveda Blvd	Unsignalized	0.8	A	5.8	A

Source: Traffic Analysis Report, July 2006

Notes: Level of service (LOS) values based on HCM 2000 methodology.

N/A: Intersections screened from analysis.

Parking

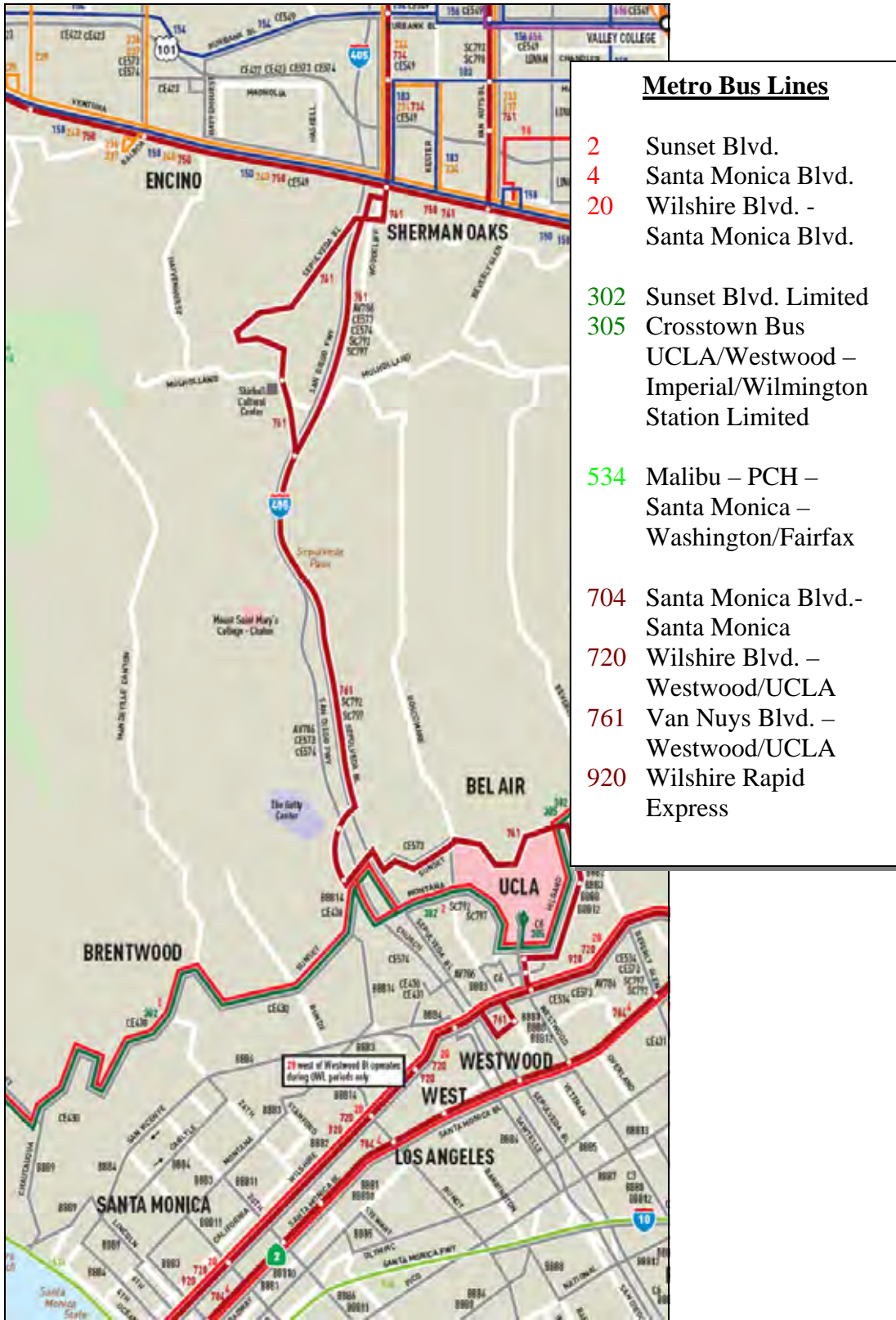
There is a parking lot that contains 7 parking spaces at the Getty View Trailhead, which is owned and operated by the Santa Monica Mountains Conservancy located near the Sepulveda Blvd. undercrossing. The Federal Building has a parking lot area that contains approximately 1,220 parking spaces at the southeast corner of Wilshire Blvd. and Sepulveda Blvd. Approximately 15 parking spaces are located along the Getty Center's south road.

Transit

Several bus lines provide service along the I-405 HOV study area through the Sepulveda Pass connecting cities south of Bel Air to cities north of Sherman Oaks; Metro, LADOT, Antelope Valley Transit, and Santa Clarita Transit (see Figure 3.5-3: Map of Bus Lines in the Project Area). The Metro is operated by the Los Angeles County Metropolitan Transportation Authority (MTA) - the largest regional transportation agency that provides transit services within Los Angeles County.

The LADOT Commuter Express is operated by the City of Los Angeles Department of Transportation (LADOT) and connects the City of Los Angeles to surrounding cities. The Antelope Valley Transit Bus connects the cities of Lancaster and Palmdale to Los Angeles County. The Santa Clarita Transit provides service between Century City and Santa Clarita. These bus lines also stop at the Skirball Center Park and Ride, a Los Angeles County Park and Ride facility located on 2350 Skirball Center Drive.

Figure 3.5-3: Map of Bus Lines in the Project Area



Source: Metro, June 2007

Metro and Big Blue Bus lines travel east to west across the I-405. The MTA operates several Metro bus lines along Sunset Blvd, Wilshire Blvd, and Santa Monica Blvd. Santa Monica Municipal Bus Lines operates the Santa Monica’s Big Blue Bus that connects surrounding cities to the City of Santa Monica. The Big Blue Bus service travels on Wilshire Blvd, Santa Monica Blvd, Olympic Blvd, Pico Blvd, and National Blvd. Metro Rapid Line 761 operates through the Sepulveda Pass via the I-405 and Sepulveda Blvd. between the San Fernando Valley and Westwood serves approximately 12,000 daily riders. Listed below are service providers and routes currently operating in the project area:

- Los Angeles County Metro Line 2 and 302 - Sunset Bl and Sunset Bl Limited
- Los Angeles County Metro Rapid Line 761/233 - Van Nuys Bl-Westwood/UCLA
- Santa Monica Big Blue Bus Line 14 - Culver City to Brentwood
- Los Angeles Commuter Express 573 - Mission Hills-Westwood-Century City
- Los Angeles Commuter Express 574 - Sylmar/San Fernando Metrolink Station-LAX (Sepulveda Bl & Century Bl)
- Santa Clarita Transit 792 - Santa Clarita-UCLA/Westwood-Century City
- Santa Clarita Transit 797 Metrolink Station - UCLA/Westwood-Century City
- Antelope Valley Transit 786 - Antelope Valley-Century City-West Los Angeles/Fairfax/Santa Monica Bl

Over 14,000 people are currently utilizing transit service within the Sepulveda Pass area. The commuter bus services from the San Fernando Valley to the Westside of Los Angeles currently use the freeways as linkages within a multimodal transportation system. HOV lanes are a critical element within this multimodal approach and will encourage increased transit planning and project development through the project area. Typical bus ridership counts for the Metro, Antelope Valley Transit, Los Angeles Department of Transportation, and Santa Clarita Transit service providers within the project area are shown below:

Bus Company	Bus Number	Daily Riders	Number of Runs
Santa Clarita Transit	792	474	10
	797	5,305	10
	TOTAL (792/797)	5,779	20
Antelope Valley Transit	786	4,837	4
	TOTAL 786	4,837	4
Los Angeles Commuter Express	573-SB	400	15
	573-NB	388	13
	574-SB	163	5
	574-NB	150	5
	TOTAL (573, 574)	1101	38
Los Angeles County Metro	761/233	2598	49
	TOTAL 761/233	2598	49
	TOTAL (ALL LINES)	14,315	107

Pedestrian and Bicycle Access

Bicycle facilities are designated into three classifications:

Class I Bike Paths are special pathway facilities for the exclusive use of *bicycles* which are separated from motor vehicle facilities by space or a physical barrier. A bike path may be located on a portion of a street or highway right-of-way or in a special right-of-way not related to

a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with "Bike Route" signs and also may have pavement markings.

Class II Bike Lanes are lanes on the paved area of a road for preferential use by *bicycles*. They are usually located along the edge of the paved area or between the parking lane and the first motor vehicle travel lane. They are identified as "Bike Lane" or "Bike Route" guide-signing, special-lane lines, and other pavement markings. *Bicycles* have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.

Class III Bike Routes are streets identified as a *bicycle* facility by "Bike Route" guide signing only. There are no special lane markings; *bicycle* traffic shares the roadway with motor vehicles.

A *Class III* Bike Route runs along Sepulveda Blvd from I-10 to Skirball Center Dr. A *Class II* Bike Lane continues from Skirball Center Dr to south of Ventura Blvd.

The City of Los Angeles plans to install *Class II* Bike Lanes from Bel Air Crest Road to Skirball Center Dr. as part of the Sepulveda Blvd Reversible Lane, Bike Lane and Intersection Improvement Project. This project would add a northbound bike lane and a wider southbound shoulder. A 6-foot wide bike lane and shoulder would require the construction of a retaining wall on the west side of Skirball Center Dr. and on the east side of a segment of Sepulveda Blvd.

An 8-foot wide paved sidewalk would be provided along eastbound Wilshire Blvd. near the federal building. A 5-foot wide sidewalk would be provided on the Sunset Blvd. Overcrossing, Skirball Center Drive Overcrossing, Mulholland Drive Overcrossing, and at other various locations. 4 foot wide) shoulders would also be provided on these three overcrossings that could be jointly used as a bicycle route.

3.5.3 Traffic and Transportation/Pedestrian and Bicycle Facilities Impacts

Alternative 1: No Build

Alternative 1 is the No Build Alternative. In the Alternative 1 condition, it is assumed that all existing conditions and facilities would remain unchanged. The current construction of the Santa Monica Boulevard Transit Parkway Project has been assumed in place and is carried forward in the Alternative 1 scenario. Analysis results for the I-405 freeway mainline, access ramps, and study intersections within the project study area for the horizon years of 2015 and 2031 are presented in this section. Traffic volume forecasts came from existing traffic count data using growth factors.

Freeways

The number of travel lanes along I-405 would remain the same as existing in the Alternative 1 (No Build) condition. Traffic volumes are forecast to increase by 1.47% per year, or 15.7% from the base year of 2005 to year 2015, and 46.1% from 2005 to year 2031. Forecast volumes on the I-405 for the horizon years of 2015 and 2031 are shown in Figures 3.5-4 and 3.5-5. Without additional capacity, the increase in volume due to ambient growth alone is expected to extend the congested period in both directions, to begin earlier in the day and extend later into the evening. Vehicles traveling during the congested period would experience increased delay, with longer

travel times between the same origin and destination. Without measures to increase freeway capacity or reduce vehicle trips, conditions throughout the corridor would continue to deteriorate in the future. For Alternative 1: No Build, the study corridor is forecast to have 27,800 vehicle-hours of delay per day in the year 2015. This will increase to 59,430 vehicle-hours in the year 2031.

The methodology described in the traffic report was used to estimate the daily increase in vehicular delay that would be experienced in the horizon years due to ambient growth. These values, which are summarized in Table 3.5-8, serve as a baseline from which to compare the build alternatives, and do not represent actual delay.

Table 3.5-8: Alternative 1 (No Build) Horizon Year Increase in Vehicular Delay

I-405 Freeway Segment	Increase in Daily Vehicular Delay Over Year 2005 Values (veh-hours)	
	Year 2015	Year 2031
Northbound Mainline	6,330	18,800
Southbound Mainline	5,170	24,120
Southbound HOV Lane	128	338

Source: Traffic Analysis Report, July 2006

Northbound and southbound AM and PM peak hour ramp volumes forecast for Alternative 1 (No Build) for year 2015 and 2031 are listed in Tables 3.5-9, 3.5-10 and also in Tables 3.5-12 and 3.5-13 in comparison with Alternative 2 and 3.

If no changes are made to the current system, the northbound off-ramp to Santa Monica Boulevard, northbound on-ramp from westbound Wilshire Boulevard, northbound on-ramp from eastbound Sunset Boulevard, southbound off-ramp to Olympic/Pico Boulevard, southbound on-ramp from Santa Monica Boulevard, southbound on-ramp from eastbound Wilshire Boulevard, southbound on-ramp at Valley Vista/Sepulveda Boulevard, and the southbound off-ramp to Burbank Boulevard are forecast to carry volumes that exceed capacity during one or both peak periods. Additional capacity may be required at these locations in the future if queuing issues arise due to ambient traffic growth. A preliminary queuing analysis of the Year 2031 conditions for this scenario found the northbound off-ramp to eastbound Wilshire Boulevard to be a potential location for capacity issues.

Table 3.5-9: Alternative 1 (No Build) Year 2015 & 2031 Northbound Ramp Peak Hour Volumes

P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Year 2015		Year 2031	
				AM Volume	PM Volume	AM Volume	PM Volume
28.90	NB Off To National Blvd.	1	1,500	918	812	1,159	1,026
30.17	NB On From Olympic Blvd/Tennessee	2	1,800	1,165	1,141	1,471	1,441
30.68	NB Off To Santa Monica Blvd.	2	3,000	2,462	2,018	3,109	2,548
31.01	NB On From Santa Monica Blvd.	3	2,700	920	1,316	1,161	1,661
31.43	SEG NB Off To EB Wilshire Blvd.	2	3,000	1,945	1,179	2,456	1,489
31.43	SEG NB Off To WB Wilshire Blvd.	1	1,500	990	724	1,251	915
31.63	SEG NB On From EB Wilshire Blvd.	1	900	675	703	852	888
31.64	SEG NB On From WB Wilshire Blvd.	1	900	761	833	961	1,052

P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Year 2015		Year 2031	
				AM Volume	PM Volume	AM Volume	PM Volume
32.38	NB Off To Montana Ave.	1	1,500	637	352	804	444
32.81	NB Off To Sunset Blvd.	2	3,000	1,325	432	1,673	546
32.99	NB On From EB Sunset Blvd.	1	900	1,173	1,012	1,481	1,278
33.30	NB Off To Moraga Drive	2	3,000	358	113	452	143
33.47	NB On From Moraga Drive	2	1,800	363	907	459	1,145
34.55	NB Off To Getty Center Drive	1	1,500	108	74	136	94
34.73	NB On From Getty Center Drive	2	1,800	551	645	695	815
36.69	NB Off to Mulholland/Rimerton	1	1,500	583	543	736	685
36.99	NB On from Mulholland/Rimerton	2	1,800	285	469	359	592
38.63	NB Off To Ventura Blvd/Greenleaf St	1	1,500	488	562	617	710
38.77	NB On From Greenleaf St	2	1,800	647	1,188	817	1,500
16.72	US-101 NB Off to Sepulveda Blvd	1	1,500	778	496	672	429

Source: Traffic Analysis Report, July 2006

Notes: P.M. – post mile; NB – northbound; SB – southbound; SEG – segment

Locations and volumes highlighted in **bold** type indicate ramps where demand exceeds theoretical capacity.

Table 3.5-10: Alternative 1 (No Build) Year 2015 & 2031 Southbound Ramp Peak Hour Volumes

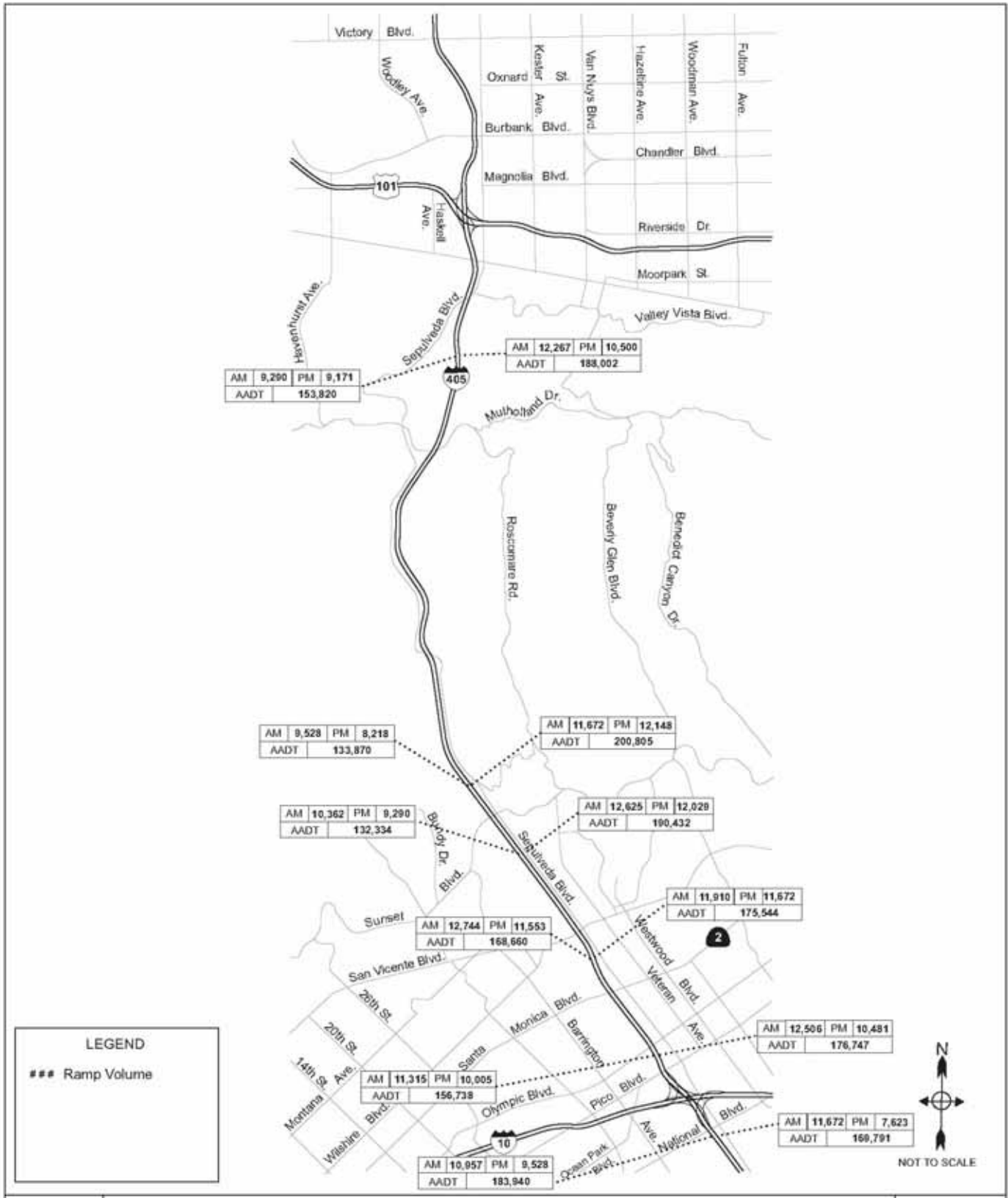
P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Year 2015		Year 2031	
				AM Volume	PM Volume	AM Volume	PM Volume
28.89	SB On from National Blvd	2	1,800	721	873	910	1,102
30.14	SB Off to Olympic/Pico	1	1,500	1,249	564	1,577	712
30.74	SB On from Santa Monica Blvd	2	1,800	2,183	2,138	2,757	2,700
31.03	SB Off to Santa Monica Blvd	2	3,000	1,797	1,217	2,269	1,537
31.38	SB On from EB Wilshire Blvd	1	900	1,081	843	1,365	1,065
31.48	SB Off to EB Wilshire Blvd	1	1,500	902	699	1,140	882
31.65	SB On from WB Wilshire Blvd	2	1,800	1,299	1,371	1,641	1,731
31.73	SB Off to WB Wilshire Blvd	1	1,500	1,045	802	1,319	1,012
32.90	SB On from EB Sunset Blvd	2	1,800	487	303	615	383
33.04	SB On from Church/Sunset Blvd	2	1,800	813	601	1,027	759
33.11	SB Off to Church/Sunset Blvd	2	3,000	1,550	1,445	1,957	1,825
34.65	SB On from Getty Center Dr	2	1,800	707	282	893	356
35.00	SB Off to Getty Center Dr	1	1,500	114	128	144	162
36.50	SB On from Skirball Center Dr	2	1,800	1,294	390	1,633	492
36.86	SB Off to Skirball Center Dr	1	1,500	391	599	494	757
38.22	SB On from Valley Vista/Sepulveda Blvd	2	1,800	1,688	510	2,132	644
38.61	SB Off to Valley Vista Blvd	1	1,500	185	385	234	487
39.09	SB On from Ventura Blvd	2	1,800	931	403	1,176	508
39.09	US-101 SB Off to Ventura Blvd	1	1,500	204	464	258	586
40.59	SB Off to Burbank Blvd	1	1,500	1,480	1,072	1,615	1,171

Source: Traffic Analysis Report, July 2006

Notes: P.M. – post mile; NB – northbound; SB – southbound; SEG – segment

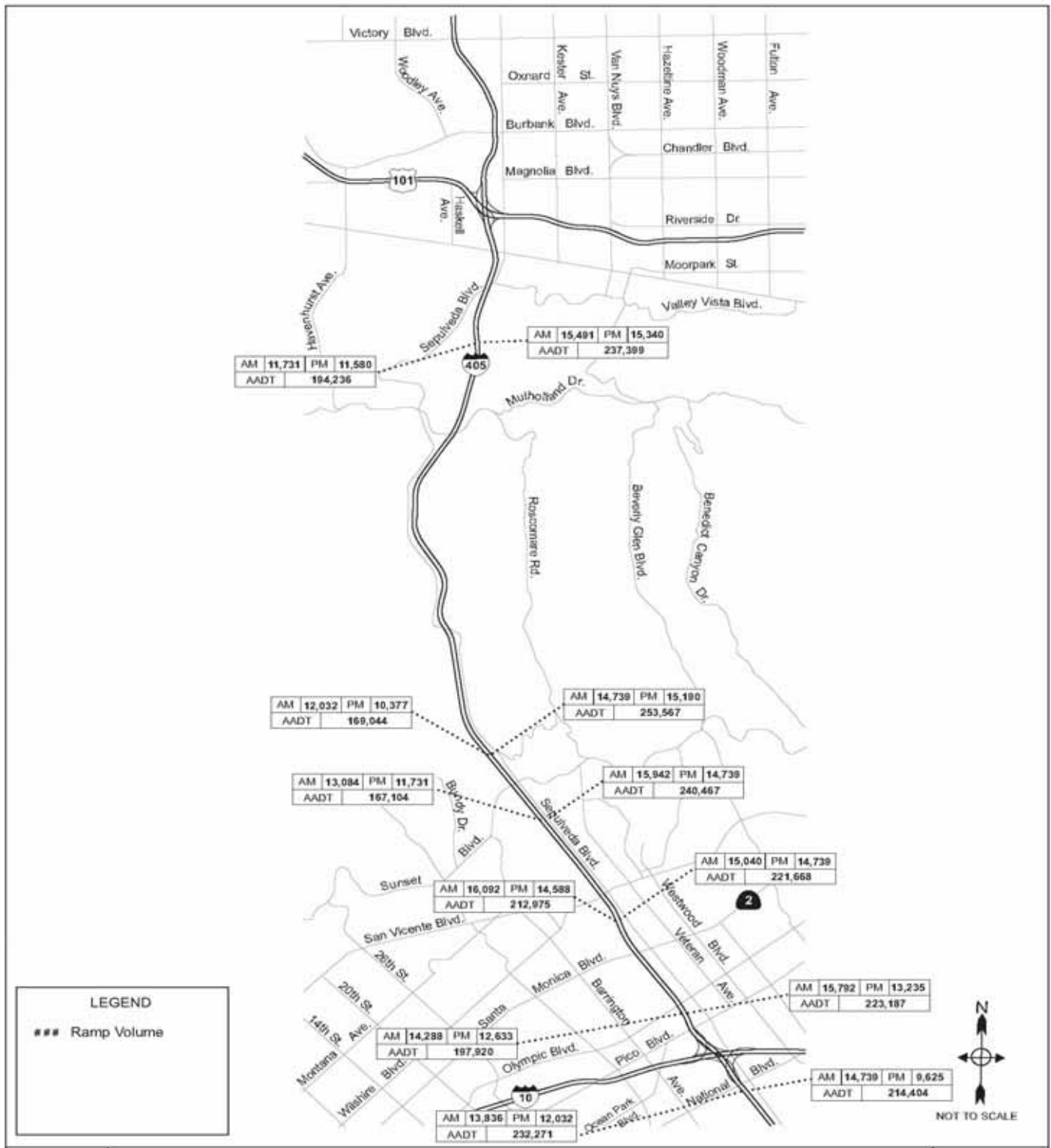
Locations and volumes highlighted in **bold** type indicate ramps where demand exceeds theoretical capacity.

Figure 3.5-4. Forecast Volumes on the I-405 for the Horizon Year of 2015



Source: Traffic Analysis Report, July 2006

Figure 3.5-5. Forecast Volumes on the I-405 for the Horizon Year of 2031



Source: Traffic Analysis Report, July 2006

Intersections

An LOS analysis for 54 project study area intersections was performed using forecast years 2015 and 2031 turning movement volumes. Table 3.5-11 shows years 2015 and 2031 morning and afternoon peak-hour intersection volumes. For year 2015, during one or both peak periods, 24 locations are forecast to perform at LOS F. For year 2031, during one or both peak periods due to ambient growth, 41 locations are forecast to perform at LOS F.

Table 3.5-11: Alternative 1 (No Build) Year 2015 & 2031 Intersection Level of Service Summary

Intersection		Control	Year 2015				Year 2031			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	National Blvd & NB 405 Off-ramp	S	19.7	B	18.0	B	24.5	C	46.1	D
2	National Blvd & Sepulveda Blvd	S	58.8	E	70.7	E	151.2	F	152.5	F
3	Pico Blvd & Sepulveda Blvd	S	93.6	F	201.0	F	189.2	F	349.0	F
4	NB 405 Tennessee On-Ramp & Cotner Ave	U	111.1	F	33.9	D	213.4	F	93.0	F
5	Olympic Blvd & Cotner Ave	S	14.5	B	22.9	C	45.7	D	75.3	E
6	Olympic Blvd & Sepulveda Blvd	S	91.9	F	158.9	F	205.6	F	306.0	F
7	Santa Monica Blvd & Cotner Ave	S	150.1	F	84.2	F	282.6	F	181.7	F
8	Santa Monica Blvd & Sepulveda Blvd	S	155.1	F	163.9	F	302.1	F	300.7	F
9	Santa Monica Blvd & Veteran Ave	S	28.9	C	34.4	C	57.6	E	75.3	E
10	Santa Monica Blvd & Westwood Blvd	S	45.0	D	54.8	D	153.1	F	148.4	F
11	Wilshire Blvd & Sepulveda Blvd	S	220.0	F	205.8	F	350.4	F	381.6	F
12	Wilshire Blvd & Veteran Ave	S	111.9	F	163.0	F	275.8	F	326.6	F
13	Wilshire Blvd & Westwood Blvd	S	51.5	D	73.4	E	181.6	F	225.1	F
14	Montana Off-ramp & Sepulveda Blvd	S	38.5	D	120.6	F	83.7	F	255.7	F
15	Montana Ave & Sepulveda Blvd	S	49.0	D	70.3	E	92.1	F	179.0	F
16	Montana Ave & Veteran Ave	S	36.0	D	34.2	C	121.1	F	112.6	F
17	Sunset Blvd & NB 405 Off-ramp	S	44.7	D	11.1	B	103.5	F	13.0	B
18	Sunset Blvd & Veteran Ave	S	103.8	F	48.1	D	195.8	F	126.3	F
19	Moraga On/Off-ramps & Sepulveda Blvd	S	123.0	F	50.8	D	232.8	F	84.1	F
20	NB 405 Getty Ctr Off-ramp & Sepulveda Blvd	S	7.3	A	8.0	A	51.5	D	68.0	E
21	NB 405 Getty Ctr On-ramp & Sepulveda Blvd	U	600.5	F	0.8	A	601.4	F	1.2	A
22	Skirball Center Dr & Mulholland Dr	S	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
23	Skirball Center Dr & NB 405 On/Off-ramps	S	10.5	B	10.2	B	18.3	B	19.5	B
24	Valley Vista Blvd & Sepulveda Blvd	S	78.0	E	74.0	E	163.5	F	164.6	F
25	Greenleaf On/Off-ramps & Sepulveda Blvd	S	135.3	F	85.3	F	264.7	F	185.2	F
26	Ventura Blvd & Sepulveda Blvd	S	189.0	F	100.2	F	321.0	F	204.2	F
27	NB 101 On-ramp & Sepulveda Blvd	U	0.4	A	23.5	C	0.5	A	95.3	F
28	NB 101 Off-ramp & N Sepulveda Blvd	S	22.7	C	28.2	C	68.3	E	94.7	F
29	Magnolia Blvd & N Sepulveda Blvd	S	19.6	B	125.2	F	32.0	C	255.8	F
30	Burbank Blvd & N Sepulveda Blvd	S	225.6	F	383.8	F	392.2	F	598.6	F
31	Burbank Blvd & NB 405 On/Off-ramps	S	21.0	C	101.6	F	85.3	F	234.1	F
32	Burbank Blvd & SB 405 On/Off-ramps	S	103.7	F	77.8	E	197.4	F	203.1	F

Intersection		Control	Year 2015				Year 2031			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
33(a)	NB 101 On/Off-ramps & Haskell Ave	U	25.3	D	17.3	C	77.0	F	43.8	E
33(b)	SB 101 Off-ramp & Haskell Ave	U	9.4	A	8.1	A	10.6	B	8.5	A
34(a)	Ventura Blvd & Haskell Ave (North)	S	18.4	B	16.3	B	35.8	D	25.1	C
34(b)	Ventura Blvd & Haskell Ave (South)	S	12.9	B	4.9	A	27.8	C	8.4	A
35	Ventura Blvd & Orion Ave	U	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
36	Ventura Blvd & SB 405 On/Off-ramps	S	44.3	D	30.3	C	73.4	E	95.8	F
37	Fiume Walk & Sherman Oak Ave	U	68.9	F	14.1	B	176.5	F	26.5	D
38	Fiume Walk & SB 405 Off-ramp	U	3.4	A	5.7	A	6.1	A	8.2	A
39	Fiume Walk & N Sepulveda Blvd	S	51.2	D	11.8	B	115.1	F	16.2	B
40	SB 405 On-ramp & N Sepulveda Blvd	S	58.2	E	17.7	B	107.7	F	22.8	C
41	Skirball Center Dr & N Sepulveda Blvd	S	229.3	F	151.0	F	412.0	F	312.9	F
42	Skirball Center Dr & SB 405 On/Off-ramps	S	25.5	C	65.6	E	26.5	C	71.8	E
43	SB 405 Getty On/Off-ramps & Sepulveda Blvd	S	16.3	B	16.5	B	36.3	D	18.2	B
44	SB 405 On/Off-ramps & Church Lane	S	48.6	D	49.2	D	105.9	F	134.1	F
45	Sunset Blvd & Church Lane	S	33.8	C	50.8	D	53.6	D	111.9	F
46	Wilshire Blvd & Federal Ave	S	184.8	F	215.5	F	354.8	F	372.6	F
47	Santa Monica Blvd & SB 405 On/Off-ramps	S	71.7	E	46.5	D	182.9	F	106.5	F
48	Santa Monica Blvd & Sawtelle Blvd	S	89.1	F	739.1	F	188.1	F	994.6	F
49	Olympic Blvd & Sawtelle Blvd	S	49.3	D	116.3	F	122.3	F	223.8	F
50	SB 405 Tennessee Off-ramp & Sawtelle Blvd	S	35.7	D	73.7	E	100.0	F	142.2	F
51	Pico Blvd & Sawtelle Blvd	S	46.0	D	105.0	F	117.5	F	212.2	F
52	National Blvd & Sawtelle Blvd	S	110.6	F	94.3	F	155.9	F	172.0	F
53	National Blvd & SB 405 On-ramp	S	8.2	A	8.6	A	16.7	B	34.3	C
54	Sepulveda Way & Sepulveda Blvd	U	1.7	A	9.0	A	2.2	A	27.0	D

Source: Traffic Analysis Report, July 2006

Notes: S – Signalized; U – Unsignalized; N/A – Intersection screened from analysis, no impact. DNE – Due to the removal of a freeway ramp, there is no longer an intersection at this location. Level of service (LOS) values based on HCM 2000 methodology.

Alternative 2 – Northbound HOV Lane

Freeways

In Alternative 2, the existing facility would be widened to add one standard northbound HOV lane. The number of lanes in each freeway segment for this alternative is noted in Figure 3.5-1. Current freeway design standards would be provided for northbound I-405 within the project limits except through the I-405/I-10 interchange. Most of the freeway widening would occur along the eastside of I-405, with some segment widening along the westside of the freeway.

For this analysis, it is assumed that the addition of the northbound HOV lane would not affect forecast mainline volumes, and the volumes shown in Figures 3.5-3 and 3.5-4 apply for all of the build alternatives. A freeway facility is neither an origin nor a destination, as it does not produce nor attract trips. The freeway provides a route from one location to another, but it does not change the number of daily trips that need to be made from point A to point B. If it is assumed that trips are pulled off of adjacent routes, the analysis would require regional modeling that is beyond the scope of this study. For the purpose of this analysis, it is assumed that the travel demand is independent of the freeway capacity.

The HOV lane is expected to carry volumes proportional to the adjacent mixed-flow lanes, with a maximum capacity of 1,700 vehicles per hour. The Alternative 2 improvements would increase capacity in the northbound direction only, and would not affect the southbound roadway, so there would be no change in vehicular delay between Alternative 1 and Alternative 2 for the southbound direction.

The northbound capacity increase provided in Alternative 2 results in a reduction of 14,860 vehicle-hours of delay for the year 2015 and 16,060 vehicle-hours of delay for the year 2031, compared with No Build conditions.

Ramps and Connectors

To accommodate the freeway widening and geometrical improvements included in the Alternative 2 design, some of the access ramps within the study corridor would need to be relocated or removed.

Alternative 2 improvements increase capacity in the northbound direction only. Northbound peak hour volumes were forecast for years 2015 and 2031 and ramps that would experience a change in capacity in comparison to Alternative 1 (No Build) are listed in Tables 3.5-12 and 3.5-13. In a queuing analysis for this scenario, all ramp facilities were found to be adequate for the forecast year 2015 conditions. However, for forecast year 2031, the northbound off-ramp to Santa Monica Blvd, northbound off-ramp to westbound Wilshire Boulevard and the northbound on-ramp from westbound Wilshire Blvd. Street were found to be potential locations for capacity issues in the year 2031. The ramp volumes at all other locations are the same as in Alternative 1 (No Build) and the capacity issues are not related to the HOV Lane project. These capacity issues are due to ambient traffic growth alone, and are not a result of the HOV Lane project. Further improvements to accommodate ramp capacity would require additional right-of-way, which would conflict with community opinion.

Table 3.5-12: Alternative 2: Year 2015 Northbound Ramp Peak Hour Volumes

P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Alternative 1: No Build		Alternative 2	
				AM Volume	PM Volume	AM Volume	PM Volume
28.90	NB Off To National Blvd.	1	1,500	918	812	918	812
30.17	NB On From Olympic Blvd/Tennessee	2	1,800	1,165	1,141	1,165	1,141
30.68	NB Off To Santa Monica Blvd.	2	3,000	2,462	2,018	2,462	2,018
31.01	NB On From Santa Monica Blvd.	3	2,700	920	1,316	920	1,316
31.43	SEG NB Off To EB Wilshire Blvd.	2	3,000	1,945	1,179	2,136	1,284
31.43	SEG NB Off To WB Wilshire Blvd.	1	1,500	990	724	1,245	865
31.63	SEG NB On From EB Wilshire Blvd.	1	900	675	703	675	703
31.64	SEG NB On From WB Wilshire Blvd.	1	900	761	833	761	833
32.38	NB Off To Montana Ave.	1	1,500	637	352	Closed	Closed
32.81	NB Off To Sunset Blvd.	2	3,000	1,325	432	1,516	538
32.99	NB On From EB Sunset Blvd.	1	900	1,173	1,012	1,173	1,012
33.30	NB Off To Moraga Drive	2	3,000	358	113	358	113
33.47	NB On From Moraga Drive	2	1,800	363	907	363	907
34.55	NB Off To Getty Center Drive	1	1,500	108	74	551	645
34.73	NB On From Getty Center Drive	2	1,800	551	645	108	74
36.69	NB Off to Mulholland/Rimerton	1	1,500	583	543	583	543
36.99	NB On from Mulholland/Rimerton	2	1,800	285	469	285	469
38.63	NB Off To Ventura Blvd/Greenleaf St	1	1,500	488	562	488	562
38.77	NB On From Greenleaf St	2	1,800	647	1,188	647	1,188
16.72	US-101 NB Off to Sepulveda Blvd	1	1,500	778	496	1,032	791

Source: Traffic Analysis Report, July 2006

Notes: P.M. – post mile; NB – northbound; SB – southbound; SEG – segment

Table 3.5-13: Alternative 2: Year 2031 Northbound Ramp Peak Hour Volumes

P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Alternative 1: No Build		Alternative 2	
				AM Volume	PM Volume	AM Volume	PM Volume
28.90	NB Off To National Blvd.	1	1,500	1,159	1,026	1,159	1,026
30.17	NB On From Olympic Blvd/Tennessee	2	1,800	1,471	1,441	1,471	1,441
30.68	NB Off To Santa Monica Blvd.	2	3,000	3,109	2,548	3,109	2,548
31.01	NB On From Santa Monica Blvd.	3	2,700	1,161	1,661	1,161	1,661
31.43	SEG NB Off To EB Wilshire Blvd.	2	3,000	2,456	1,489	2,697	1,622
31.43	SEG NB Off To WB Wilshire Blvd.	1	1,500	1,251	915	1,573	1,093
31.63	SEG NB On From EB Wilshire Blvd.	1	900	852	888	852	888
31.64	SEG NB On From WB Wilshire Blvd.	1	900	961	1,052	961	1,052
32.38	NB Off To Montana Ave.	1	1,500	804	444	Closed	Closed
32.81	NB Off To Sunset Blvd.	2	3,000	1,673	546	1,914	679

P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Alternative 1: No Build		Alternative 2	
				AM Volume	PM Volume	AM Volume	PM Volume
32.99	NB On From EB Sunset Blvd.	1	900	1,481	1,278	1,481	1,278
33.30	NB Off To Moraga Drive	2	3,000	452	143	452	143
33.47	NB On From Moraga Drive	2	1,800	459	1,145	459	1,145
34.55	NB Off To Getty Center Drive	1	1,500	136	94	136	94
34.73	NB On From Getty Center Drive	2	1,800	695	815	695	815
36.69	NB Off to Mulholland/Rimerton	1	1,500	736	685	736	685
36.99	NB On from Mulholland/Rimerton	2	1,800	359	592	359	592
38.63	NB Off To Ventura Blvd/Greenleaf St	1	1,500	617	710	617	710
38.77	NB On From Greenleaf St	2	1,800	817	1,500	817	1,500
16.72	US-101 NB Off to Sepulveda Blvd	1	1,500	672	429	1,303	999

Source: Traffic Analysis Report, July 2006

Notes: P.M. – post mile; NB – northbound; SB – southbound; SEG – segment

Locations and volumes highlighted in **bold** type indicate ramps where demand exceeds theoretical capacity.

Intersections

The ramp closures and proposed modifications associated with Alternative 2 result in changes to intersection geometry at various locations and are listed in Table 3.5-14.

Table 3.5-14: Alternative 2: Modifications to Intersection Geometry

Ramp Modification	Corresponding Study Intersection Modification
Northbound I-405 off-ramp to Montana Avenue removed	With the off-ramp removed, there would no longer be an intersection at this location. Only the northbound and southbound through lanes on Sepulveda Boulevard would remain.
Northbound interchange improvements at Sunset Boulevard	The interchange improvements at this location include the addition of a second northbound right-turn lane, a third eastbound through lane, and a second eastbound right- turn lane.
Northbound interchange improvements at Getty Center Drive	The T-intersections formed by the northbound off-ramp and on-ramp with Sepulveda Boulevard would be replaced with a standard diamond interchange to form a single four-legged intersection. Intersection 20 would be removed, and intersection 21 would be signalized and reconfigured with one northbound through lane, one northbound through-right lane, one southbound left-turn lane, two southbound through lanes, one eastbound left-turn lane, and one eastbound right-turn lane. (Sepulveda Boulevard is considered to be north and south legs, and the northbound off-ramp is the west leg.)
Southbound Skirball Center Drive interchange improvements	The southbound on- and off-ramps to Skirball/Mulholland would be removed and replaced with hook ramps that connect directly to Sepulveda Boulevard. Intersection #42 would become the intersection of the new ramps with Sepulveda Boulevard, and consists of one northbound through lane, one northbound through right lane, one southbound left-turn lane, two southbound through lanes, one westbound left-turn lane, and one westbound right-turn lane. (Sepulveda Boulevard is the north and south legs, and the southbound off-ramp is the east leg.)
Southbound interchange on/off-ramp relocation from Valley Vista Blvd. to Sepulveda Blvd. at Sherman Oaks Avenue	The existing southbound on/off-ramps at Valley Vista would be relocated to the south to align with the Sepulveda Blvd. and Sherman Oaks Avenue intersection. With this option, traffic would only be allowed to turn north or south onto Sepulveda Blvd.

Source: Traffic Analysis Report, July 2006 and Draft Project Report, July 2007

Parking

There is a parking lot that contains 7 parking spaces at the Getty View Trailhead, which is located near the Sepulveda Blvd. undercrossing. These parking spaces would be removed and relocated near the reconstructed Getty View Trailhead due to the reconfiguration of the Getty Center interchange.

The Federal Building has a parking lot area that contains approximately 1,220 parking spaces at the southeast corner of Wilshire Blvd. and Sepulveda Blvd. A permit from the Federal Land Agency would be needed for an aerial highway easement and a portion of the federal parking lot area. Approximately 30 parking spaces would be removed to accommodate the new Wilshire Blvd. interchange.

Transit

Transit service may be interrupted intermittently during construction or moved during construction. It may be necessary to temporarily abandon bus stops if a suitable alternative is not available during construction. The bus stop located between the northbound I-405 on/off-ramps at Skirball Center Drive would be relocated to a local street or remain on the freeway near their current sites. The interchange at Sunset Blvd. would be reconfigured and the Metro and Santa Monica Big Blue Bus stops that are located in the vicinity of the interchange would likely have to be moved during localized construction. Relocated or restored bus stop locations should accommodate articulated vehicles.

Pedestrian and Bicycle Access

An 8-foot wide sidewalk would be provided along eastbound Wilshire Blvd. near the Federal Building. A 5-foot sidewalk would be provided on the Sunset Blvd. overcrossing, Skirball Center Drive overcrossing, Mulholland Drive overcrossing, and at other various locations within the project limits. 4-foot shoulders would be provided on these three overcrossings which could be jointly used as a bicycle lane. All pedestrian and bicycle access would be maintained throughout construction.

Alternative 3 – Add a Standard Northbound HOV Lane and Standardize Southbound HOV Lane, Mixed-Flow Lanes, Median and Shoulder

Freeways

In this alternative, the existing facility would be widened to add one standard northbound HOV lane and to standardize the non-standard southbound HOV lane, five mixed-flow lanes (currently four mixed-flow lanes), median, and shoulder. Current freeway design standards would be provided for the northbound and southbound I-405 within the project limits, except through the I-405/I-10 interchange. It would provide for a 12-foot half median, 12-foot HOV lane, 4-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder in each direction of travel. I-405 would be widened along the eastside similar to Alternative 2, and along most of the westside throughout the project limits. Changes below are exclusive to Alternative 3:

- Addition of one mixed-flow lane between Skirball Center Drive and Waterford St.;
- Closure of the southbound on-ramp from eastbound Sunset Boulevard. In conjunction with this ramp closure, the ramp intersection located immediately north of the Sunset Boulevard/Church Lane intersection would be reconfigured so that the existing island

would be eliminated and the middle lane at the northbound approach would be changed from a through lane to a shared through/right-turn lane;

- Approximately 2,300 feet of Sepulveda Boulevard would be realigned along the westside of I-405 north of the Getty Center/I-405 interchange due to the proposed widening along the westside of I-405; and
- Most of Church Lane between approximately Chenault Street and Kiel Street would be realigned to the west to facilitate the I-405 southbound widening.

The proposed improvements associated with Alternative 3 do not affect forecast mainline volumes, and the volumes shown in Figures 3.5-4 and 3.5-5 apply to this alternative as well. The reduction in vehicular delay compared to the Alternative 1: No Build condition is summarized in Table 3.5-15.

Table 3.5-15: Alternative 3: Decrease in Daily Vehicular Delay Compared to Alternative 1 (No Build)

I-405 Freeway Segment	Decrease in Daily Vehicular Delay Compared to Alternative 1 (No Build) (veh-hours)	
	Year 2015	Year 2031
Northbound Mainline	14,860	16,060
Southbound Mainline	420	80
Southbound HOV Lane	40	50

Source: Traffic Analysis Report, July 2006

Ramps and Connectors

In order to accommodate freeway widening and geometrical improvements, some of the access ramps within the study corridor would need to be relocated or removed. Refer to the Alternative 2 section on Ramps and Connectors which explains the common features associated with the widening and geometrical improvements necessary.

Alternative 3 improvements increase capacity in both the northbound and southbound direction. Northbound AM and PM peak hour ramp volumes forecast for year 2015 and 2031 would be the same as Alternative 2 since Alternative 2 improvements increase capacity in the northbound direction only. Please refer to Tables 3.5-12 and 3.5-13 for northbound AM and PM peak hour ramp volumes forecast for year 2015 and 2031. Southbound AM and PM peak hour volumes were forecast for years 2015 and 2031 and the only change in comparison to Alternative 2 would be associated with the proposed closure of the southbound on-ramp from eastbound Sunset Boulevard. As a result, traffic would be redistributed to the Sunset Boulevard/Church Lane on-ramp.

Intersections

The ramp closures and modifications associated with Alternative 3 result in changes to intersection geometry at various locations. These closures and modifications would be the same as Alternative 2. Please refer to Alternative 2A section under Intersections and all corresponding tables.

Parking

Parking impacts at the Getty View Trailhead and the Federal Building would be the same as Alternative 2. However, Alternative 3 Modified would shift the freeway to the east and the width of Church Lane would be reduced. If this option is selected, there would be a permanent loss of street parking in the community of Brentwood Glen on Church Lane.

Approximately 15 parking spaces along the Getty Center's south road would be removed and relocated in order to accommodate southbound I-405 widening.

Transit

Transit service impacts would be the same as Alternative 2.

Pedestrian and Bicycle Access

Pedestrian and bicycle access impacts would be the same as Alternative 2.

Traffic Redistribution

The additional freeway capacity improvements proposed with Alternatives 2 and 3 would reduce traffic volumes on routes paralleling the I-405 freeway. Sepulveda Boulevard and Roscomare Road would be the primary beneficiaries of this difficult to quantify benefit. This traffic redistribution will vary, with the time and the duration of freeway congestion being the primary influencing factor. These and other alternative routes would still be used by some drivers when there are major incidents necessitating closures on the I-405 freeway.

The freeway access modification options being considered with the two build alternatives would also have some affects on traffic redistribution. With the closure of the Montana Avenue off-ramp, the displaced traffic would use the Wilshire Boulevard northbound off ramp, which will be braided, and continue on to Sepulveda Blvd. Sunset Boulevard would also be an alternative with the loss of this off-ramp. With the southbound Skirball Center Drive on- and off-ramp relocation, the Mountaingate Community would have freeway access southbound in closer proximity. However, traffic coming from the Mulholland Drive and Roscomare Road area would be required to travel an additional distance to these relocated southbound ramps. This traffic would also be required to traverse the Sepulveda Boulevard/Skirball Center Drive intersection, to gain access to and from the southbound I-405 freeway.

With the two interchange options at Valley Vista Boulevard, alterations to traffic patterns are anticipated. These alterations are dependent upon the final recommendations on signalization and channelization agreed to by LADOT, community representatives, and Caltrans. If the Valley Vista Boulevard. on- and off-ramp geometrics remain similar to the current design, access northbound to Fiume Walk/Sherman Oaks Avenue, could be reduced, restricted, or eliminated. This would require northbound traffic exiting at this location to stay on Sepulveda Boulevard, instead of using Sherman Oaks Avenue and Firmament Avenue. If there are no changes in northbound access, traffic patterns would remain as they are today. If the new on- and off-ramp plan, which aligns with the Sepulveda Boulevard/Sherman Oaks Avenue intersection, is selected, it is most probable that only turn movements north of south onto Sepulveda Boulevard would be allowed, from both the freeway ramps and Sherman Oaks Avenue. This would redistribute neighborhood and cut-through traffic onto this segment of Sepulveda Boulevard, if Fiume Walk is closed or turn movements are limited. If Fiume Walk remains open with access similar to the existing condition, traffic redistribution would be minimal under this option.

Impacts Associated with the Closure of the Southbound Valley Vista Off-ramp Design Option

The existing southbound Valley Vista Blvd. on/off-ramps combined with the northbound Sepulveda Blvd. on/off-ramps, constitute a full-service interchange. This closure would require approval from the FHWA office in Washington D.C., which strongly discourages elimination of individual ramps from a full-service interchange. The City of Los Angeles Department of Transportation would also need to provide consent to the closure of this off-ramp.

The southbound I-405 exit to Valley Vista Boulevard would be closed as part of this project as a design option. Currently, this off-ramp forms a T-intersection with Fiume Walk, and provides access to Sepulveda Boulevard and Sherman Oaks Avenue. This closure would require approval from the FHWA office in Washington D.C., which strongly discourages elimination of individual ramps from a full-service interchange. The existing southbound Valley Vista Blvd. on/off-ramps combined with the northbound Sepulveda Blvd. on/off-ramps, constitute a full-service interchange. The City of Los Angeles Department of Transportation would also need to provide consent to the closure of this off-ramp.

An engineering analysis and freeway operations analysis were conducted and the southbound I-405 Valley Vista off-ramp was recommended to remain open for the following reasons:

- The Valley Vista off-ramp is the first exit that can be used by southbound I-405 traffic south of the I-405/US-101 interchange and traffic connecting from westbound US-101. The next exit available to these motorists on I-405 would be the heavily used Skirball Center Drive off-ramp located 2 miles to the south;
- The Ventura Blvd. off-ramp can only be used by traffic connecting from eastbound US-101;
- The Valley Vista off-ramp AADT is projected to reach 7855 in 2030 with a peak hour of 1178. Year 2002 AADT for this off-ramp was 5700.
- Operation studies currently underway view Sepulveda Blvd. as a viable alternative for motorists bypassing I-405 in the event of heavy congestion or emergency situations, which are frequent on this route. Closure of the Valley Vista off-ramp would preclude its use from

Northbound and southbound peak hour volumes were forecast for years 2015 and 2031 and ramps that would experience a change in capacity are listed in Tables 3.5-16 and 3.5-17, which includes the analysis of the closure of the southbound I-405 off-ramp to Valley Vista Boulevard via Fiume Walk and southbound I-405 on-ramp from Valley Vista/Sepulveda Blvd. The southbound off-ramp at Burbank Boulevard would experience increased volumes due to the redistribution associated with this closure option.

Table 3.5-16: Year 2015 Southbound Ramp Peak Hour Volumes with the Closure of Southbound I-405 On/Off-ramps at Valley Vista Boulevard

P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Alternative 2		Alternative 2 w/ Closure of Valley Vista	
				AM Volume	PM Volume	AM Volume	PM Volume
38.22	SB On from Valley Vista/Sepulveda Blvd	1	1,500	1,688	510	N/A	N/A
38.61	SB Off to Fiume Walk/Sepulveda Blvd (Valley Vista Blvd)	1	1,500	185	385	N/A	N/A
39.09	US-101 SB On from Ventura Blvd	1	1,500	931	403	931	403
39.09	US-101 SB Off to Ventura Blvd	1	1,500	204	464	389	849
40.59	SB Off to Burbank Blvd	1	1,500	1,480	1,072	1,541	1,200

Source: Traffic Analysis Report, July 2006

Notes: P.M. – post mile; SB – southbound

Locations and volumes highlighted in **bold** type indicate ramps where demand exceeds theoretical capacity.

Table 3.5-17: Year 2031 Southbound Ramp Peak Hour Volumes with the Closure of Southbound I-405 On/Off-ramps at Valley Vista Boulevard

P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Alternative 2		Alternative 2 w/ Closure of Valley Vista	
				AM Volume	PM Volume	AM Volume	PM Volume
38.22	SB On from Valley Vista/Sepulveda Blvd	1	1,500	2,132	644	N/A	N/A
38.61	SB Off to Fiume Walk/Sepulveda Blvd (Valley Vista Blvd)	1	1,500	234	487	N/A	N/A
39.09	US-101 SB On from Ventura Blvd	1	1,500	1,176	508	1,176	509
39.09	US-101 SB Off to Ventura Blvd	1	1,500	258	586	491	1,072
40.59	SB Off to Burbank Blvd	1	1,500	1,615	1,171	1,946	1,516

Source: Traffic Analysis Report, July 2006

Notes: P.M. – post mile; SB – southbound

Locations and volumes highlighted in **bold** type indicate ramps where demand exceeds theoretical capacity.

Alternative 2: Level of Service Analysis – Year 2015 and 2031 with the Closure of Southbound I-405 Off-Ramp at Valley Vista Boulevard

A level of service (LOS) analysis at the project intersections was performed using forecast year 2015 and 2031 turning movement volumes. Locations where the average delay per vehicle with the closure of the southbound I-405 on/off-ramps at Valley Vista Boulevard peak hour changes from the Alternative 2 condition are summarized in Tables 3.5-18 and 3.5-19. The removal of the southbound I-405 exit to Valley Vista/Sepulveda Boulevard would cause traffic to be redistributed through a highly congested area, and create impacts at intersection #24, #25, #26, #28, #29, #30, #31, #32, and #36.

Table 3.5-18: Comparison of Alternative 2 with and without the Closure of the Southbound Valley Vista Boulevard On/Off-ramps Year 2015 AM Peak Hour LOS

Intersection		Control	ALT 2		Alt 2 with Closure of Valley Vista		Change in Delay
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	
24	Valley Vista Blvd & Sepulveda Blvd	S	78.0	E	82.0	F	4.0
25	Greenleaf On/Off-ramps & Sepulveda Blvd	S	135.3	F	149.1	F	13.8
26	Ventura Blvd & Sepulveda Blvd	S	189.0	F	208.1	F	19.1
28	NB 101 Off-ramp & N Sepulveda Blvd	S	22.7	C	83.0	F	60.3
29	Magnolia Blvd & N Sepulveda Blvd	S	19.6	B	32.3	C	12.7
30	Burbank Blvd & N Sepulveda Blvd	S	225.6	F	399.3	F	173.7
31	Burbank Blvd & NB 405 On/Off-ramps	S	21.0	C	85.1	F	64.1
32	Burbank Blvd & SB 405 On/Off-ramps	S	103.7	F	201.1	F	97.4
36	Ventura Blvd & SB 405 On/Off-ramps	S	44.3	D	45.9	D	1.6

Source: Traffic Analysis Report, July 2006
Notes: S – Signalized

Table 3.5-19: Comparison of Alternative 2 with and without the Closure of the Southbound Valley Vista Boulevard On/Off-ramps Year 2015 PM Peak Hour LOS

Intersection		Control	ALT 2		Alt 2 with Closure of Valley Vista		Change in Delay
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	
24	Valley Vista Blvd & Sepulveda Blvd	S	74.0	E	55.7	E	-18.3
25	Greenleaf On/Off-ramps & Sepulveda Blvd	S	85.3	F	80.1	F	-5.2
26	Ventura Blvd & Sepulveda Blvd	S	100.2	F	94.5	F	-5.7
28	NB 101 Off-ramp & N Sepulveda Blvd	S	28.2	C	48.4	D	20.2
29	Magnolia Blvd & N Sepulveda Blvd	S	125.2	F	122.2	F	-3.0
30	Burbank Blvd & N Sepulveda Blvd	S	383.8	F	396.1	F	12.3
31	Burbank Blvd & NB 405 On/Off-ramps	S	101.6	F	100.9	F	-0.7
32	Burbank Blvd & SB 405 On/Off-ramps	S	77.8	E	84.8	F	7.0
36	Ventura Blvd & SB 405 On/Off-ramps	S	30.3	C	34.5	C	4.2

Source: Traffic Analysis Report, July 2006
Notes: S – Signalized

Locations where the average delay per vehicle with the closure of the southbound Valley Vista Boulevard on/off-ramps peak hour changes in the year 2031 from the Alternative 2 condition are summarized in Tables 3.5-20 and 3.5-21. The removal of the southbound I-405 exit to Valley Vista/Sepulveda Boulevard would cause traffic to be redistributed through a highly congested area, and create impacts at intersection #24, #25, #26, #28, #29, #30, #31, #32, and #36.

Table 3.5-20: Comparison of Alternative 2 with and without the Closure of the Southbound I-405 Valley Vista Boulevard On/Off-ramps Year 2031 AM Peak Hour LOS

Intersection		Control	ALT 2		Alt 2 with Closure of Valley Vista		Change in Delay
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	
24	Valley Vista Blvd & Sepulveda Blvd	S	163.5	F	179.8	F	16.3
25	Greenleaf On/Off-ramps & Sepulveda Blvd	S	264.7	F	283.9	F	19.2
26	Ventura Blvd & Sepulveda Blvd	S	321.0	F	346.8	F	25.8
28	NB 101 Off-ramp & N Sepulveda Blvd	S	68.3	E	83.0	F	14.7
29	Magnolia Blvd & N Sepulveda Blvd	S	32.0	C	32.3	C	0.3
30	Burbank Blvd & N Sepulveda Blvd	S	392.2	F	399.3	F	7.1
31	Burbank Blvd & NB 405 On/Off-ramps	S	85.3	F	85.1	F	-0.2
32	Burbank Blvd & SB 405 On/Off-ramps	S	197.4	F	201.1	F	3.7
36	Ventura Blvd & SB 405 On/Off-ramps	S	74.4	E	82.0	F	7.6

Source: Traffic Analysis Report, July 2006

Notes: S – Signalized

Table 3.5-21: Comparison of Alternative 2 with and without the Closure of the Southbound I-405 Valley Vista Boulevard On/Off-ramps Year 2031 PM Peak Hour LOS

Intersection		Control	ALT 2		Alt 2 with Closure of Valley Vista		Change in Delay
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	
24	Valley Vista Blvd & Sepulveda Blvd	S	164.6	F	137.8	F	-26.8
25	Greenleaf On/Off-ramps & Sepulveda Blvd	S	185.2	F	176.1	F	-9.1
26	Ventura Blvd & Sepulveda Blvd	S	204.2	F	205.6	F	1.4
27	NB 101 On-ramp & Sepulveda Blvd	S	95.3	F	90.7	F	-4.6
28	NB 101 Off-ramp & N Sepulveda Blvd	S	94.7	F	123.2	F	28.5
29	Magnolia Blvd & N Sepulveda Blvd	S	255.8	F	249.6	F	-6.2
30	Burbank Blvd & N Sepulveda Blvd	S	598.6	F	619.9	F	21.3
31	Burbank Blvd & NB 405 On/Off-ramps	S	234.1	F	239.0	F	4.9
32	Burbank Blvd & SB 405 On/Off-ramps	S	203.1	F	210.6	F	7.5
36	Ventura Blvd & SB 405 On/Off-ramps	S	95.8	F	85.7	F	-10.1

Source: Traffic Analysis Report, July 2006

Notes: S – Signalized

Traffic Impacts Related to Construction Activities for All Build Alternatives

This project would have similar impacts as recently constructed projects along I-405. Detours and commuter delays will occur on the freeway, Sepulveda Blvd., and adjacent local streets.

The construction of Alternative 2 would primarily affect the northbound I-405, except where major improvements would be made along both sides of the I-405, such as in the vicinity of the Wilshire Boulevard and Sunset Boulevard interchanges and the Valley Vista Boulevard off-ramp. The construction of Alternative 3 is expected to have an effect in both directions of travel. Construction of the planned improvements would require the narrowing of traffic lanes and loss of shoulder areas for a period of 4 to 5 years, thereby reducing the effective capacity of the freeway segments and/or ramps where construction would be taking place. This would result in overall traffic delays increasing by as much as 10 percent or more during peak traffic periods.

The impact of traffic delays would be particularly inconvenient when construction first starts, due to heightened driver interest and the need for the average driver to adjust to changes in the roadway. However, within one to two weeks after construction starts, regular commuters would usually become accustomed to driving through a construction zone, so the amount of traffic delays caused by construction would decrease accordingly.

3.5.4 Avoidance, Minimization, and Mitigation Measures

- Implement an effective Traffic Management Plan that would include detailed construction staging plans and analysis of how traffic would be affected during construction;
- Construction phasing plans would emphasize traffic operations and traffic safety;
- Maintain the number of existing traffic lanes on the freeway and busy ramps during peak traffic periods;
- Construct the improvements at the Wilshire Boulevard, Sunset Boulevard, and Getty Center Drive interchanges prior to closing the Montana Avenue off-ramp and the Moraga Drive on/off-ramps;
- Construct the new southbound Skirball Center Drive/Sepulveda Boulevard on/off-ramps prior to closing the existing ramps;
- Coordinate with MTA, Antelope Valley Transit, LADOT, Santa Clarita Transit and Santa Monica's Big Blue Bus to provide rerouting information, including operating schedules, to public users at least one month in advance to minimize impacts;
- Obtain a permit from the Federal Land Agency for an aerial highway easement and a portion of the federal parking lost area at the southeast corner of Wilshire Blvd. and Sepulveda Blvd. Caltrans would replace the loss of parking spaces in adjacent land belonging to Caltrans;
- Coordinate with the Santa Monica Mountains Conservancy for impacts to parking at the Getty View Trailhead (refer to the Section 4(f) Evaluation for more detailed mitigation for this Section 4(f) resource); and
- Coordinate with the City of Los Angeles to adjust signal timing.

3.5.5 Cumulative Impacts

The cumulative study area includes the I-405 mainline, ramps, intersections of ramp terminals with local streets, and intersections within one local street of the I-405 freeway. This study area was analyzed in the Traffic Analysis Report for the project alternatives and includes the freeway mainline in the vicinity of the proposed project. Therefore, cumulative traffic and transportation effects are the same as the project effects detailed below.

The project alternative effects described in the Traffic Analysis Report include the cumulative condition and therefore represent the cumulative contribution as well as the project effects to traffic and transportation.

Alternative 1: No Build, would not directly contribute to cumulative effects to traffic and transportation/pedestrian and bicycle facilities. However, by not providing for future transportation needs and predicted growth in traffic volumes, Alternative 1 would contribute to an indirect adverse cumulative effect on traffic and transportation.

Implementation of Alternative 2 and 3 would reduce traffic congestion through this segment of I-405. Alternative 2 and 3 would not generate traffic but rather facilitate the redistribution of existing and future traffic to a proposed enhanced-capacity regional facility. Impacts are a result of regional traffic growth and are not directly attributable to project implementation.

Minimization measures are required to reduce construction-related traffic and transportation effects (for all alternatives), impacts to intersections and ramp meters. Even with minimization measures applied, several of the study area intersections would still remain impacted under all of the project alternatives.

3.6 VISUAL/AESTHETICS

3.6.1 *Regulatory Setting*

NEPA, as amended establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* and culturally pleasing surroundings (42 U.S.C. 4331 [b][2]). To further emphasize this point, the FHWA in its implementation of NEPA (23 U.S.C. 109[h]), directs that final decisions regarding projects are to be made in the best overall public interest, taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values. Likewise, CEQA establishes that it is the policy of the State to take all action necessary to provide the people of the State “with...enjoyment of *aesthetic*, natural, scenic, and historic environmental qualities.” (CA Public Resources Code Section 2100[b]).

The Caltrans I-405 Visual Impact Assessment, February 2007 and August 2007, used the Visual Quality Analysis (VQA) according to the criteria set for The Visual Impact Assessment for Highway Projects (USDOT, FHWA c. 1979). Revisions have been made as noted, however, the visual character and impacts described remain consistent with the information provided in the Draft EIR/EIS.

3.6.2 *Affected Environment*

Project Setting

The regional landscape establishes the general visual environment of the project, but the specific visual environment upon which this assessment will focus is confined to the identified landscape and project viewshed.

Landscape Units

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers. The project study area is characterized in three distinct landscape units (see Figure 3.6-1: Key View Location Map).

The southern portion from Olympic Blvd. to approximately Sunset Blvd. is primarily urban in nature. This area consists entirely of residential and commercial uses and also includes the City of Los Angeles Department of Parks and Recreation – Westwood Recreation Center (Bad News Bears Field), the Los Angeles National Cemetery, Federal Office Building, the Veterans Administration (VA) Center, and the Getty Center. Visual resources include urban landscaping and corridor views of mountains and urban skyline.

The middle portion extends from Moraga Dr. to approximately Mulholland Dr. This portion of the project study area is less densely developed and has a more rural character. Approximately a third of the length of the project area (Sepulveda Pass), is designated as open space, which is part of the Santa Monica Mountains National Recreation Area. This includes the area between the Getty Center and Bel Air. The Santa Monica Mountains Conservancy owns and operates a couple of trailheads in the project study area at Getty Center Drive and Skirball Center Drive. Developments in the area include a Metropolitan Water District control plant, The Skirball Cultural Center, and Milken Community High School as well as several residences that occupy

the hillsides near Mulholland Drive. Views in this area are dominated by surrounding hillsides and natural vegetation.

The northern portion extends from Mulholland Drive to the US-101 interchange and includes expansive views of the San Fernando Valley and single family residential homes along the hillsides. As you approach Ventura Blvd., the area is dominated by commercial development.

Project Viewshed

A viewshed is a subset of a landscape unit and is comprised of all the surface area visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views located from the proposed project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features. Viewer groups and viewer responses are discussed in more detail in the following sections.

Within the southern portion of the study area, the project viewshed from the freeway includes views of the mountains and urban skyline. The southern portion of the study area is more densely developed and the freeway is at a higher elevation, expanding one's view of adjacent land uses (mainly commercial), the Bad News Bears Field, the Los Angeles National Cemetery and residences on the hillside.

Within the middle portion of the study area, the project viewshed expands to the surrounding hillsides because of limited development. The project may be viewed from the Skirball Cultural Center, Sepulveda Blvd., Milken Community High School, and residences on the hillside.

Within the northern portion, the viewshed expands to the San Fernando Valley and hillsides. The project may be viewed from Ventura Blvd. and residences on the hillside.

EXISTING VISUAL RESOURCES

This section discusses the visual character and quality of visual resources at various locations along the I-405 corridor project study area.

Visual Assessment #1 – I-405 Between Olympic Blvd. and Santa Monica Blvd.

The direct-access HOV on/off-ramp at Santa Monica Blvd. would include a new flyover structure, however, this design option was considered but eliminated from further discussion (refer to Section 2.5 of the EIR/EIS and Visual Impact Assessment, February 2007 and August 2007 for further discussion).

Visual Assessment #2 – I-405 Bad News Bears Field

The Bad News Bears Field (see Figure 3.6-2: Existing View and Figure 3.6-3: Proposed View with Soundwall atop a retaining wall) is located along the east side of the I-405 along Sepulveda Blvd. near the Ohio Ave. undercrossing. Motorists driving on the northbound I-405 see dense mature vegetation on the east side of the freeway. Pedestrians (park users) see only a glimpse of the freeway as the freeway is on higher ground and screened by the existing vegetation that adds color and texture to the viewshed. A retaining wall with a soundwall atop is proposed and no soundwall or retaining wall currently exists.

Figure 3.6-1: Key View Location Map

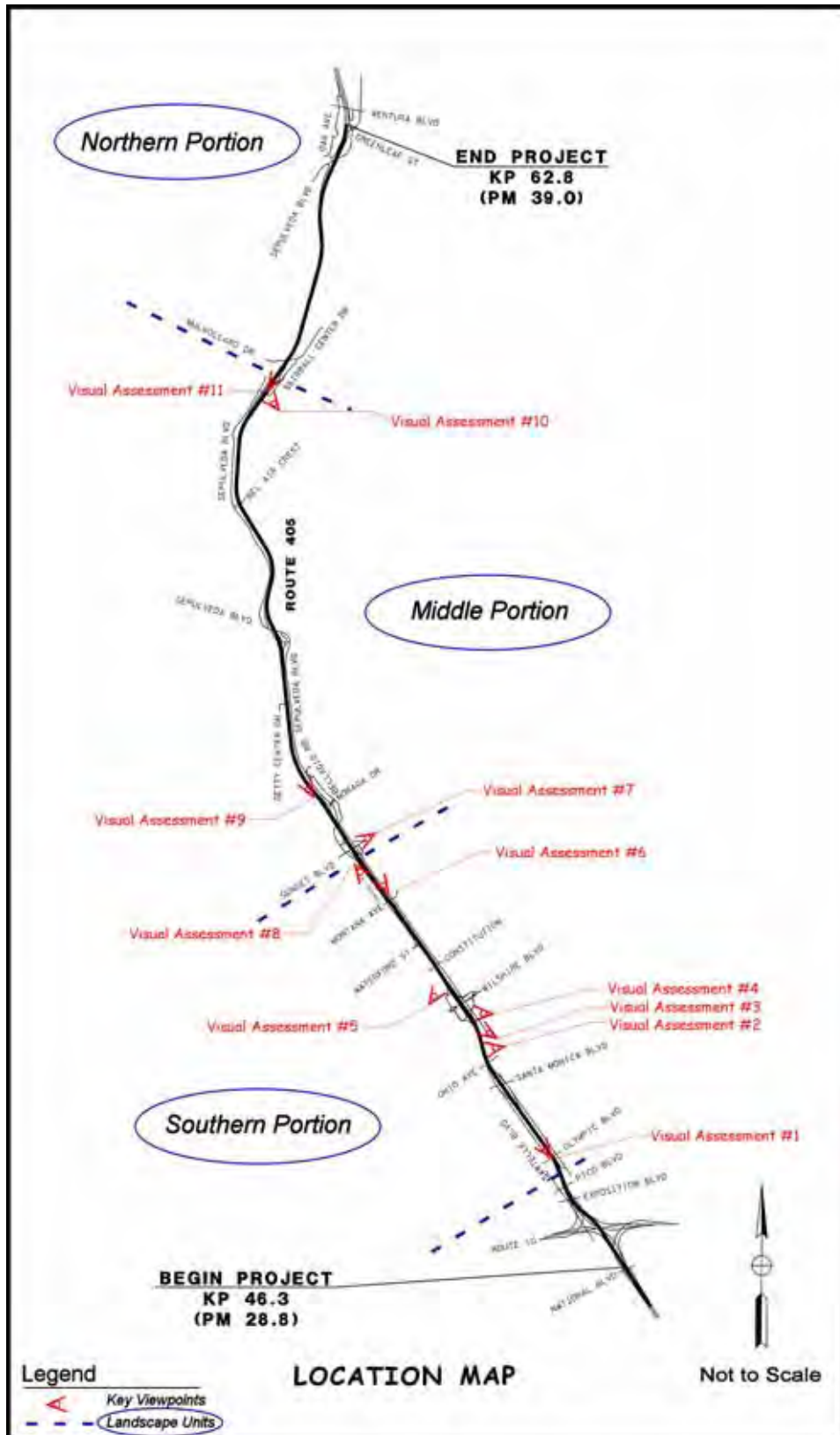


Figure 3.6-2: Viewpoint 2 (Existing) – Bad News Bears Field Facing West Towards I-405



Source: Visual Impact Assessment, February 2007

Figure 3.6-3: Viewpoint 2 (Proposed) – Bad News Bears Field Facing West Towards I-405 with Soundwall Atop a Retaining Wall



Source: Visual Impact Assessment, February 2007

Visual Assessment #3 – Salvation Army Westwood Transitional Village/Bessie Pregerson Child Development Center Parking Lot

The Salvation Army Westwood Transitional Village and Bessie Pregerson Child Development Center (see Figure 3.6-4: Existing View and Figure 3.6-5: Proposed View with Soundwall atop a retaining wall) are located along the east side of the I-405 along Sepulveda Blvd. between Ohio Ave. and Wilshire Blvd. The viewshed includes the freeway, existing vegetation, lighting, a rail fence on the State property line and a small pedestrian walkway.

Visual Assessment #4 – Wilshire Blvd. Interchange – Federal Office Building Parking Lot

The Wilshire Blvd. interchange area is located in Westwood, just southwest of the University of California, Los Angeles (UCLA). This intersection supports a large volume of vehicular traffic. Resources in the area include views of the mountains and urban skyline.

The I-405 freeway and on/off-ramps are elevated through this segment with Sepulveda Blvd. and Wilshire Blvd. crossing under the freeway. Freeway landscaping and landscaping around the Caltrans Maintenance facility and Sepulveda Blvd. and Federal Office Buildings (southeast quadrant) includes large-mature trees, shrubs, and grass. Views along Wilshire Blvd. include high-rise buildings to the east and the I-405 overcrossing to the west. The visual environment at the interchange is highly urbanized and primarily utilitarian (see Figure 3.6-6: Existing View and Figure 3.6-7: Proposed View with new Wilshire Blvd. On/Off-ramps).

Visual Assessment #5 Veterans Administration Center Storage Area

The Veterans Administration (VA) Center (northwest and southwest quadrant) is located adjacent to the existing southbound I-405 Wilshire Blvd. off-ramp to westbound Wilshire Blvd. This off-ramp would be reconfigured and shifted to the west up to 62 feet, which will require a sliver of land from the VA Center's transportation yard/storage area to accommodate the realignment of the I-405 southbound Wilshire Blvd. off-ramp. The VA transportation yard/storage area is located in an urban setting with an immediate viewshed from the existing storage facility. Storage sheds and cargo bins currently occupy the area and will need to be relocated (see Figure 3.6-8: Existing View and Figure 3.6-9: Proposed View with new southbound I-405 Wilshire Blvd. off-ramp).

Visual Assessment #6 – Sepulveda Blvd. between Montana Ave. and Moraga Dr.

The I-405 runs parallel to the west side of Sepulveda Blvd. through this portion of the project. The motorist's viewshed includes: a four-lane street with two lanes in each direction, an 8-foot shoulder used for street parking, a retaining wall with a soundwall atop it on the freeway side that is screened by mature vegetation, retaining walls and lush mature vegetation on the resident's side, a sidewalk, street lights and utility poles (see Figure 3.6-10: Existing View, Figure 3.6-11: Proposed View with Retaining Wall).

Figure 3.6-4: Viewpoint 3 (Existing) – The Salvation Army Westwood Transitional Village and Bessie Pregerson Child Development Center Parking Lot



Source: Visual Impact Assessment, February 2007

Figure 3.6-5: Viewpoint 3 (Proposed) – The Salvation Army Westwood Transitional Village and Bessie Pregerson Child Development Center Parking Lot with Proposed Soundwall Atop a Retaining Wall



Source: Visual Impact Assessment, February 2007

**Figure 3.6-6: Viewpoint 4 (Existing) – Federal Office Building Parking Lot Facing West
Toward N/B I-405**



Source: Visual Impact Assessment, February 2007

**Figure 3.6-7: Viewpoint 4 (Proposed) – Federal Office Building Parking Lot Facing West
Toward N/B I-405 with Reconstructed On/Off-ramps at Wilshire Blvd.**



Source: Visual Impact Assessment, February 2007

Figure 3.6-8: Viewpoint 5 (Existing) – Veterans Administration Center’s Storage Area Facing East Towards S/B I-405



Source: Visual Impact Assessment, February 2007

Figure 3.6-9: Viewpoint 5 (Proposed) – Veterans Administration Center’s Storage Area Facing East Towards Realigned S/B I-405 Off-ramp



Source: Visual Impact Assessment, February 2007

Figure 3.6-10: Viewpoint 6 (Existing) – Sepulveda Blvd. Looking Northbound



Source: Visual Impact Assessment, August 2007

Figure 3.6-11 Viewpoint 6 (Proposed) – Sepulveda Blvd. Looking Northbound After Construction



Source: Visual Impact Assessment, August 2007

Visual Assessment #7 – I-405 Sunset Blvd. Interchange

This area has been selected for evaluation since the Sunset Blvd. overcrossing would be reconstructed and widened to accommodate freeway widening and to enhance traffic operations at this interchange. Within this particular area, the roadway is located in an urban setting with a broad viewshed. There are many lighting structures, some sidewalks and mature vegetation on both sides of the overcrossing and freeway (see Figure 3.6-12: Existing View, Figure 3.6-13: Proposed View with new Sunset Blvd. Overcrossing).

Visual Assessment #8 – I-405 Brentwood Glen: Church Lane (Alternative 3 Modified)

Church Lane is a frontage road that is located along southbound I-405 between Constitution Ave. and Sunset Blvd. in the community of Brentwood Glen. Church Lane is a two-lane street with approximately 12-foot wide lanes in each direction. It also has an 8-foot wide shoulder for street parking, a retaining wall with a soundwall atop on the freeway side which is screened by lush mature vegetation. The resident's viewshed also includes street trees on the resident's side, sidewalk, street lights and utility poles (see Figure 3.6-14: Existing View, Figure 3.6-15 and Figure 3.6-16: Proposed View Brentwood Glen: Church Lane).

Visual Assessment #9 – Northbound I-405 towards Getty Center Drive

This assessment is looking northbound towards Getty Center Drive. Resources in the area include occasional mountain views, large-mature trees, and views of the Getty Center. The I-405 represents the eastern edge of the Brentwood-Pacific Palisades Community Plan area and is designated as a scenic freeway within that plan (see Figure 3.6-17: Existing View and Figure 3.6-18: Proposed View with Soundwall). Vegetation covering most of the hillsides consists of mostly mixed chaparral, with some ruderal (disturbance adapted) roadside vegetation occurring along the freeway perimeter.

Visual Assessment #10 – I-405 at the Skirball Center Drive Overcrossing

The existing overcrossing has an open view with hills in the distance. Currently, the roadway contains two 10-foot wide lanes in each direction and a 10-foot left-turn lane with no shoulders (see Figure 3.6-19: Existing View, Figure 3.6-20: Existing Cross-Section and Figure 3.6-21: Proposed Cross-Section). There is a small pedestrian crosswalk and fence on the north side of the overpass with a barrier separating it from the traveled way. Overhead utilities can be seen in the distance and there are light structures on each side of the overpass. Located just southeast of the overpass, near the existing pedestrian crosswalk, is the Skirball Trailhead.

Figure 3.6-12: Viewpoint 7 (Existing) – Sunset Blvd. Overcrossing Facing West



Source: Visual Impact Assessment, February 2007

Figure 3.6-13: Viewpoint 7 (Proposed) – Sunset Blvd. Overcrossing Facing West



Source: Visual Impact Assessment, February 2007

Figure 3.6-14: Viewpoint 8 (Existing) – Brentwood Glen: Church Lane Looking Southbound



Figure 3.6-15: Viewpoint 8 (Proposed) – Brentwood Glen: Church Lane Looking Southbound with Proposed Wall Structures and Vines (6 months after construction)



Figure 3.6-16: Viewpoint 8 (Proposed) – Brentwood Glen: Church Lane Looking Southbound with Proposed Wall Structures and Vines (5 years after construction)

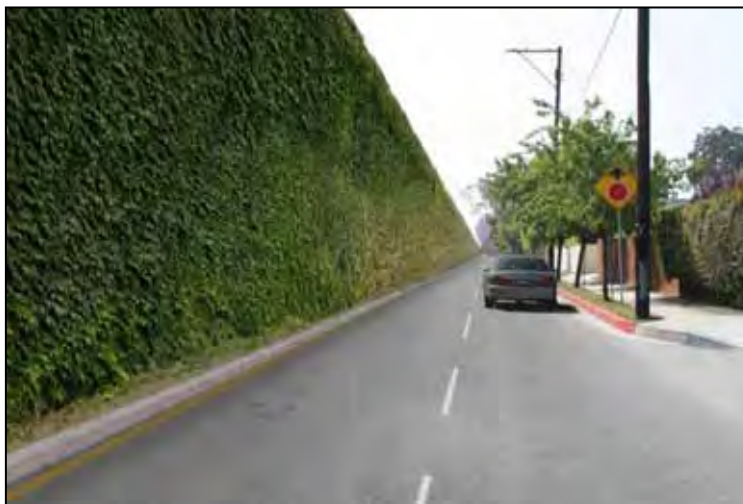


Figure 3.6-17: Viewpoint 9 (Existing) – Northbound I-405 Towards Getty Center Drive



Source: Visual Impact Assessment, February 2007

Figure 3.6-18: Viewpoint 9 (Proposed) – Northbound I-405 Towards Getty Center Drive



Source: Visual Impact Assessment, February 2007

Figure 3.6-19: Viewpoint 10 (Existing) – Skirball Center Drive Overcrossing Facing West



Source: Visual Impact Assessment, February 2007

Figure 3.6-20: Viewpoint 10 (Existing) – Skirball Center Drive Overcrossing Cross-Section

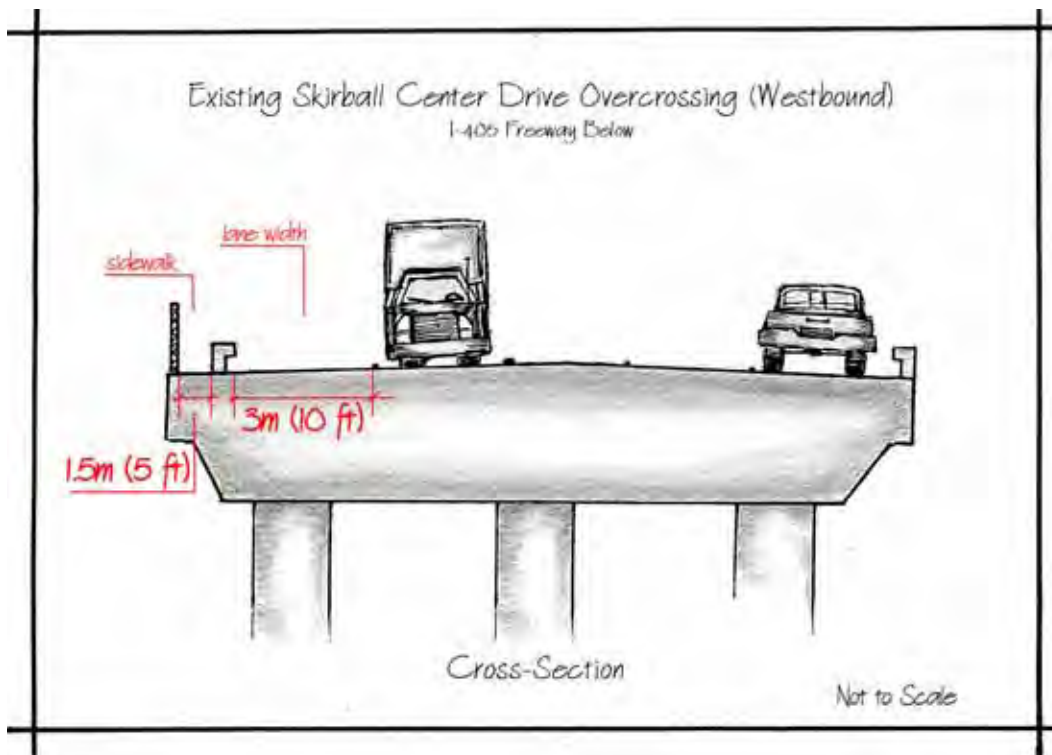
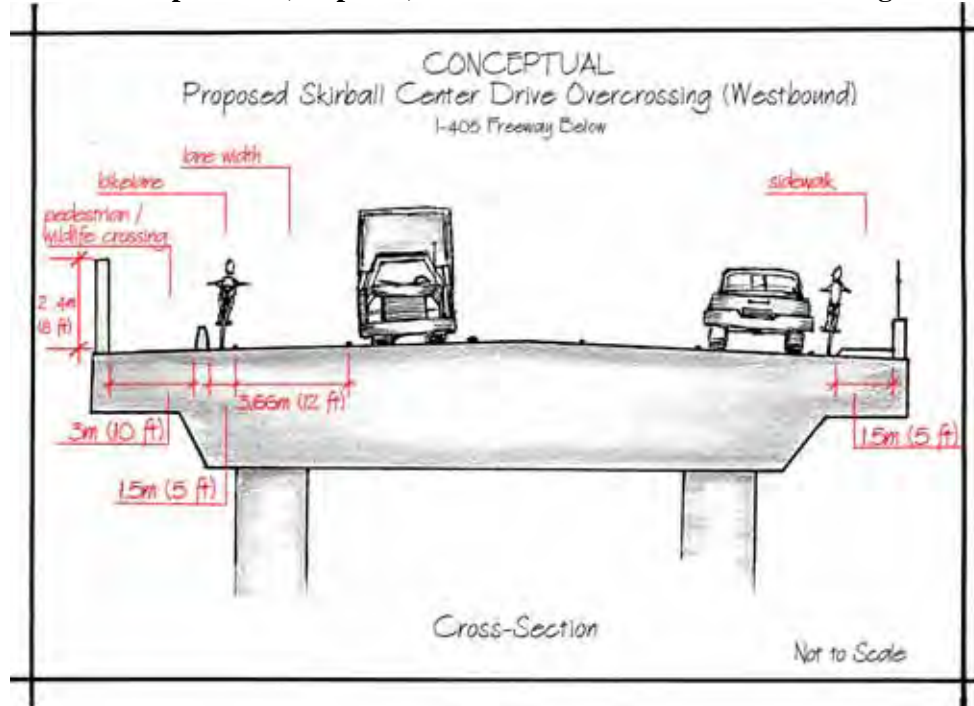


Figure 3.6-21: Viewpoint 10 (Proposed) – Skirball Center Drive Overcrossing Cross-Section



Visual Assessment #11 – I-405 at the Mulholland Drive Overcrossing

The Mulholland Drive Overcrossing spans a deep gorge through which I-405 passes and will need to be completely replaced to accommodate the widening of the freeway. The existing bridge was built in 1959 and is considered an historical bridge and focal point in this project area (see Figure 3.6-22: Existing View and Figure 3.6-23: Proposed View). Vegetation surrounds the bridge in the immediate, intermediate and distant views. Signage and roadway lighting can also be seen by motorists.

Figure 3.6-22: Viewpoint 11 (Existing) – Mulholland Drive Overcrossing Facing North



Source: Visual Impact Assessment, February 2007

Figure 3.6-23: Viewpoint 11 (Proposed) – Mulholland Drive Overcrossing



Source: Visual Impact Assessment, August 2007

3.6.3 Visual/Aesthetics Impacts

VIEWER GROUPS, VIEWER EXPOSURE AND VIEWER SENSITIVITY

Methods of Predicting Viewer Response

Project viewers fall into two categories: those using the highway and those looking toward it. The study corridor contains four viewer groups: motorists, residents, pedestrians and recreational users. Methods of predicting how viewers might react to visual changes brought about by a project are based on two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a highway project.

Viewer Exposure

Viewer exposure is typically assessed by measuring the number of people exposed to the resource change, type of viewer activity, speed at which the viewer moves, position of the viewer, and the duration of their view. High viewer exposure heightens the importance of early consideration of design, art, and architecture and their roles in managing the visual resource effects of a project.

Viewer Sensitivity

Viewer sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up that view (see Table 3.6-1: Visual Sensitivity). Local values and goals may confer visual significance on landscape components and

areas that will otherwise appear unexceptional in a visual resource analysis. Even when the existing appearance of a project site is uninspiring, a community may still object to projects that fall short of its visual goals.

VIEWER GROUPS

The study corridor contains four viewer groups: motorists, residents, pedestrians and recreationists. This section describes the viewer groups, exposures to views, viewer activity and viewer awareness. For each viewer group, the predicted response to visual change is described in relationship to viewer exposure and viewer sensitivity.

Motorist Viewer Group

The motorist viewer group consists of commuters, local residents, and travelers using I-405, Sepulveda Blvd. and connecting streets. A motorist's awareness of surrounding views varies based on travel speed, purpose of the drive, and the scenic quality of surrounding views. Frequent traveling through the area, commuters are primarily focused on the commute and the task of navigating through traffic. Commuters usually consider views as a secondary focus. Commuters and residents gain familiarity with surrounding views through repetitive exposure. Unlike local residents, commuters do not have the same sense of ownership and awareness of views because they do not reside within that environment and only pass through it. Travelers have less familiarity with existing views, yet, because they are generally traveling at a slower pace, they tend to focus on the visual environment.

Resident Viewer Group

The resident viewer group includes people who may have views of the project area from their homes or place of business or employment. Residents have a high level of exposure to the visual environment and high visual awareness. Unlike motorists, residents are stationary and usually have more time to take in their surrounding views, and at a fairly leisurely pace. They observe the visual environment on a daily basis and for an extended period of time. They become very familiar with the local environment and may take ownership of it. Residents are highly sensitive to visual changes, particularly if the changes occur within close proximity to their homes or include displacement or nearby residences and/or important visual features.

Pedestrian Viewer Group

Similar to residents, pedestrians have a high level of exposure to the visual environment and a high level of visual awareness. It is anticipated that a majority of the pedestrian traffic is comprised of people who are local in the area: employees, residents or students. This viewer group may have some sense of ownership over the existing environment. Pedestrians tend to be more aware of the visual environment because of their immediate and tangible experience of moving through it. Pedestrians are normally traveling at slow speeds and therefore have more opportunity to view the surrounding area. Even for those pedestrians whose primary purpose is to travel from point A to point B, their slower travel speed and tangible physical experience of the surrounding environment causes them to be highly sensitive to visual changes.

Recreationist Viewer Group

Recreationists include individuals from various areas and residents using or visiting a regional resource such as museum, park or nature trail. Although the recreationists' exposure to the visual environment is limited to periodic experiences of limited duration, they tend to have high expectations of what the condition of the visual environment should be, and exhibit a high level of visual awareness. For many in this group, the primary focus of their activity is to leisurely enjoy a visually attractive resource. Even for those whose primary purpose is to exercise, the expectation is that the surrounding environment should be pleasant and enjoyable. The recreationist viewer group can become somewhat familiar with the visual environment and surrounding resources depending on frequency of use and may have some sense of ownership over that environment. However, this will be more likely for residents who frequent a local park versus recreationists from various areas using a regional resource. Because of their limited and periodic exposure, but high level of visual awareness, the recreationist viewer group is anticipated to be moderately sensitive to visual quality changes.

VISUAL IMPACT ASSESSMENT METHOD

The process used in this visual impact study generally follows the guidelines outlined in the publication "Visual Impact Assessment for Highway Projects," Federal Highway Administration (FHWA), March 1981.

Six steps required to assess visual impacts were performed. They are as follows:

- Define the project setting and viewshed;
- Identify key views for visual assessment;
- Analyze existing visual resources and viewer response;
- Depict the visual appearance of project alternatives;
- Assess the visual impacts of project alternatives; and
- Propose methods to mitigate adverse visual impacts.

The following discussion focuses on the individual segments of the overall project in order to address the unique visual environment at each location where improvements will be constructed.

Table 3.6-1: Visual Sensitivity

Low	Minor adverse change to the existing visual resource, with low viewer response to change in the visual environment. May or may not require mitigation.
Moderate	Moderate adverse changes to the existing visual resource with moderate viewer response. Impact can be mitigated within five years using conventional practices.
Moderately High	Moderate adverse change to the existing resource with high viewer response or high adverse change to the existing visual resource with moderate viewer response. Extraordinary mitigation practices may be required. Landscape treatment required will generally take longer than five years to mitigate.
High	A high level of adverse change to the existing visual resource or a high level of viewer response to change such that architectural design and landscape treatment cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

Source: Visual Impact Assessment, February 2007

Visual Assessment #2 – Bad News Bears Field

The proposed project will construct a soundwall atop a retaining wall along state right-of-way adjacent to the Bad News Bears Field to accommodate the I-405 widening. Highway landscaping, including several mature trees will be removed and other trees will be blocked from public view from the park side perspective.

The primary viewer groups within this segment of the proposed project includes motorists, pedestrians and recreationists. The proposed project changes will change the existing visual quality along the freeway with a new soundwall atop a retaining wall. This structure will affect local community views from the park.

The proposed project changes after construction are expected to be moderate to low visual quality for this project segment. The motorist, pedestrian and recreationist viewer response is anticipated to be moderate.

Table 3.6-2 shows the affected viewer groups and viewer sensitivity at each location of the proposed improvements.

Table 3.6-2: Viewer Groups & Sensitivity

Visual Assessment #	Description	Viewer Group	Viewer Sensitivity	Visual Quality
Visual Assessment #2	Bad News Bears Field	Recreationists Pedestrians Motorists	Moderate Moderate Moderate	Moderate to Low
Visual Assessment #3	Westwood Transitional Village Bessie Pregerson Child Development Center	Residents	Moderately High	Low
Visual Assessment #4	Wilshire Blvd. Interchange-Federal Office Building Parking Lot	Motorists Residents Pedestrians	Moderate Moderate Moderate	Moderate to Low
Visual Assessment #5	Wilshire Blvd. – VA Center Storage Area	Motorists Residents Pedestrians	Moderately Low Low Low	Moderate
Visual Assessment #6	Sepulveda Blvd. between Montana Ave. to Moraga Dr.	Motorists Pedestrians Residents	Moderately Low Moderately Low Moderate	Moderate to Low
Visual Assessment #7	Sunset Blvd. Interchange	Motorists Pedestrians Residents	Moderately Low Moderately Low Moderate	Moderate
Visual Assessment #8	Brentwood Glen: Church Lane (Alternative 3 Modified)	Residents	Moderately High	Moderate to Low
Visual Assessment #9	Getty Center Area	Motorists Residents	Moderate Moderate	Moderate
Visual Assessment #10	Skirball Center Drive Overcrossing	Motorists Recreationists Pedestrians	Moderately Low Moderate Moderate	Moderate to Low
Visual Assessment #11	Mulholland Drive Overcrossing	Motorists Residents Recreationists	Moderate Moderately High Moderate	Moderate

Visual Assessment #3 – Salvation Army Westwood Transitional Village/Bessie Pregerson Child Development Center Parking Lot

The proposed soundwall atop a retaining wall along State right-of-way adjacent to the Salvation Army Westwood Transitional Village and the Child Development Center will decrease the visual quality to the viewshed. The man-made structure will become an intrusive visual element and encroach the landscaped area. Encroachments will give an undesirable sense of enclosure to the viewers.

Residents were analyzed to determine how their views will likely be affected by this project. Their viewer sensitivity to visual change is expected to be moderately high.

Visual Assessment #4 – I-405 at Wilshire Blvd. Interchange Federal Office Building Parking Lot

A portion of the Federal Office Building parking lot, consisting of several mature trees will be removed to accommodate the new northbound off-ramp to eastbound Wilshire Blvd.

The initial visual impacts will affect the foreground and middleground views of the residents and pedestrians. The large cement columns and raised structure will invariably be a negative visual impact and so will the view to the freeway. The motorists' view will also be altered, as many trees will be removed to accommodate the new structure that sits within the parking lot. The visual change makes the overall visual quality rating moderate to low. The impact will be greater right after project construction.

Motorist, resident and pedestrian viewer groups were analyzed because they will be most affected by this project. Their familiarity and therefore attachment to the existing view will increase their sensitivity to changes. Viewer groups analyzed are expected to be moderately sensitive to the visual changes. The visual impact will be greater right after project construction because of the new structures and the high volume of vegetation removed. However, over time, the structures will begin to blend with the existing facility and where space is sufficient, vegetation will be replanted to improve the visual quality of the project area.

Visual Assessment #5 – Veterans Administration Center Storage Area

The reconfiguration of the southbound I-405 Wilshire Blvd. off-ramp will come across the west side of the VA Center eliminating a portion of this storage area. Cargo bins and a storage shed will need to be relocated. The off-ramp structure will include a retaining wall, barrier and possibly a chain-link fence atop it. The viewshed will look clean and open looking towards the freeway. Motorists entering and exiting the freeway will notice a bare area and the loss of color where the vegetation used to be. Upon evaluating the visual quality factors, after construction, the new development will be somewhat favorable to this viewshed and will change all of the low quality factors to moderate.

Motorist, resident and pedestrian viewer groups were analyzed to determine how views will likely be affected by this new development. The reconfigured off-ramp will enhance the view for pedestrians and residents. Their level of sensitivity to the new viewshed is anticipated to be low.

Motorists however, will have a different perspective driving on the freeway and off-ramp. Their sensitivity level to the new viewshed is expected to be moderate to low.

Visual Assessment #6 – Sepulveda Blvd. between Montana Ave. to Moraga Dr.

In order to accommodate freeway widening, Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. and shifted to the east. The retaining wall with the soundwall atop will be constructed on the freeway side leaving a minimal plantable area varying between 2.8 feet to 15.2 feet in front of the structure. The width, number of lanes, and right-of-way for Sepulveda Blvd. will be maintained. A sidewalk varying between 5 feet to 8 feet is proposed on the resident side of Sepulveda Blvd. with a retaining wall.

The proposed construction will remove most of, if not all of the mature vegetation on both sides of Sepulveda Blvd. between Montana Ave. and Sunset Blvd. The proposed retaining wall on the east side of Sepulveda Blvd. (resident side) will cut into the existing slope eliminating a portion of the existing vegetation. Utilities and street lights will be removed and replaced.

The primary viewer groups within this segment of the project area are motorists, pedestrians and residents. Motorist and pedestrian viewer sensitivity to visual change in this area is expected to be moderately low. Resident viewer sensitivity to visual change in this area is expected to be moderate.

Visual Assessment #7 – I-405 at Sunset Blvd. Interchange

The proposed project will widen the Sunset Blvd. overcrossing to accommodate an additional eastbound lane. Other improvements in this area include the reconfiguration of the Sunset Blvd. intersection, plus additional lanes, replacement of sidewalks and a median on the overcrossing.

Motorist, pedestrian and resident viewer groups were analyzed to determine how views will likely be affected by this project. The impact will be greater right after project construction. Motorist and pedestrian viewer sensitivity is expected to be moderate to low. Resident viewer sensitivity however, is expected to be moderate.

Visual Assessment #8 – Brentwood Glen: Church Lane (Alternative 3 Modified)

The proposed project will require freeway widening on the west side of the I-405 in the community of Brentwood Glen on Church Lane. The major impact to this view, from the resident's perspective, will be the placement of a retaining wall with a soundwall atop with limited amount of space for a plantable area in front of the wall structure. The proposed wall structure may reach up to 30 feet in height. The freeway centerline in this area will be shifted towards the east. In order to accommodate the widened roadway above, the width of Church Lane will be reduced. It will remain a two-lane street, with each lane width approximately 10-ft wide. The existing street parking on the west side of the street will be eliminated. At the base of the proposed wall, a 1.5-foot wide planting area with a 6-inch high curb will be placed.

The proposed retaining wall with soundwall atop it will decrease all visual quality factors. The man-made structure will become an intrusive visual element to the viewshed and encroach on the landscaped area. The height of the wall structure and the narrowing of the street will give an

undesirable sense of enclosure to the residents. The large wall surface could be subject to graffiti and introduce an undesirable facet of urban life to the neighborhood. Residents' viewer sensitivity to visual change in this area is expected to be moderately high.

Visual Assessment #9 – I-405 towards Getty Center Drive

The major impact to this view, from the motorist's perspective, is the placement of a retaining wall with a soundwall atop on the east side of the freeway and the retaining wall on the west side of the freeway. Mature vegetation will be removed to accommodate the freeway widening and wall structures leaving limited plantable area on the east side of the freeway.

The viewer groups within this segment of the proposed project include motorists and residents. Although cyclists, hikers, and other recreationists frequent this stretch of the project due to the proximity of the Getty View Trailhead and motorists are the primary viewer group. Motorist and resident sensitivity to visual change is expected to be moderate.

Visual Assessment #10 – I-405 at the Skirball Center Dr. Overcrossing

The proposed project will replace and widen the Skirball Center Dr. overcrossing to accommodate the I-405 freeway widening. A shared pedestrian/wildlife path and bike lanes will be provided as a part of the project. The path, bike lanes and shoulders will be approximately 15 feet in width on the south side of the overpass and 10-foot wide on the north side of the overpass. The southeast side of the overpass will temporarily affect a portion of the Skirball Trailhead for the construction of a retaining wall to support the widened structure.

Motorist, pedestrian, and recreational viewer groups were used to analyze how views will be affected by this project. Pedestrian and recreationist viewer sensitivity to visual change is expected to be moderate and motorist's sensitivity to visual change is expected to be moderately low. The visual impact will be greater right after project construction. However, where space is sufficient after project construction, vegetation will be replanted and will mature and the newly built structure will begin to blend with the current setting.

Visual Assessment #11 – I-405 at the Mulholland Drive Overcrossing

All build alternatives propose to remove and replace the Mulholland Drive bridge in order to accommodate the I-405 freeway widening. The historic overcrossing will be replaced with a bridge design in coordination with FHWA and SHPO that will not disrupt or alter existing views or scenic views. The proposed replacement will not substantially degrade the overall visual character or quality of the surrounding hillsides or residential neighborhoods. A new retaining wall will be placed on the northbound I-405 in this project area. The existing retaining wall on the southbound side will be replaced. Vegetation will be removed on both sides of the freeway and near the overcrossing area to accommodate project construction.

Three viewer groups: motorist, resident and recreationists were used to analyze how views will likely be affected by this project. Overall, viewer sensitivity to visual change is expected to be moderate to moderately high. The visual impact will be greater right after project construction. However, after project construction and where space is sufficient, vegetation will be replanted

and the proposed bridge structure and retaining walls will be more organic in appearance and better blend into the context of the surrounding environment.

CONSTRUCTION-RELATED VISUAL IMPACTS

Construction activities would be similar throughout the project corridor; however, different components are proposed at various locations that have a unique affect on the visual environment at that location. Overall, visual impacts associated with the project include removal of vegetation, grading and excavation, new soundwalls and retaining walls, fencing, and roadway signage and lighting. The visual effects of these changes would be temporary and minor and would not affect scenic resources, overall character of the surrounding environment, or the visual quality of the project corridor.

FINDINGS AND CONCLUSION

The visual effects of the project are summarized as the urban and semi-rural character of the I-405 corridor in the project area will be of overall moderate quality. Views from the freeway will be diminished in quality by the increase in size and scale of the freeway and its walls, barriers and structures. Views to the freeway will also be adversely affected. The removal of existing mature vegetation adjacent to the freeway will further contribute to the visual change. Visual quality factor ratings show the impact.

The visual impact will be the greatest immediately following project completion as some land will appear bare, new concrete structures will appear striking and some views will be slightly impaired from the structures, barriers and walls. The impacts are expected to diminish as the project site mitigation components become established.

3.6.4 Avoidance, Minimization and Mitigation Measures

The following design requirements in cooperation with and the concurrence of the District Landscape Architect should be considered where feasible to help minimize, reduce, or mitigate visual impacts related to incompatibility with the existing visual character along I-405:

- Aesthetic treatment on soundwalls, retaining walls, soil nail walls and soldier pile walls will match existing corridor theme for continuity and to meet community commitments;
- Aesthetic treatments and decorative railing/fencing on bridges and overcrossings to bring out matching elements of the community or character of the surrounding area;
- Slope paving or vegetation at undercrossings should be enhanced with texture to deter graffiti;
- Color and materials for retaining walls along hillsides to ensure compatibility with the landscape i.e., type of imprint to mimic stone or rock-type look can also be done on walls in areas where there are mountain views, as long as Caltrans' safety standards are met for these types of walls;
- Proposed lighting will be equipped with shields to direct light and minimize spill-over and will use metal halide lamps for better color rendering;

- All new street lighting to be installed will be in coordination with the City of Los Angeles Bureau of Street Lighting and in accordance with lighting specifications using the lowest level of illumination/brightness to meet safety needs while minimizing glare;
- Vegetation that is removed (trees, shrubs, groundcover and natives) will be replaced where space allows and where necessary, irrigation will be installed. Native vegetation will be planted in the rural disturbed areas where space allows. Coordination will be required between the District Landscape Architect and District Environmental Branch throughout project design to select appropriate native vegetation replacement; and
- Where needed and where space allows, plant vines.

3.6.5 Cumulative Impacts

Potential cumulative visual impacts could occur when other projects, in combination with the proposed project, cumulatively contribute to the degradation or deterioration of the visual setting (e.g., projects that substantially damage important visual resources, such as obstructing scenic vistas or views and/or ridgelines, or that result in substantial shade/shadow or glare effects on shadow-sensitive uses).

The study area for the cumulative visual impact analysis would consist of the general area in the immediate vicinity of the project right-of-way as well as those areas that can be viewed from, or have views of, the proposed project. Major development and transportation projects in the area (see Tables 3.1-1 and 3.1-2) include a number of development/redevelopment projects that are proposed in the vicinity of the project area, however, none appear to have the potential to substantially adversely affect visual resources. Since the proposed project alternatives do not result in a substantial deterioration of visual resources and the resource study area is dominated by similar urban and transportation infrastructure, the project alternatives would not contribute to a substantial cumulative impact.

3.7 HISTORIC CULTURAL RESOURCES

3.7.1 Regulatory Setting

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800).

On January 1, 2004, a Section 106 Programmatic Agreement (PA) among the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans was put into effect for Caltrans projects, both state and local, with FHWA involvement. The PA governs the implementation of the Federal-aid Highway Program in California in accordance with 36 CFR 800.14(b).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties. See Appendix B for specific information regarding Section 4(f).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way. Section 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historic Landmarks.

3.7.2 Affected Environment

An Historic Property Survey Report for the I-405 Northbound HOV Lane Widening Project was prepared in May 2006.

The Area for Potential Effects (APE) was established as the area for direct effects for archaeological resources and the area of both direct and indirect impacts for historical resources. Forty resources within the APE required formal evaluation. None of the 40 properties evaluated have been previously determined eligible for the National Register of Historic Places (NRHP).

One resource was previously evaluated and found eligible for listing in the NRHP. The Mulholland Drive Overcrossing over I-405 (Bridge # 53-0739) was determined eligible in the State Historic Bridge Inventory Update (2006), *Concrete Box Girder Bridges, April 2004*. The 1959 bridge was found eligible under Criterion C, in the area of transportation and engineering. Criterion C is classified as being an important example of type, period, and style.

The Mulholland Drive Overcrossing spans a deep gorge through which I-405 passes. It was completed in 1959 and spans 235 feet. It has one of the longest box girder spans in the western United States and was not surpassed until 1969. Due to the size of this bridge and the height above the gorge, contractors used fill from excavation elsewhere on the freeway construction site to level the gorge until it reached a height of approximately 12 feet below the soffit of the bridge. This allowed construction vehicles to access the site. The fill was removed upon completion of the bridge leaving the bridge deck approximately 85 feet above the freeway. In addition to being a significant engineering and construction achievement, this bridge exemplifies the minimalist or modernist aesthetics of the period.

The curved box girder structure has a depth at mid-span of slightly less than 3% of the span length, an unusually low ratio which contributes to the bridge's graceful and dramatic appearance. The encasement of the columns during a Caltrans 1996 seismic retrofit project has diminished the bridge's integrity of design somewhat, but the bridge appears to have retained sufficient integrity to be eligible for the National Register listing under Criterion C. Additionally, this bridge is considered an historical resource for the purpose of CEQA compliance.

3.7.3 Impacts to Historic Cultural Resources

The proposed project has the potential to adversely effect the Mulholland Drive Overcrossing under all of the build alternatives. All proposed plans call for the removal and replacement of the bridge in order to accommodate the new HOV lane.

Concurrence was received on the Finding of Effect from the State Historic Preservation Officer on October 18, 2006 for the I-405 Sepulveda Pass Project (see Appendix E). It was determined that the proposed project would have an adverse effect on the Mulholland Drive overcrossing.

3.7.4 Avoidance, Minimization and Mitigation Measures

Caltrans has thoroughly considered alternatives to this undertaking, has determined that the statutory and regulatory constraints on the design of the undertaking preclude the possibility of avoiding adverse effects to the Mulholland Drive Overcrossing during the undertaking's implementation, and has further determined that it will resolve adverse effects of the Undertaking on the subject historic property through the execution {with the State Historic Preservation Officer (SHPO)} and implementation of a Memorandum of Agreement (MOA). Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the undertaking, Caltrans will ensure that the undertaking is implemented in accordance with stipulations in order to take into account the effect of the undertaking on historic properties, and further agrees that

these stipulations shall govern the undertaking and all of its parts until this MOA expires or is terminated. These stipulations will include but are not limited to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) documentation of the Mulholland Drive Overcrossing and installation of informative permanent metal plaques at both ends of the new bridge at public locations that provide a brief history of the original bridge.

3.7.5 Cumulative Impacts

Adverse effects on historic resources are defined in 36 CFR 800.5 and are generally determined based on how the approved design plans, once implemented, would impact the integrity of the resource. Consequently, adverse effects on historic structures are assessed based on the finished or constructed characteristics of the project; hence, for this analysis, the cumulative effects are assessed under the operational phase of the respective projects. The I-405 Sepulveda Pass Project is subject to an MOA with the State Historic Preservation Officer to resolve adverse effects.

Alteration of the Mulholland Drive Overcrossing would constitute an adverse effect on the historic resource. The Mulholland Drive Overcrossing would not maintain its historic integrity and would likely no longer be eligible for listing in the NRHP.

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3.8 ARCHAEOLOGICAL RESOURCES

3.8.1 Regulatory Setting

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800).

On January 1, 2004, a Section 106 Programmatic Agreement (PA) among the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA takes the place of the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans.

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way.

3.8.2 Affected Environment

An archeological review was conducted on November 7, 2001 and March 1, 2006 for the proposed project. This review was based on a records search at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System at the California State University in Fullerton, and on a field survey.

A total of thirteen studies have been conducted within or near the project area. From these studies, one prehistoric resource was identified within the study area (i.e. within one-half mile radius of the project). The findings of the study as well as the current investigation revealed that no archaeological resources have been recorded within the area of the proposed project.

3.8.3 Impacts to Archaeological Resources

The area surveyed represents the Area of Potential Effects of the proposed project and no archaeological resources were found during the surveys. Based on research and investigation it is highly unlikely that construction within the APE would encounter any archaeological resources. There are no anticipated temporary or permanent impacts to archaeological resources as a result of the proposed project activities.

3.8.4 Avoidance, Minimization and Mitigation Measures

There are no anticipated impacts to archaeological resources as a result of the proposed project activities. However, if cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains should contact Gary Inversion, *District 7, Historic Resource Coordinator* so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

3.8.5 Cumulative Impacts

The projects in the study area are primarily redevelopment projects on existing, disturbed parcels; therefore, the potential for cumulative impacts to known cultural resources is minimal. There is the potential to encounter unknown cultural resources during construction and appropriate minimization measures have been identified for each project to address unknown cultural resources.

Physical Environment

3.9 WATERWAYS AND HYDROLOGIC SYSTEMS

3.9.1 Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The 100-year floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the 100-year floodplain.”

3.9.2 Affected Environment

Information regarding hydrology and floodplains was obtained from the Location Hydraulic Study, May 8, 2006.

At the north end of the project there is an existing storm drain that collects water from various catch basins and transports and discharges the water to the Los Angeles River. At the south end of the proposed project, the Sepulveda Channel collects water from various catch basins and transports it to Ballona Creek. The water then travels from Ballona Creek to the Marina Del Rey Harbor.

Under Section 303(d) of the 1972 Clean Water Act, states, territories and authorized tribes are required to develop a list of water quality limited segments. These waters on the list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that these jurisdictions establish priority rankings for water on the lists and develop action plans, referred to as Total Maximum Daily Loads (TMDL), to improve water quality. Caltrans is also required to comply with the permanent injunction and court orders related to clean water in *NRDC v. State* and the TMDL orders issued by the RWQCB.

According to list 303(d), the closest listed water bodies of concern are (1) The Los Angeles River within Hydrologic Unit: 405.12. There are two different traces of high priority pollutants: trash and ammonia; (2) The Ballona Creek within Hydrologic Unit: 405.13. This water body has many different traces of pollutants, however, high priority pollutants are: chlordane, enteric viruses, chem A, trash, high coliform count, PCBs, DDT, and dieldrin; and (3) Marina Del Rey Harbor within Hydrologic Unit: 405.13. This water body also has many different traces of pollutants, however, high priority pollutants are: DDT, fish consumption advisory, PCBs, chlordane, and high coliform count.

The proposed project location is currently designated by the Federal Emergency Management Agency (FEMA) as a “C” flood zone meaning an area of minimal flooding. Any water discharge due to a new development would require permits from the appropriate agencies. Discharges from the proposed project modification should also comply with the “Caltrans National Pollutant Discharge Elimination System (NPDES) permit regulation.”

3.9.3 Impacts to Waterways and Hydrologic Systems

The proposed project would not encroach on any 100-year floodplain, however, there would be an impact to an existing storm drain located at the north end of the project that collects water from various catch basins and transports and discharges it to the Los Angeles River.

The risk associated with the proposed project is low since the proposed project would not encroach on a floodplain or any regulated floodway. The proposed project would not support probable incompatible floodplain development.

Increasing the size of the freeway facility would result in minimal paving of permeable land. The increase in freeway pavement would result in water draining into freeway storm drains instead of city storm drains and is not anticipated to effect groundwater recharge in the study area.

The effluents from the proposed project location would not further impair or adversely affect the concentration of contaminants from the water bodies located in the project area. The drainage water would eventually be discharged into the Pacific Ocean and the project would be designed to comply with “best management practice” protocols.

3.9.4 Avoidance, Minimization, and Mitigation Measures

A Construction Storm Water Pollution Prevention Plan (SWPPP) would be prepared prior to the start of construction to ensure compliance with existing NPDES permits. The SWPPP would identify potential sources of pollutants, describe erosion and sediment controls, contain non-storm water provisions, describe post-construction storm water management, describe waste management activities, include a maintenance and inspection component, include a list of contractors, incorporate other storm water related plans if applicable, and would list the name of the preparer.

3.9.5 Cumulative Impacts

The cumulative study area is mostly built out or designated as open space; therefore, the conversion of vacant land to developed land is not considerable. Redevelopment of an area with substantial hardscape would not substantially increase existing peak storm flows. That is, most changes to the natural environment and, subsequently, changes to hydrology and floodplains have already occurred in the affected communities.

Recent regulations require certain categories of redevelopment projects to implement best management practices (BMPs) to reduce storm water runoff and treat it before its discharge to receiving waters or the storm drain system. These regulations benefit hydrology of an area by reducing peak storm flows. Therefore, development/redevelopment within the cumulative study area is not anticipated to substantially impact hydrology and floodplains.

Alternatives 2 and 3 would result in minimal paving of permeable land and would therefore increase runoff from the facility itself. However, the I-405 corridor is located within a developed area, and the widening would not affect large amounts of undeveloped land. The conversion of developed land to freeway and reuse or landscaping of remnant parcels would result in similar or reduced peak storm flows for the area. In addition, these alternatives would be subject to Caltrans requirements for water quality treatment, which may include detention. Drainage facilities would be upgraded on an as-needed basis to prevent localized flooding. Therefore, the build alternatives' contribution to cumulative hydrology and floodplains impacts would not be substantial.

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3.10 WATER QUALITY AND STORM WATER RUN-OFF

3.10.1 Regulatory Setting

Section 401 of the Clean Water Act, the primary federal law regulating water quality, requires water quality certification from the state board or regional board when a project (1) requires a federal license or permit—Section 404 is the most common federal permit for Caltrans' projects—and (2) will cause discharge into waters of the United States. Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System permit system for the discharge of any pollutant (except dredge or fill material) into waters of the United States. To ensure compliance with Section 402, the State Water Resources Control Board has developed and issued a National Pollutant Discharge Elimination System, Statewide Storm Water Permit, to regulate storm water discharges from all of Caltrans' right of way, properties and facilities. The permit regulates both storm and non-storm water discharges during and after construction.

In addition, the State Water Resources Control Board issues the Statewide Permit for all of Caltrans' construction activities, of 0.4 hectare (1 acre) or greater. The Board also issues permits for a number of smaller projects that are part of a common plan of development with the total area exceeding 0.4 hectares (1 acres), or projects that have the potential to significantly impair water quality. Caltrans' projects subject to the Statewide Storm Water Permit require a Storm Water Pollution Prevention Plan, while other projects, smaller than 0.4 hectares, require a Water Pollution Control Program.

The California Environmental Protection Agency has delegated administration of the federal National Pollutant Discharge Elimination System program to the State Water Resources Control Board and nine regional boards. This project is located within the jurisdiction of the State Water Resources Control Board and the Los Angeles Regional Water Quality Control Board (RWQCB).

Subject to Caltrans review and approval, the contractor prepares both the Storm Water Pollution Prevention Plan and the Water Pollution Control Program. The Water Pollution Control Program and Storm Water Pollution Prevention Plan identify construction activities that may cause pollutants in storm water and measures to control these pollutants. Because neither the Water Pollution Control Program nor the Storm Water Pollution Prevention Plan is prepared at this time, the following discussion focuses on anticipated pollution sources or activities that may cause pollutants in the storm water discharges.

Additional laws regulating water quality include the Porter-Cologne Water Quality Act, Safe Drinking Water Act, and Pollution Prevention Act. State water quality laws are codified in the California Water Code, Health and Safety Code and Fish and Game Code Section 5650-5656. Caltrans is also required to comply with the permanent injunction and court orders related to clean water in *NRDC v. State* and the Total Maximum Daily Loads (TMDL) orders issued by the RWQCB.

3.10.2 Affected Environment

Information regarding water quality and storm water run-off was obtained from the Storm Water Data Report, May 2005.

The project is located within the Los Angeles River Watershed. The receiving waters within the project limits include Los Angeles River and Ballona Creek with their respective tributaries. The distance to the Los Angeles River is approximately 1.5 miles to the northeast and 4.5 miles to Ballona Creek to the south. However, the Sepulveda Channel, which runs along I-405, is a major tributary to the Ballona Creek Watershed. Additionally, there are several reservoirs in the general vicinity of the Sepulveda Pass area. The Stone Canyon Reservoir is located to the east of I-405 in the Santa Monica Mountains, 13 miles northwest of downtown Los Angeles. This reservoir provides water to 400,000 people in Pacific Palisades, the Santa Monica Mountains, and West Los Angeles. The Encino Reservoir is located west of I-405 within the Santa Monica Mountains in the City of Encino. The Sepulveda Dam Recreation Area is located north of the I-405/US-101 interchange.

In the southern portion of the project near National Boulevard (PM 28.9), an existing storm drain collects water from various catch basins. The collected water is transported and discharged to the Los Angeles River. At the northern end of the project near Burbank Boulevard (PM 40.4), the Sepulveda Channel runs along the westside of I-405. The Sepulveda Channel collects water from various catch basins and transports the water to Ballona Creek. From Ballona Creek the water is then transported and eventually discharges the water to the Marina Del Rey Harbor.

According to the California RWQCB list of 303(d) of impaired water bodies, high priority pollutants in the Los Angeles River are trash and ammonia. High priority pollutants in Ballona Creek are chlordane, enteric viruses, chem A, trash, high coliform count, PCB's, DDT, and dieldrin. The Marina Del Rey Harbor has many different traces of pollutants; however, the high priority pollutants are DDT, fish consumption advisory, PCB's, chlordane, and high coliform count.

3.10.3 Impacts to Water Quality and Storm Water Runoff

The proposed project has the potential to affect water resources both from increased storm water runoff associated with construction activities and from runoff associated with the widening and operation of the highway system. The estimated change to the impervious areas resulting from this project is 5.8 hectares (14.3 acres). The total disturbed soil area calculated is 49.1 hectares (121.3 acres) for Alternative 2 and 72.2 hectares (178.5 acres) for Alternative 3. The total disturbed soil area was calculated by taking the total area of the median work, total area for ramp realignments and the widening of the outside shoulders which included the re-grading of slopes due to the widening and areas affected by construction activities. The proposed project would not further impair the 303(d) listed water bodies.

Construction

Construction of the proposed alternatives could affect water quality: 1) from construction activities; 2) through storm water discharges from the construction area along I-405; and 3) by reducing the groundwater recharge during construction. Since construction of the proposed project would be undertaken in accordance with the applicable National Pollutant Discharge Elimination System (NPDES) permits, impacts would be minimal and adverse impacts to water quality are not anticipated.

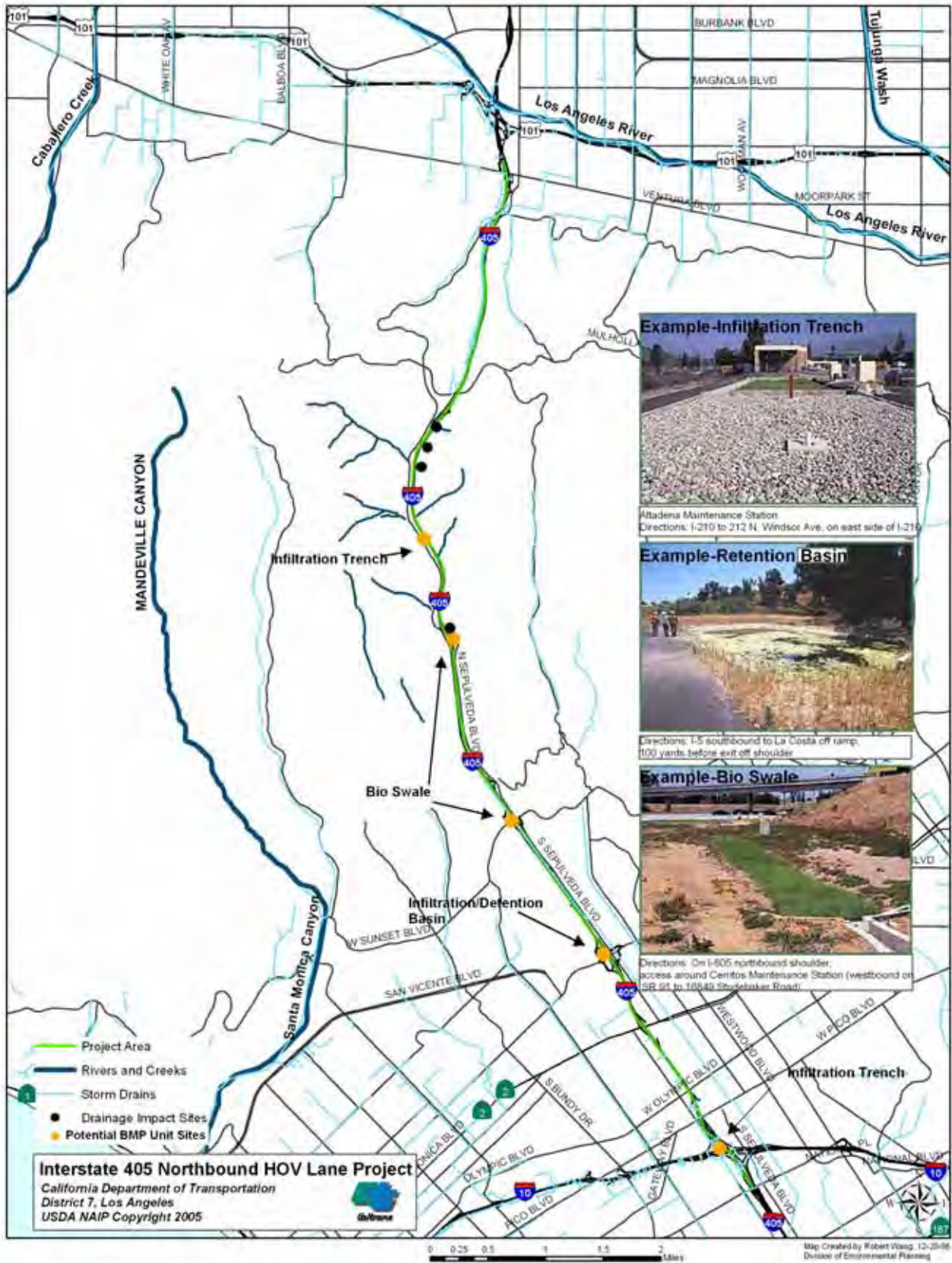
Operation

During highway operation, roadway surfaces will contribute to pollution of water resources through the collection and subsequent wash off of dirt, pollutants, and trash. The proposed project would result in adverse impacts to storm water runoff due to freeway operations. The RWQCB is responsible for regulating the discharge of pollution in storm water runoff.

3.10.4 Avoidance, Minimization, and Mitigation Measures

- The proposed project would be subject to the NPDES permitting processes that contain standard provisions intended to provide a required level of storm water pollution prevention.
- A Construction Storm Water Pollution Prevention Plan (SWPPP) would be prepared prior to the start of construction to ensure compliance with existing NPDES permits. The SWPPP would identify potential sources of pollutants, describe erosion and sediment controls, contain non-storm water provisions, describe post-construction storm water management, describe waste management activities, include a maintenance and inspection component, include a list of contractors, incorporate other storm water related plans if applicable, and would list the name of the preparer.
- Caltrans would conduct additional inspections or analysis if required by the RWQCB, inspect construction sites prior to anticipated storm events and after actual events in order to identify areas contributing to storm water discharge pollutants in order to evaluate the adequacy of the control measures identified in the SWPPP, certify annually that construction is in compliance with the applicable NPDES permit and SWPPP, and retain the monitoring records for at least three years following completion of construction.
- The Storm Water Data Report for this project includes treatment Best Management Practices (BMPs), design BMPs, and temporary construction BMPs to prevent sediment and other pollutants from entering the storm drain system. Six treatment BMPs (i.e. Infiltration Trench, Retention Basin, and Bio Swales) are proposed for incorporation into the project (see Figure 3.10-1: Proposed Storm Water Treatment BMP Locations). Type selection and final location of the proposed devices would be determined during final design.
- Caltrans would obtain necessary permits pursuant to Sections 401 and 404 of the Clean Water Act, as well as California Fish and Game Code 1601. The resource agencies that issue these permits often impose additional avoidance, minimization, and mitigation measures as part of the conditions of the permits. Caltrans shall comply with all permit conditions.

Figure 3.10-1: Proposed Storm Water Treatment BMP Locations



3.10.5 Cumulative Impacts

The cumulative study area is mostly built out or designated as open space; therefore, the conversion of vacant land to developed land is not considerable. Redevelopment of an area with substantial hardscape would not substantially increase existing peak storm flows. However, changes in land use may contribute additional sources of pollutants.

Recent regulations require certain categories of redevelopment projects to implement best management practices (BMPs) to reduce storm water runoff and treat it before its discharge to receiving waters or the storm drain system. These regulations are designed not only to prevent adverse water quality impacts as a result of new development/redevelopment, but to improve existing water quality in each affected watershed. Minimization measures are required to address pollutants associated with a particular land use and to prevent further degradation of waters within the watershed. With these measures in place, future development/redevelopment within the cumulative study area is not anticipated to substantially impact water quality.

Alternative 2 and 3 would increase the surface area of the freeway and would therefore increase runoff from the facility itself, which would act to concentrate the amount of pollutants in this runoff. The conversion of developed land to freeway may result in additional sources of pollutants. These alternatives would be subject to Caltrans requirements for construction BMPs and operational design pollution prevention, mitigation, treatment, and maintenance BMPs to address pollutants of concern. With the minimization measures listed in Section 3.10.4, the build alternatives' contribution to cumulative water quality effects would not be substantial.

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3.11 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

3.11.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans’ Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans’ projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

40 CFR 1508.14 requires that, when economic or social and natural or physical environmental effects are interrelated, the environmental document shall discuss all these effects on the human environment.

3.11.2 Affected Environment

Information regarding geology/soils/seismic/paleontology/topography was obtained from a Preliminary Geotechnical Investigation Report, dated April 2000 and a reevaluation of the project from an updated memo dated April 2006.

Geologic Setting

Regionally, the proposed project site is located within the Los Angeles Basin, which is situated in the Peninsular Ranges and Transverse Ranges Province. Structurally, the Los Angeles Basin is relatively simple and is characterized by relatively flat-lying, late Quaternary strata. The Los Angeles basin is divided into four distinct structural blocks separated by major faults or flexures. The existing freeway lies in the northwestern block, which includes portions of the San Fernando Valley and the Santa Monica Mountains. The project is located within three main geologic units. The southern portion of the site consists of surficial sediments, the middle portion is mostly Santa Monica Slate, and the northern portion consists mainly of Monterey Formation.

Seismicity

A fault is considered by the State of California to be active if geologic evidence indicates that movement on the fault has occurred in the last 11,000 years, and potentially active if movement has occurred in the last 2 million years.

The project is located in a seismically active area. The geologic processes that have caused earthquakes in the past can be expected to continue. Seismic events, which are likely to produce

the greatest bedrock accelerations, could be a moderate event on the Whittier-Elsinore Fault Zone (WEFZ) and/or a large event on a distant active fault.

There is no geological information that indicates an active fault in the project area. The nearest known active fault under Alquist-Priolo Earthquake Fault Zoning Act is the Newport-Inglewood Earthquake Fault Zone, which is located 2.7 miles east of the southern end of the project area.

The Benedict Canyon fault crosses the existing freeway within the project limits. A study done by Lindvall, Richter and Associates in 1987 concluded that the fault had not sustained slippage in the past 5,000 to 10,000 years. This conclusion was based on observed undisturbed soil horizons that overlay the fault trace as exposed in dozer excavations for the construction of the Getty Museum Complex. The estimated age of the unfaulted soils is said to be as old as 9,000 years, and possibly much older, concluding that the minimum age of the latest faulting approached 10,000 years.

Inferred traces of the Hollywood Fault is within the project limits. Recent investigations (J. Dolan, 1997) have suggested that this fault is active over certain portions of its length. At the present time pursuant to the Alquist-Priolo Earthquake Fault Zoning Act, this fault has not been zoned.

Ground Shaking

Ground shaking is the primary cause of structural damage during an earthquake; it is considered to be the most likely damage-producing earthquake phenomenon related to this project. Magnitude, duration and vibration frequency will vary greatly, depending on the fault and its distance from the project.

The potential of differential settlement resulting from severe earthquake shaking along the proposed fill slopes is present. The potential for ground rupture is very small and is not to be considered to be a substantial hazard for this project.

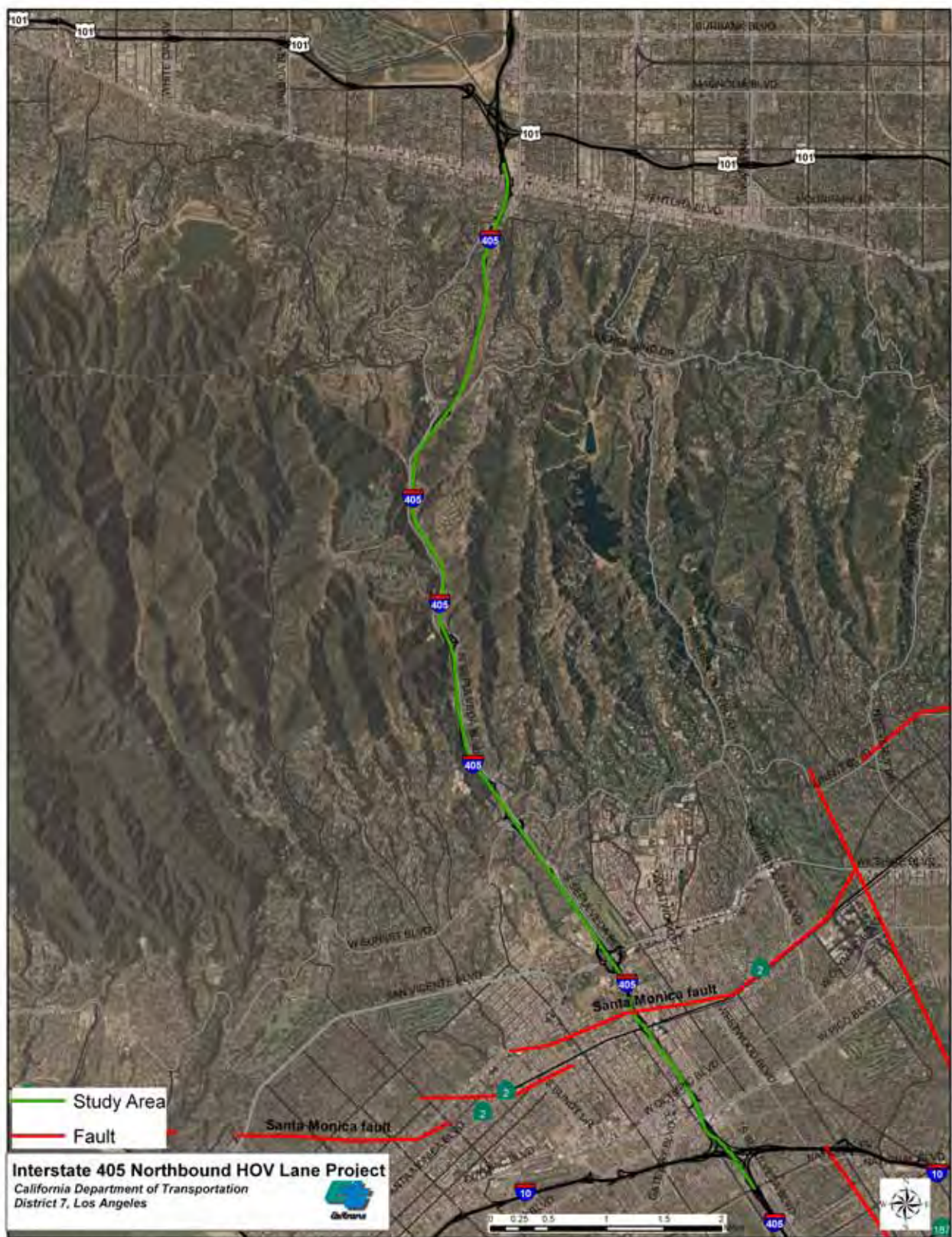
Ground Rupture

An analysis of fault rupture hazard for a particular fault requires that the fault be located exactly, and its approximate potential for rupture to be known. The closest well-defined fault trace under the auspices of the Alquist-Priolo Earthquake Fault Zone is the Newport-Inglewood fault, 2.7 miles east of the project.

Slope Stability

Several areas in the project area would require fill slopes where the freeway would be widened. Fill slopes would be constructed according to Caltrans Standard Specifications to ensure stability, including the slope adjacent to the Getty Center.

Figure 3.11-1: Aerial of Faults in the Project Area



U.S. Geological Survey and California Geological Survey, 2006, Quaternary fault and fold database for the United States, accessed January 30 2006, from USGS web site: <http://earthquakes.usgs.gov/regionalqfaults/>. Map Created by Robert Wang, 12-20-06, Division of Environmental Planning

Liquefaction and Groundwater

The potential for liquefaction exists when fine silts and sands sit just below the water table. The water can also be perched ground water. Liquefaction has been documented to affect soils to about 50 feet deep during prolonged periods of ground shaking.

The last two major regional earthquakes that occurred were the 1971 San Fernando quake with a magnitude 6.62 and the 1994 Northridge quake with a magnitude 6.7. Neither quake produced liquefaction within the project area limits. Based on a regional study conducted by the U.S. Geological Survey (1985), the relative liquefaction susceptibility along the project is considered to be very low.

Groundwater was not encountered in the majority of the borings drilled during the 1950s for the bridge structures located within the project limits. However, groundwater was encountered during the 1950s drilling for the Route 405/2 Separation Undercrossing at a depth of 36 ft below the ground surface and during the drilling of Sepulveda Boulevard Undercrossing (Bridge No. 53-695). However, the Sepulveda Boulevard memorandum did not provide the depth to groundwater.

Groundwater levels vary beneath the project area (refer to 3.12-1: Initial Site Assessment Location Map for geographical reference to Segment A through D). The California Department of Water Resources Groundwater Level Data indicate wells located to the north, west, and south of the project site have a groundwater level at least 24 feet to greater than 90 feet below the ground surface. Therefore, it is not anticipated that groundwater will significantly impact project development. However, localized groundwater or seepage conditions may develop where none previously existed. In particular, groundwater or seepage may occur during periods of rainfall through the Santa Monica Mountain section of Route 405.

Table 3.11-1: Approximate Groundwater Levels

Segment	Approximate Groundwater Levels (feet bgs)
A	70 to 73
B	26 to 60
C	50 to 90
D	24 to 30

Source: Supplemental ISA, June 2006

3.11.3 Impacts

The existing freeway is not located within the confines of an Alquist-Priolo Earthquake Fault Zone and is not located over a previous well-defined fault trace of the Hollywood system. Based on the review of several geologic/seismologic reports, the potential for ground rupture is very small and is not considered to be a hazard for this project.

All build alternatives would require minor changes to the topography immediately adjacent to the freeway as fill slopes and retaining walls are modified and overcrossings are constructed. No unique geologic or physical features are present in the project area.

3.11.4 Avoidance, Minimization and Mitigation Measures

- Widening the existing structures and constructing new retaining walls would require additional subsurface exploration for potential liquefaction from Santa Monica Boulevard to Wilshire Boulevard (post miles 30.73 to 32.1).
- To mitigate against liquefaction, new piles required for structural support would be placed to a depth below the zones of potential liquefaction to protect structures from this hazard. Because the area could experience earthquakes with ground movement, the structures and the highway would be built to withstand these movements utilizing the latest technology and design details.
- Insufficiently compacted native material in the immediate area of construction would be removed and re-compacted to 90 percent in cut areas and replaced with an imported sub-base in structural sections. In fill areas above natural ground, the natural material would be removed until dense material is reached and replaced as a compacted fill.
- It is recommended that fill slopes be treated immediately after construction with planting, hydroseeding or paving to reduce erosion.

3.11.5 Cumulative Impacts

The cumulative study area for geology/soils/seismic/topography impacts is the maximum footprint of all the project alternatives.

Ground shaking, landslides, liquefaction and other soils, seismic, and topographical constraints pose a potential hazard for all development/redevelopment projects in Southern California. However, these effects are evaluated on a site-specific basis and potential impacts are minimized via site-specific design features. Measures such as adherence to geotechnical consultant recommendations regarding soil preparation, earthquake structure design, and grading methods would minimize potential effects for each project and therefore do not result in substantial cumulative effects.

All build alternatives would have the potential to result in geology/soils/seismic/topography effects because of the degree of excavation and structural design involved. However, it is not anticipated that these effects would cumulatively contribute to other projects' effects.

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3.12 HAZARDOUS WASTE/MATERIALS

3.12.1 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal [Resource Conservation and Recovery Act](#) of 1976, and the [California Health and Safety Code](#). Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

3.12.2 Affected Environment

The Sepulveda Pass Project extends from the Los Angeles basin, across the eastern Santa Monica Mountains (Sepulveda Pass), and into the San Fernando Valley along approximately 16.5 kilometers (10.25 miles) of Interstate 405 in the City of Los Angeles. Depending on the specific location, Caltrans’ Right-of-way may contain unimproved land, shoulders (paved and unpaved), paved lanes, and median. Additionally, properties that would be acquired or properties that would be partially or temporarily acquired for accommodating the proposed

roadway improvement include all or part of 124 parcels of private, state, or federal property. These properties include vacant land, residential, commercial facilities (office/retail buildings), and federal facilities (please refer to Appendix H Right-of-Way Impacts).

An Initial Site Assessment (ISA) was prepared in January 2001 and a Supplemental ISA was prepared in June 2006. Properties were evaluated and classified as high, moderate, or low with regard to the potential for detrimental impacts during construction activities for the proposed project. The project was divided into four segments: Segments A to D (see Figure 3.12-1). Segment A runs from 0.3 mile south of I-10 (near National Boulevard) to Santa Monica Boulevard; Segment B runs from Santa Monica Boulevard to Sunset Boulevard; Segment C runs from Sunset Boulevard to Sepulveda Boulevard; and Segment D runs from Sepulveda Boulevard to Greenleaf Street.

The Mission Canyon Landfill (MCL) was located in Segment D of the project area. The MCL is a closed landfill that was operated by the Los Angeles County Sanitation District as a permitted solid waste disposal site. The MCL is generally located immediately west of Sepulveda Blvd., approximately 3 miles north of Sunset Blvd. and approximately 1.5 miles south of Mulholland Drive. The MCL was listed for an investigation started by the Environmental Protection Agency (EPA) in 1979. A preliminary assessment was performed by the EPA in 1988, and the property was issued a “no further action” status in 1988. An energy company (GSF Energy) that converts landfill gas to energy operates at the landfill at the address of 1901 North Sepulveda Blvd.

The MCL is also currently occupied by the Mountain Gate County Club and landscaped open spaces. The Mountain Gate Residential community surrounds portions of the MCL.

Results of the Supplemental Initial Site Assessment found:

- One of three historic gas stations along Church Lane;
- An historical storage of potentially hazardous materials;
- A Richfield Oil Company property next to the west side of I-405;
- An underground storage tank at the Verizon property (formerly GTE, proposed right-of-way property);
- A dry cleaner; and
- Aerially deposited lead along portions of I-405 where project construction activities may disturb or affect the unpaved shoulders.

3.12.3 Impacts

Alternative 1 (No Build)

There would be no direct impacts associated with hazardous wastes/materials under Alternative 1: No Build.

Figure 3.12-1: Initial Site Assessment Location Map



Source: S-ISA, June 2006

Alternative 2 and 3

Impacts associated with all build alternatives are similar and as a result, properties were evaluated and classified as high, moderate, or low with regard to the potential for detrimental impact during construction and acquisition activities under all build alternatives for the project. Properties categorized as high or moderate risk were evaluated based on the information obtained and the likelihood that hazardous materials might: affect soil and/or groundwater likely to be disturbed during construction; use a permanent/temporary easement; or be acquired as Caltrans right-of-way. Table 3.12-1 shows the properties of concern.

3.12.4 Avoidance, Minimization and Mitigation Measures

Based on the results of the Supplemental Initial Site Assessment, a project-specific site investigation has been initiated for the following hazardous wastes/materials concerns:

- Perform a subsurface investigation beneath the residence at the corner of Cashmere Street and Sepulveda Boulevard (11326 Cashmere Street, the current location of Church Lane) to assess the soil and groundwater for petroleum hydrocarbons because a gasoline station used to sit on this property. This site is one of three historic gasoline station sites along Church Lane.
- Perform a subsurface investigation beneath the residence at the corner of Burnham Avenue and Sepulveda Boulevard (11327 Burnham Street, the current location of Church Lane) to assess the soil and groundwater for petroleum hydrocarbons because a gasoline station used to sit on this property. This site is one of three historic gasoline station sites along Church Lane.
- Perform a subsurface investigation beneath the residence at the corner of Bolas Street and Sepulveda Boulevard (11326 Bolas Street, the current location of Church Lane) to assess the soil and groundwater for petroleum hydrocarbons because a gasoline station used to sit on this property. This site is one of three historic gasoline station sites along Church Lane.
- Perform a subsurface investigation within the proposed permanent easement (PE) and temporary construction easement (TCE) adjacent to the Veterans Administration storage area property on the west side of I-405 to assess the soil and groundwater for petroleum hydrocarbons and volatile organic compounds due to current and historical storage of potentially hazardous materials.
- Perform a subsurface investigation within the proposed PE and TCE next to the Richfield Oil Company property on the west side of I-405 to assess the soil and groundwater for petroleum hydrocarbons and volatile organic compounds due to current and historic oil exploration, production, and storage.
- The underground storage tank at the Verizon property (formerly GTE, proposed right-of-way property) at 598 Sepulveda Boulevard should be properly closed by removal, in accordance

with local regulations. A subsurface investigation should be performed to assess the soil and groundwater for petroleum hydrocarbons and volatile organic compounds.

- Perform a subsurface investigation within the proposed PE and TCE next to the dry cleaner at 641 North Sepulveda Boulevard to assess the soil and groundwater for volatile organic compounds.
- If apparent soil contamination is discovered during project construction activities (indicated by odors, staining, or field screening instruments), construction activities should stop at such locations and the soil should be sampled and analyzed at a state certified laboratory to determine the type(s) and concentration(s) of contaminants that may be present; special handling or disposal requirements for the soil may be necessary.
- Aerially deposited lead surveys should be performed along portions of I-405 where project construction activities may disturb or affect the unpaved shoulders.
- Before demolition, significant renovation or retrofitting of buildings or freeway structures in the project area, asbestos-containing material and lead-based paint surveys should be conducted by a state certified asbestos consultant. If asbestos-containing materials or lead-based paints are detected, these materials must be removed by a licensed contractor before demolition or retrofit activities.

3.12.5 Cumulative Impacts

Each project that involves demolition or renovation of structures, excavation of soil, or removal of groundwater has the potential to encounter hazardous waste/materials. Regulations are in place to address handling, transport, and disposal of these substances. Hazardous building materials (e.g., asbestos and lead-based paint) are phased out and are no longer used for new development/redevelopment projects, but may be present in older building structures.

Technological improvements have reduced tank spills, and increased education and enforcement has reduced improper disposal of hazardous waste/materials within Los Angeles County. For these reasons, it is anticipated that future projects within the study area would involve less exposure to hazardous waste/materials than is currently experienced.

All of the build alternatives involve disturbance of the existing project area; therefore, they all have the potential to contact hazardous waste/materials. The greater the amount of demolition/renovation and excavation, the greater the potential to contact these substances. Minimization measures are required to address hazardous building materials, contaminated soils, contaminated groundwater, and unknown substances. All of the alternatives would involve cleanup of hazardous waste as part of the acquisition process or as it is encountered, resulting in a beneficial impact to the local community. With mitigation to address use, transport, and disposal of hazardous waste/materials, the project alternatives' contribution to cumulative hazardous waste/materials effects would not be substantial.

Table 3.12-1: Identified Properties of Concern

Property Name/Address	Site Operations – Reason for Risk	Data Source ¹	Risk Class ²	Proposed R/W, PE and/or TCE/Adjacent	Alternative
Segment A					
No Potential Impacts					
Segment B					
Residence 11326 Cashmere Street Los Angeles	Site of a former gasoline station	H	M	R/W	2 and 3
Residence 11327 Burnham Street Los Angeles	Site of a former gasoline station	H	M	R/W	2 and 3
Residence 11326 Bolas Street Los Angeles	Site of a former gasoline station	H	M	R/W	2 and 3
VA Storage Area South of Constitution Avenue Los Angeles	Several storage areas of unknown materials	R, H	M	Adjacent	2 and 3
Richfield Oil Company 123 West Hadley Los Angeles	Oil company with oil wells and oil storage facilities.	R, D, H	M	Adjacent	2 and 3
Segment C					
Dry Cleaner 641 N Sepulveda Boulevard Brentwood	Facility is on the RCRA Generator	D	M	PE and/or TCE	2 and 3
Verizon (former GTE) 598 N Sepulveda Boulevard Brentwood	The facility is a former LUST case and currently contains 1 6,000-gallon diesel UST	R, D	M	R/W	2 and 3
Segment D					
No Facilities of Concern					

Source: S-ISA, June 2006

Notes: R/W – Right of Way, PE – Permanent Easement, TCE – Temporary Construction Easement

LUST – Leaking Underground Storage Tank

¹Indicates primary information sources for listing: R = Reconnaissance, D = Database, H = Historical Documentation

²Risk Class H = High, M = Moderate, L = Low

3.13 AIR QUALITY

3.13.1 Regulatory Setting

The Clean Air Act (CAA) as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), lead (Pb), and sulfur dioxide (SO₂).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), and particulate matter (PM). California is in attainment for the other criteria pollutants.

Clean Air Act section 176(c)(1)(B) is the statutory criterion that must be met by all projects in nonattainment and maintenance areas that are subject to transportation conformity. Section 176(c)(1)(B) states that federally-supported transportation projects must not “cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard of any required interim emission reductions or other milestones in any area.” To meet statutory requirements, the March 10, 2006 final rule requires PM_{2.5} and PM₁₀ hot-spot analyses to be performed for projects of air quality concern (POAQC). Qualitative hot-spot analyses would be done for these projects before appropriate methods and modeling guidance are available and quantitative PM_{2.5} and PM₁₀ hot-spot analyses are required under 40 CFR 93.123(b)(4). In addition, through the final rule, the Environmental Protection Agency (EPA) determined that projects not identified in 40 CFR 93.123(b)(1) as POAQC have also met statutory requirements without any further hot-spot analyses (40 CFR 93.116(a)).

At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of usually at least 20 years. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the metropolitan planning organization and the appropriate federal agencies, such as the Federal Highway Administration and the Federal Transit Administration, make the determination that the Regional Transportation Plans is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. For the Southern California region, the metropolitan planning

organization is the Southern California Association of Governments (SCAG), which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties.

Otherwise, the projects in the Regional Transportation Plan must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the Regional Transportation Plan, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “non-attainment” or “maintenance” for any of the criteria pollutants. A region is a “non-attainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as non-attainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA and CEQA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in “non-attainment” areas the project must not cause any increase in the number and severity of violations. If a project creates a known CO, or a particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Project Inclusion in Approved RTP and RTIP

The proposed project is included in the 2006 RTIP and referenced in the Regional Transportation Plan. It is listed in Section II of Volume II of the 2006 RTIP, state highway section, Los Angeles County. The following project information is excerpted from the 2006 RTIP:

- Lead Agency - Caltrans
- Project ID # - LA0B408
- Air Basin - SCAB
- Model # - L472
- Program Code - PLN40
- Route - 405
- Begin Post Mile - 28.8
- End Post Mile - 39.0
- Description - In Los Angeles from Route 10 to Route 101. Widen for HOV lane and modify ramps, add new westbound onramp at Sunset and HOV ingress/egress at Santa Monica Boulevard (EA 12030; PPNO 0851G; SAFETLU #1302, 1934).

The MPO performs the regional analysis as part of the submitted Plan and TIP. The regional analysis requirement is deemed satisfied and conforming to the Transportation Conformity Rule upon FHWA approval of the Plan and TIP. Projects in the approved TIP and Plan meet the regional analysis criterion by reference to the two documents.

The currently approved RTP and TIP is the 2004 RTP and the 2006 RTIP. The 2004 RTP was adopted by SCAG on April 1, 2004 as Resolution #04-451-2. FHWA approved the 2004 Plan on June 7, 2004. The RTP was amended on July 27, 2004. A Draft RTIP was released in June 2006

and was formally approved by SCAG on July 27, 2006. The 2006 RTIP was approved by the federal agencies on October 2, 2006.

The design, concept and scope of the project have not changed substantially and the project will not interfere with the timely implementation of transportation control measures from the State Implementation Plan (SIP). The essential role of the SIP in the regional analysis is documented in this section. A comprehensive analysis of potential air pollutants has concluded that the proposed project does not pose any substantial operational impact on the ambient air quality in the project vicinity.

3.13.2 Affected Environment

General Meteorology

The climate in and around the project area, as with all of Southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. That cell maintains moderate temperatures and comfortable humidity, and limits precipitation to a few storms during the winter "wet" season. Temperatures are normally mild, excepting the summer months, which commonly bring substantially higher temperatures. In all portions of the basin, temperatures well above 100 degrees Fahrenheit have been recorded in recent years. The annual average temperature in the basin is approximately 62 degrees Fahrenheit.

Winds in the project area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes. At night the wind generally slows and reverses direction traveling toward sea. Local canyons alter wind direction, with wind tending to flow parallel to the canyons. During the transition period from one wind pattern to the other, the dominant wind direction rotates into the south and causes a minor wind direction maximum from the south. The frequency of calm winds (less than 2 miles per hour) is less than 10 percent. Therefore, there is little stagnation in the project vicinity, especially during busy daytime traffic hours.

Southern California frequently has temperature inversions, which hinder the dispersion of pollutants. Inversions may be either ground based or elevated. Grounds-based inversions, sometimes referred to as radiation inversions, are most severe during clear, cold, early winter mornings. Under conditions of a ground-based inversion, very little mixing or turbulence occurs, and high concentrations of primary pollutants may occur locally at major roadways. Elevated inversions can be generated by a variety of meteorological phenomena. Elevated inversions act as a lid or upper boundary and restrict vertical mixing. Below the elevated inversion, dispersion is not restricted. Mixing heights for elevated inversions are lower in the summer and more persistent. This low summer inversion puts a lid over the South Coast Air Basin (SCAB) and is responsible for the high levels of ozone observed during summer months in the air basin.

Air quality at any site depends on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates for the SCAB have been made for existing emissions ("2003 Air Quality Management Plan", August 1, 2003). The data indicate that mobile sources are the major source of regional emissions. Motor vehicles (i.e., on-road mobile sources) account for approximately 45 percent of volatile organic

compounds (VOC), 63 percent of nitrogen oxide (NO_x) emissions, and approximately 76 percent of carbon monoxide (CO) emissions.

The South Coast Air Quality Management District has divided the South Coast Air Basin into 38 air-monitoring areas, with a designated ambient air monitoring station representing each area:

- The south end of the project is in the area represented by measurements made at the West Los Angeles-Veterans Administration Hospital monitoring station. The West Los Angeles (LA) station is near the intersection of Wilshire Boulevard and Sawtelle Boulevard in the City of Santa Monica, less than 1 mile northwest of the I-405 and Santa Monica Boulevard interchange. The pollutants measured at the West LA station include ozone, carbon monoxide, and nitrogen dioxide.
- The next nearest station is the LA-Westchester Parkway station about 5.5 miles southwest. PM₁₀ monitoring data are available; however, data for the last three years are not completed.
- Complete monitoring data was measured at the LA-Main Street for PM₁₀ and PM_{2.5}. This monitoring station is about 11 miles west of the project site.
- The north end of the project is represented by measurements made at the Reseda monitoring station, located about 4.5 miles northwest of the I-405/US-101 interchange. The pollutants measured at the Reseda station include ozone, carbon monoxide, nitrogen dioxide, and PM_{2.5}.

Attainment Status

The proposed project is located in the South Coast Air Basin (SCAB). This air basin is classified as non-attainment for Carbon Monoxide (CO) as well as for Particulate Matter less than 10 microns in diameter (PM₁₀) at the state as well as the federal level.

The South Coast Air Quality Management District (SCAQMD) and SCAG, in coordination with local governments and the private sector, have developed the Air Quality Management Plan (AQMP) for the air basin. The AQMP is the most important air management document for the basin because it provides the blueprint for meeting state and federal ambient air quality standards. The AQMP for the basin is included in the State Implementation Plan (SIP) which is the document that demonstrates compliance with the Federal Clean Air Act (FCAA). The 2003 AQMP is the current approved air plan. The plan was adopted locally on August 1, 2003, by the governing board of the SCAQMD. CARB adopted the plan as part of the California State Implementation Plan on October 23, 2003. The EPA adopted the mobile source emission budgets on March 25, 2004. The PM₁₀ attainment plan received final approval on November 5, 2005 with an effective date of December 14, 2005. The EPA has not approved the ozone or CO attainment plans to date. For federal purposes, the 1997 AQMP with the 1999 amendments is the currently applicable Ozone attainment plan. The CO attainment plan in the 1997 AQMP was approved by the EPA but only on an interim basis through 1998. Therefore, the basin does not have a federally approved CO attainment plan.

The Environmental Protection Agency previously designated the South Coast Air Basin as an extreme non-attainment area for 1-hour ozone. The federal 1-hour ozone standard was revoked by the U.S. EPA on June 15, 2005 and replaced/superseded by the 8-hour average ozone standard to be achieved by November 15, 2010. The basin is also designated as serious non-attainment for PM₁₀ and carbon monoxide. On October 17, 2006, the Federal Register codified

EPA's decision revoking the annual PM₁₀ standard. The action left the 24-hour average PM₁₀ standard in place. Over the past decade, the basin has experienced only a handful of days with 24-hour average PM₁₀ concentrations exceeding the standard. The federal PM₁₀ standard is in non-attainment; however, the SCAQMD will open discussions with EPA about the possibility of redesignating the basin to attainment. For carbon monoxide, the deadline was to be December 31, 2000, but the basin was granted an extension. The South Coast Air Basin has not had more than one violation of the federal carbon monoxide standard in the past two years. Therefore, the South Coast Air Basin has met the criteria for carbon monoxide attainment. However, South Coast Air Basin is still formally designated as a non-attainment area for carbon monoxide until the Environmental Protection Agency re-designates the basin as an attainment area.

The goal of a State Implementation Plan is to secure an attainment designation for the criteria pollutant at a future year. If a pollutant is above National Ambient Air Quality Standards level, it is in non-attainment. Of the six criteria pollutants, two are in attainment: lead and sulfur dioxide. The remaining pollutants have their respective State Implementation Plan to address attainment for future years. Table 3.13-1 lists the non-attainment designations per state and federal (National Ambient Air Quality Standards) standards.

Criteria Pollutants

Since the passage of the Federal Clean Air Act and subsequent amendments, the US EPA has established and revised the National Ambient Air Quality Standards (NAAQS). The NAAQS was established for six major pollutants or criteria pollutants. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property). The six criteria pollutants are ozone (O₃), carbon monoxide (CO), particulate matter (PM₁₀ and PM_{2.5}), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb). Table 3.13-2 shows the primary standards for these pollutants.

Table 3.13-1: Attainment Status of Criteria Pollutants in the SCAB

Pollutant	Federal	State
O ₃ 1-hour	N/A*	Non-attainment
O ₃ 8-hour	Severe-17 Non-attainment (Year 2021)	Non-attainment
PM ₁₀	Serious Non-attainment (Year 2006)	Non-attainment
PM _{2.5}	Non-attainment (Year 2015)	Non-attainment
CO	Serious Non-attainment (Year 2000)	Non-attainment
NO ₂	Attainment/Maintenance (Year 1995)	Attainment

Source: CARB (www.arb.ca.gov/desig/desig.htm).

*The Federal 1-hour Ozone (O₃) standard was rescinded effective June 15, 2005 with the implementation of the 8-hour standard. Prior to this the SCAB was designated Extreme Non-Attainment for the 1-hour O₃ standard with attainment date of 2010.

*EPA changed the PM_{2.5} 24-hour standard from 65 to 35 µg/m³ with an effective date of December 2006. Until new area designations become effective early 2010 based on the new standard, the project-level conformity determination must still consider the 1997 PM_{2.5} standards because these are the standards upon which the current PM_{2.5} nonattainment designations were based.

Table 3.13-2: State and Federal Criteria Air Pollutant Standards, Effects and Sources

Pollutant	Averaging Time	State Standard	Federal Standard	Health and Atmospheric Effects	Typical Sources
Ozone (O ₃) ²	1 hour 8 hours	0.09 <u>ppm</u> 0.070 <u>ppm</u>	--- ⁴ 0.08 <u>ppm</u>	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include a number of known toxic air contaminants.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROG) and nitrogen oxides (NOx) in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes. Biologically-produced ROG may also contribute.
Carbon Monoxide (CO)	1 hour 8 hours 8 hours (Lake Tahoe)	9.0 <u>ppm</u> ¹ 20 <u>ppm</u> 6 <u>ppm</u>	9 <u>ppm</u> 35 <u>ppm</u> ---	Asphyxiant. CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable Particulate Matter (PM ₁₀) ²	24 hours Annual	50 <u>µg/m³</u> 20 <u>µg/m³</u>	150 <u>µg/m³</u> ---	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM ₁₀ .	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).
Fine Particulate Matter (PM _{2.5}) ²	24 hours Annual	--- 12 <u>µg/m³</u>	35 <u>µg/m³</u> 15 <u>µg/m³</u>	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – considered a toxic air contaminant – is in the PM _{2.5} size range. Many aerosol and solid compounds are part of PM _{2.5} .	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.
Nitrogen Dioxide (NO ₂)	1 hour Annual	0.25 <u>ppm</u> ---	--- 0.053 <u>ppm</u>	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain.	Motor vehicles and other mobile sources; refineries; industrial operations.
Sulfur Dioxide (SO ₂)	1 hour 3 hours 24 hours Annual	0.25 <u>ppm</u> --- 0.04 <u>ppm</u> ---	--- 0.5 <u>ppm</u> 0.14 <u>ppm</u> 0.030 <u>ppm</u>	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing.
Lead (Pb) ³	Monthly Quarterly	1.5 <u>µg/m³</u> ---	--- 1.5 <u>µg/m³</u>	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also considered a toxic air contaminant.	Primary: lead-based industrial process like battery production and smelters. Past: lead paint, leaded gasoline. Moderate to high levels of aerially deposited lead from gasoline may still be present in soils along major roads, and can be a problem if large amounts of soil are disturbed.
Sulfate	24 hours	25 <u>µg/m³</u>	---	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H ₂ S)	1 hour	0.03 <u>ppm</u>	---	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.

Pollutant	Averaging Time	State Standard	Federal Standard	Health and Atmospheric Effects	Typical Sources
Visibility Reducing Particles (VRP)	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70%	---	Reduces visibility. Produces haze. NOTE: not related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas.	See particulate matter above.
Vinyl Chloride ²	24 hours	0.01 ppm	---	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes

Notes: ppm = parts per million; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

Updated: 4/2/2007

1 Rounding to an integer value is not allowed for the State 1-hour CO standard. A violation occurs at or above 9.05 ppm.

2 Annual PM_{10} NAAQS revoked October 2006; was $50 \mu\text{g}/\text{m}^3$. 24-hr. $\text{PM}_{2.5}$ NAAQS tightened October 2006; was $65 \mu\text{g}/\text{m}^3$.

3 The ARB has identified lead, vinyl chloride, and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $\text{PM}_{2.5}$. Both the ARB and U.S. EPA have identified various organic compounds that are precursors to ozone and $\text{PM}_{2.5}$ as toxic air contaminants. There is no threshold level of exposure for adverse health effect determined for toxic air contaminants, and control measures may apply at ambient concentrations below any criteria levels specified for these pollutants or the general categories of pollutants to which they belong.

4 12/22/2006 Federal court decision may affect applicability of Federal 1-hour ozone standard. Prior to 6/2005, the 1-hour standard was 0.12 ppm. Case is still in litigation.

Greenhouse Gases and Climate Change:

Carbon dioxide and similar "greenhouse gases" are not considered "pollutants" under the Federal Clean Air Act by U.S. EPA, and are not subject to current national ambient air quality standards. A Supreme Court decision on 4/2/2007 may change that position, but further litigation will most likely occur before the situation is settled. EPA is active in the climate change arena. For more information, see: <http://yosemite.epa.gov/oar/globalwarming.nsf/content/index.html>.

Carbon dioxide and similar "greenhouse gases" are not criteria pollutants under the California Clean Air Act, and ambient air quality standards have not been set. They are, however, regulated by the California Air Resources Board (ARB) based on legislation and Governor's executive orders. Carbon dioxide emission reduction measures adopted to date are in litigation. For more information on ARB's climate change program see: <http://www.arb.ca.gov/cc/cc.htm>.

There are a number of greenhouse gases, of varying potency. Since carbon dioxide (CO_2) is the most prevalent greenhouse gas, most "GHG" analyses express greenhouse gas emissions in terms of " CO_2 equivalent." CO_2 emissions themselves are closely related to fuel consumption.

Sources:

- California Air Resources Board Ambient Air Quality Standards chart (<http://www.arb.ca.gov/aqs/aaqs2.pdf>)
- Sonoma-Marín Area Rail Transit Draft EIR Air Pollutant Standards and Effects table, November 2005, page 3-52.
- U.S. EPA and California Air Resources Board air toxics websites, 05/17/2006
- U.S. EPA Final Rulemaking (Federal Register, 17 October 2006, 71 FR 61144)
- DC Circuit Court decision, South Coast AQMD v. EPA; opinion at the Court's web site accessed 4/2/2007: <http://pacer.cadc.uscourts.gov/docs/common/opinions/200612/04-1200a.pdf>
- Supreme Court decision, Mass. v. EPA; slip opinion at the Court's web site accessed 4/2/2007: <http://www.supremecourt.us.gov/opinions/06pdf/05-1120.pdf>

Naturally Occurring Asbestos (NOA)

Although not required for project-level air quality analysis, Caltrans District 7 includes a discussion pertaining to naturally occurring asbestos, limited to that topic in the *Memorandum Addressing Naturally Occurring Asbestos in CEQA Documents* released by the Governor's Office of Planning and Research. Discussions relating to any other types of asbestos are provided in Caltrans hazardous waste or other environmental reports.

The purpose of the discussion is to establish the impact of NOA entrainment during construction. The two common sets of NOA are the serpentine and ultramafic rocks. The project is located in Los Angeles County, which is among the counties listed as containing serpentine and ultramafic rock. However, only the Catalina Island portion of Los Angeles County has been found to contain such rock; hence, it is not found in the project area.

3.13.3 Impacts

Regional Analysis Contingency and Finding

The proposed project is included in the Southern California Association of Governments 2006 Regional Transportation Improvement Program (RTIP). The project is listed in Section II of Volume II of the 2006 RTIP, state highway section, Los Angeles County. A flowchart from the Transportation Project-Level Carbon Monoxide Protocol (UCD-ITS-RR-97-21), known as Figure 1 New Project Requirements, was used to determine the regional conformity requirements for the proposed project. The questions in the flowchart cited are followed by a response, which would determine the next question:

Q: *Is this project exempt from all emissions analyses?*

A: **No**, the proposed project does not appear in Table 1 of the Protocol. It is not exempt from all emissions analyses.

Q: *Is project exempt from regional emissions analyses?*

A: **No**, the project is not listed in Table 2 of the Protocol and is not exempt from regional analyses.

Q: *Is the project locally defined as regionally significant?*

A: **Yes**, projects not listed in Table 1 nor 2 of the Protocol are usually considered regionally significant unless otherwise stipulated via interagency consultation. The project is considered as regionally significant.

Q: *Is the project in a federal attainment area?*

A: **No**, the Basin is in non-attainment for CO per federal designation.

Q: *Is there a currently conforming RTP and TIP?*

A: **Yes**, the most recently FHWA approved Plan and TIP is the 2004 Regional Transportation Plan and the 2006 Regional Transportation Improvement Program.

Carbon Monoxide Hot Spot Analysis

The scope required for local analysis is summarized in Section 4, Local Analysis, Figure 3, entitled Local CO Analysis, of the Transportation Project-Level Carbon Monoxide Protocol. This flowchart is used to determine the type of CO analysis required for the proposed project. Below is a step by step explanation of the flowchart. Each level cited is followed by a response, which would determine the next applicable level of the flowchart for the proposed project. The flowchart begins at Level 1:

Q: *Level 1. Is the project in a CO non-attainment area?*

A: **Yes**, the Basin is currently classified as non-attainment for CO.

Q: *Level 2. Is the project in an area with an approved CO attainment or maintenance plan?*

A: **No**, while the 2003 SCAQMD Air Quality Management Plan contains a CO attainment plan, the plan has not yet been approved by the EPA. The 1997 SCAQMD Air Quality

Management Plan had a CO attainment plan which was approved by the EPA. However, this was only an interim approval that expired in 1998. Therefore, at the present time there is no approved CO attainment or maintenance plan for the South Coast Air Basin. Therefore, the flow chart is continued to Level 3.

Q: *Level 3. Is the project in an area with a submitted CO attainment or maintenance plan?*

A: **Yes**, the Basin has a submitted CO attainment plan.

Q: *Level 3. Was the analysis in the attainment plan performed in sufficient detail to establish CO concentrations as a result of micro-scale modeling?*

A: **Yes**, the analysis does establish CO concentrations as a result of micro-scale modeling. The results of the modeling are presented in Chapter 4 of Appendix V of the 2003 AQMP.

Q: *Level 3. Can CO concentrations in the area affected by the project under review be expected to be lower than at those locations specifically modeled in the attainment plan? (see Section 4.3.2)*

A: **No**, CO concentrations at the controlled intersections most affected by the project would be expected to be more than those modeled in the attainment plan.

The lowest emission rates for CO typically occur at cruising speeds where freeway driving occurs. As cars accelerate from an idle position cruise position CO emission rates for CO increase. This usually occurs in the vicinity of controlled intersections. Therefore, CO concentrations are the highest near controlled intersections due to idling during queuing. CO concentrations along the mainline I-405 would be expected to lower than near this intersection.

The Traffic Analysis Report prepared for the project presented peak hour traffic volumes within the project area connecting to the Northbound I-405. The traffic data indicated that controlled intersection with the greatest traffic volume that is affected by the project would be the intersection of Wilshire Boulevard and Sepulveda Boulevard. Table 3.13-3 represents the 2031 peak hour traffic volumes.

Table 3.13-3: Year 2031 Wilshire Blvd./Sepulveda Blvd. Intersection Peak Hour Traffic Volumes (AM/PM)

Intersection	West Link	East Link	North Link	South Link	Total
Wilshire/Sepulveda	5,185 / 6,745	5,251 / 5,224	1,319 / 1,636	1,610 / 764	13,564 / 14,369

Source: Peak traffic volumes obtained from the Traffic Analysis Report, July 2006

Table 3.13-4 represents the traffic volumes for the four intersections modeled in the CO Attainment Plan.

Table 3.13-4: Approach Traffic Volumes at Intersections Modeled in CO Attainment Demonstration

Peak Hour Traffic Volumes (AM / PM)					
Intersection	West Link	East Link	North Link	South Link	Total
Wilshire-Veteran	4,951 / 2,069	1,830 / 3,317	721 / 1,400	560 / 933	8,062 / 7,719
Sunset-Highland	1,417 / 1,764	1,342 / 1,540	2,304 / 1,832	1,551 / 2,238	6,614 / 7,374
La Cienega-Century	2,540 / 2,243	1,890 / 2,728	1,384 / 2,029	821 / 1,674	6,635 / 8,674
Long Beach-Imperial	1,217 / 2,020	1,760 / 1,400	479 / 944	756 / 1,150	4,212 / 5,514

Note: The traffic count only included mainline. Does not include left and right turn movements
 Source: Final 2003 AQMP Appendix V. Modeling and Attainment Demonstration, SCAQMD.

The traffic volumes shown in Tables 3.13-3 and 3.13-4 indicate that the intersections modeled in the attainment plan have substantially less traffic count than at the proposed project site (left and right turns were not included in the comparison). If left and right turns were included, the traffic count at the four intersections would be an additional 500-1000+ vehicles at peak hour. The emission variables in the attainment plan model and the proposed project have been assumed as equal. The site variable, number of vehicle lanes, in the attainment plan consists of 4x4 intersection, except at Long Beach-Imperial, which is a 3x3 intersection. The Wilshire-Sepulveda intersection is a 4x3 intersection. Based on the comparison in the above table, the proposed project is expected to bear a carbon monoxide impact substantially greater than the four intersections modeled in the attainment plan. Therefore, the flow chart is continued to Level 4.

Q: *Level 4. Perform a screening analysis considering project location, nearby receptors, traffic volumes, LOS and air quality condition for current and future year.*

A: Level 4 contains screening methodology described in Appendix A of the Protocol. However, it was noted on the Caltrans' Air Quality website "Do not use Appendix A of the CO Protocol" as Appendix A was developed using EMFAC7F methodology. Instead, the analyst should perform instead modeling using CALINE4 as outlined in Appendix B. Thus, the flow chart is continued to Level 5.

Q: *Level 5. Perform a detailed analysis.*

A: CO protocol modeling was performed utilizing the CALINE4 computer model. CALINE4 is a fourth generation line source air quality model developed by the California Department of Transportation ("CALINE4," Report No. FHWA/CA/TL-84/15, June 1989). Worst case meteorology was assessed. Specifically, a late afternoon winter period with a ground-based inversion was considered. The wind speed, stability class, sigma theta, and temperature data used for the modeling are those recommended in the "Development of Worst Case Meteorology Criteria," (California Department of Transportation, June 1989). A mixing height of 1,000 meters was used as recommended in the CALINE4 Manual.

Composite emission factors utilized with the CALINE4 computer model came from EMFAC2002 based on the methodology described on Caltrans' air quality website. The

peak hour traffic data used in the CALINE4 CO computer modeling were obtained from the traffic study prepared by IBI Group, September 2006.

Eight hour carbon monoxide levels were projected using Caltrans methodology described in their "Air Quality Technical Analysis Notes." The method essentially uses a persistence factor that is multiplied by the 1-hour emission projections. The projected 8-hour ambient concentration is then added to the product. The persistence factor can be estimated using the 10 highest non-overlapping ratio of 8-hour to 1-hour from the last three years of carbon monoxide monitoring data. For the project area, a persistence factor of 0.71 was estimated. The data and results of the CALINE4 modeling are also provided in the appendix. (The CALINE4 CO emission results shown in the appendix do not include the ambient background CO levels.)

The Wilshire-Sepulveda intersection has been identified as the intersection with the greatest peak-hour traffic volume affected by the project. Alternative 2 and 3 had the same traffic projections for this intersection as well as the highest delay times (most congestion). This intersection operates at LOS F or worse and has the potential to exceed of the National Ambient Air Quality Standards. While this intersection is not the only one to meet the above criteria, it represents the worst-case scenario in terms of CO concentration. If the CO modeling shows that the CO emission at this location will meet the NAAQS, then emissions at all other intersections in the project area will also meet the standards. At the Wilshire-Sepulveda intersection, a receptor was set at each of the four corners about 10 feet from edge of the road. The highest concentrations at this intersection are reported in Table 3.13-5 below.

The ambient (background) concentration levels for CO were derived from per the "Transportation Project-Level Carbon Monoxide Protocol." The nearest location is West LA, and the second highest concentrations per the CO Protocol were used. Background CO levels for future years linearly interpolated using the CO emission data contained in the 2007 AQMP. As a result, the existing ambient CO concentrations for 2005 are projected to be 6.0 ppm for 1-hour levels, and 2.0 ppm for 8-hour levels. The 2015 and 2031 CO concentrations include the ambient concentrations of 3.42 and 2.5 ppm for 1-hour levels, and 1.1 and 0.9 ppm for 8-hour levels for 2015 and 2031, respectively.

The results of the CALINE4 CO modeling are summarized in 3.13-5. The CO modeling results are shown for the projected future 1-hour and 8-hour CO concentration levels. The pollutant levels are expressed in parts per million (ppm). The carbon monoxide levels reported in Table 3.13-5 are composites of the background levels of carbon monoxide coming into the area plus those generated by the local roadways.

Table 3.13-5: Worst Case Projections of Carbon Monoxide (CO) Concentrations (ppm)

Receptor Location	2005 Existing		2015				2031			
	1-hour	8-hour	No Project		With Project		No Project		With Project	
			1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
Wilshire/Sepulveda	16.9	9.9	8.3	4.7	8.3	4.7	4.3	2.2	4.3	2.2
NAAQS:	35ppm	9ppm	35ppm	9ppm	35ppm	9ppm	35ppm	9ppm	35ppm	9ppm
No. of Exceedances	0	1	0	0	0	0	0	0	0	0

NOTE: The existing CO concentrations include the ambient concentrations of 6.0 ppm for the 1-hour average, and 2.0 ppm for the 8-hour average. The 2015 and 2031 CO concentrations include the ambient concentrations of 3.2 and 2.5 ppm for the 1-hour average, and 1.1 and 0.9 ppm for the 8-hour average for 2015 and 2031, respectively.

The results in Table 3.13-5 indicate that the existing CO concentration levels are projected to comply with the 1-hour NAAQS of 35 ppm, but exceed the 8-hour standard of 9 ppm. The future CO concentration levels for 2015 and 2031 with and without project will be in compliance with the 1-hour and 8-hour NAAQS. The project is not projected to increase CO concentration levels at this intersection. Because the future concentrations are projected to be below the air quality standards, the project will not result in a significant local air quality impact.

Table 3.13-5 shows that CO concentrations in 2015 and 2031 will be significantly lower than the existing CO levels. This is mainly due to the anticipated decrease in the future vehicular emission rates and background concentration levels. In general, the background CO concentration and the vehicular air pollutant emission factors are projected to decrease steadily in the future years due to newer, cleaner-running vehicles. While the local traffic volumes are projected to increase in the future, this is more than offset by the decrease of background levels and lower emission factors.

Q: *Level 5. Are impacts acceptable?*

A: **Yes**, the project is satisfactory, and no further analysis is needed.

Conclusion

In answering affirmative to all questions in level five of the CO Protocol Local Analysis Flowchart, the project has sufficiently addressed the CO impact and no further analysis is needed.

PM₁₀ and PM_{2.5} Hot Spot Analysis

In March of 2006, the Transportation Conformity Rule was updated to include regulations for performing qualitative analysis of PM₁₀ and PM_{2.5} Hotspot impacts. Only projects that are considered “Projects of Air Quality Concern” (POAQC) are required to perform a hot-spot analysis. In the South Coast Air Basin, it is the Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG), acting to fulfill the interagency consultation requirements of the Conformity Rule, that makes the determination whether the project is or is not a POAQC. In accordance with the procedures set forth by the SCAG TCWG, the project was submitted for consideration of determination; and the project was discussed at the September 2006 monthly TCWG meeting as well as subsequent subgroup meetings. The project

was determined to not be a POAQC because the project would not result in any increase in the number of diesel trucks that would utilize the facility.

Fugitive Dust

PM₁₀ emissions from site clearance/grading operations during a peak construction day are based on assumptions and past experience on similar sized projects. The SCAQMD estimates that each acre of graded surface creates about 26.4 pounds of PM₁₀ per day during the construction phase of the project, and 21.8 pounds of PM₁₀ per hour from dirt/debris pushing per dozer/scrapper. The entire site is not expected to be under construction at one time. It is assumed that up to three acres of land would be under construction or exposed on any one day. It is also assumed that at least one dozer/scrapper would be used eight hours per day, together with other equipment. Therefore, a maximum of 254 pounds of PM₁₀ per day would be generated from soil disturbance without mitigation during the construction phase. This level of dust emission would exceed the SCAQMD threshold of 150 pounds of PM₁₀ per day during construction.

Ambient Air Quality Standards (AAQS)

PM_{2.5} non-attainment and maintenance areas are required to attain and maintain two standards:

- 24-hour standard: 65.0 micrograms per cubic meter (mg/m³)
- Annual standard: 15.0 mg/m³

The current 24-hour standard is based on a 3-year average of the 98th percentile of 24-hour PM_{2.5} concentrations; the current annual standard is based on a 3-year average of annual mean PM_{2.5} concentrations. A PM_{2.5} qualitative hotspot analysis must consider both standards unless it is determined for a given area that meeting the controlling standard would ensure that Clean Air Act requirements are met for both standards. The interagency consultation process should be used to discuss how the PM_{2.5} qualitative hotspot analysis meets statutory and regulatory requirements for both PM_{2.5} standards, depending on the factors that are evaluated for a given project.

Naturally Occurring Asbestos (NOA)

No potential impacts from naturally occurring asbestos (NOA) during project construction would occur.

Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources. 66 FR 17229 (March

29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements.¹ As a result, the EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control Mobile Source Air Toxics. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the primary six Mobile Source Air Toxics.

California's vehicle emission control and fuel standards are more stringent than Federal standards, and are effective sooner, so the effect on air toxics of combined State and Federal regulations is expected to result in greater emission reductions, more quickly, than the FHWA analysis shows. The FHWA analysis, with modifications related to use of the California-specific EMFAC model rather than the MOBILE model, would be conservative.

Additional efforts are being undertaken by the California Air Resources Board (CARB) to control diesel particulate matter (PM). The CARB has found that diesel PM contributes over 70 percent of the known risk from air toxics and poses the greatest cancer risks among all identified air toxics. Diesel trucks contribute more than half of the total diesel combustion sources. However, the CARB has adopted a Diesel Risk Reduction Plan (DRRP) with control measures that would reduce the overall diesel PM emissions by about 85% from 2000 to 2020. In addition, total toxic risk from diesel exhaust may only be exposed for a much shorter duration. Further, diesel PM is only one of many environmental toxics and those of other toxics and other pollutants in various environmental media may overshadow its cancer risks. Thus, while diesel exhaust may pose potential cancer risks to receptors spending time on or near high-risk diesel PM facilities, most receptors' short-term exposure would only cause minimal harm, and these risks would also greatly diminish in the future operating years of the project due to planned emission control regulations.

From 2000 to 2010, CARB staff predicts diesel PM emissions and risk would decrease by only about 20 percent if the recommended measures are not implemented. This reduction would result from the implementation of existing federal and state regulations and the attrition of older diesel-fueled passenger cars and light-duty trucks from the on-road fleet. The EPA has proposed new, lower emission standards for heavy-duty trucks for 2007 and lower sulfur limits for diesel fuel (on-road vehicles only) in 2006. The benefits of these proposed rules are not included as existing measures because they have not yet been adopted.

The recommended measures can be grouped as follows: measures addressing on-road vehicles, measures addressing off-road equipment and vehicles, and measures addressing stationary and portable engines. These measures include the EPA's 2007 new heavy-duty truck standards and the 2006 low-sulfur fuel limits. Projected diesel PM emission levels for 2010 and 2020 show that off-road recommended measures have the largest impact. Of the off-road recommended

¹ These programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent for FHWA projects between 2000 and 2020 even with a 64 percent increase in Vehicle Miles Traveled (VMT), as documented in the FHWA Memorandum: Interim Guidance on Air Toxics Analysis in NEPA Documents, February 3, 2006.

measures, the retrofit measures result in over 90 percent of the diesel PM reductions associated with all of the off-road measures.

The analysis shows that in 2015 and 2031 Mobile Source Air Toxics emissions in the project area may be somewhat lower than no project conditions. The Southern California Association of Governments sensitivity analysis indicates that emissions are slightly higher with the project alternatives than no-build conditions due to projected increases in traffic. The project in 2015 and 2031 would not result in an increase in Mobile Source Air Toxics emissions compared to the existing conditions for all speeds. Because of the congestion relief provided by the project, Mobile Source Air Toxics emissions in 2015 and 2031 would likely be somewhat lower with the project than without. Lower emission resulting from increased average speed with the project compared to no-build conditions would likely result in a slight decrease in Mobile Source Air Toxics emissions with the project compared to no-build conditions.

Unavailable Information for Project Specific MSAT Impact Analysis

The Air Quality Assessment includes a basic analysis of the likely MSAT emission impacts of this project per FHWA guidance (Federal Highway Administration, Memorandum: Interim Guidance on Air Toxics Analysis in NEPA Documents, February 3, 2006.) Available technical tools did not enable the prediction of project-specific health impacts of the emission changes associated with the project. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

Information that is Unavailable or Incomplete

Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several steps, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

- **Emissions:** The EPA and California tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. MOBILE 6.2 has been developed by the EPA to predict on-road vehicular emissions. EMFAC (either EMFAC2002 or the recently released EMFAC2007 version) has been developed by the California Air Resources Board to predict vehicular emissions in California. While both MOBILE 6.2 and EMFAC are used to predict emissions at a regional level, they have limitations when applied at the project level. Both are trip-based models – emission factors are projected based on a typical trip length of around 7.5 miles, and on average speeds for this typical trip. This means that neither model has the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, both models can only approximate emissions from the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter (PM), the MOBILE6.2 model results are not sensitive to average trip speed; however, PM

emissions from the EMFAC model are sensitive to trip speed, so for California conditions, diesel PM emissions are treated the same as other emissions. Unlike MOBILE 6.2, the EMFAC model does not provide MSAT emission factors; off-model speciation of EMFAC's Total Organic Compounds output must be used to generate MSAT emissions. The emission rates used on Both MOBILE 6.2 and EMFAC are based on a limited number of vehicle tests.

These deficiencies compromise the capability of both MOBILE 6.2 and EMFAC2002/2007 to estimate MSAT emissions. Both are adequate tools for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but neither is sensitive enough to capture the effects of travel changes caused by smaller projects or to predict emissions near specific roadside locations.

- **Dispersion:** The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide (CO) to determine compliance with the NAAQS. The CALINE4 model used in California is an improvement on the CALINE3 based EPA models, but like them, it was built primarily for CO analysis. CALINE4 has not been specifically validated for use with other materials such as MSATs and is difficult to use for averaging periods of more than 8 hours or so (health risk data for MSATs are typically based on 24-hour, annual, and long term (30 to 70 years) exposure). Dispersion models are appropriate for predicting maximum concentrations that can occur at some time at some location within a geographic area but cannot accurately predict exposure patterns at specific times at specific locations across an urban area to assess potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of adequate monitoring data in most areas for use in establishing project-specific MSAT background concentrations.
- **Exposure Levels and Health Effects.** Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs
Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures. The five organic-based MSATs listed below are also listed as toxic air contaminants by the California Air Resources Board:

- **Benzene** is characterized as causing decreased lymphocyte count and has non-cancer health endpoints of potential concern.
- The primary health concern for **acrolein** is not cancer but rather a respiratory endpoint.
- **Formaldehyde** has respiratory endpoints and has non-cancer health endpoints of potential concern.
- **1,3-butadiene** is characterized as causing ovarian atrophy and has non-cancer health endpoints of potential concern.
- **Acetaldehyde** is characterized as causing degeneration of the olfactory epithelium and has non-cancer health endpoints of potential concern.
- **Diesel exhaust** (DE) is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases. The particulate matter fraction of diesel exhaust (Diesel PM) has been identified by the CARB as a toxic air contaminant due to long-term cancer risk.
- **Diesel exhaust** is also connected with chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts as they pertain to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has done a series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of impacts based upon theoretical approaches or research methods generally accepted in the scientific community.

Because of the uncertainties outlined above, a reliable quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

MSAT Emissions in the Project Area

As discussed above there are several uncertainties that do not allow quantitative estimates of health effects from MSAT emissions in the project area. However, one can examine MSAT emissions in the project area and estimate the relative impacts of MSAT emissions under different scenarios. MSAT emissions from vehicles traveling on northbound I-405 through the project area were estimated using the methodology prepared for Caltrans by the UC Davis-Caltrans Air Quality Project ("Estimating Mobile Source Air Toxics Emissions: A Step-By-Step Project Analysis Methodology" December, 2006). The three primary steps to the methodology are: (1) deriving emission factors, (2) determining the traffic data, and (3) using the emission factors and traffic data to calculate the emissions.

The emission factors are the amount of MSAT emissions from a composite vehicle per distance traveled at a specified speed for exhaust emissions (i.e., tailpipe emissions), and per travel time for evaporative emissions (i.e., emissions from evaporating fuel). Separate emission factors are calculated for diesel and non-diesel vehicles. The traffic data required to calculate MSAT emissions under the UC Davis methodology includes traffic volume, distance traveled, speed, and percentage of trucks for the two periods, peak and off-peak. The peak and off-peak periods are grouped by similar average speeds. The peak period is the time that the highway is congested and the off-peak period is all other times. Vehicle miles traveled (VMT) and travel time are calculated from the traffic volumes, speed, and travel distance. The total MSAT emissions are calculated using the emission factors calculated in the first step and the traffic data calculated in the second step.

The EMFAC2007 model was run using the procedures described in the UC Davis Methodology for the Los Angeles County portion of the SCAB. Composite emission factors for particulate matter exhaust from diesel vehicles, total organic gas (TOG) exhaust emissions for diesel and non-diesel vehicles, and evaporative TOG emissions for non-diesel vehicles in operation were extracted from this data using the UC Davis spreadsheet. The emission factors for Diesel Particulate Matter are taken directly from the EMFAC2007 output. Emission factors for the other MSATs are estimated by multiplying the TOG emission factors by Speciation Factors. The Speciation Factors represent the fraction of TOG emissions of each MSAT. This results in an estimate of emissions for each of the MSATs; Diesel PM, Benzene, 1,3-Butadiene,

Acetaldehyde, Acrolein, and Formaldehyde, per mile of travel for diesel and non-diesel vehicles (exhaust emissions) and per minute traveled for non-diesel vehicles (evaporative emissions). Due to the differences in diesel fuel and gasoline, diesel vehicles do not have considerable evaporative emissions.

Under the UC Davis Methodology, daily traffic volumes are split between peak and off-peak hours, and emissions are calculated for each of these periods using average travel speeds for each period. This procedure was followed for each segment between interchanges. That is, emissions were calculated for each segment of the northbound I-405 between interchanges using the UC Davis methodology and then summed to estimate the total MSAT emissions from the project. In addition, for the With Project scenarios, emissions were calculated separately for vehicles in the HOV lanes, as estimates of vehicle speeds in the HOV lanes are different in the HOV lanes and virtually no diesel vehicles utilize the HOV lanes. Estimates of peak period and off-peak period traffic volumes and speeds were derived from data provided by Caltrans.

Table 3.13-6 represents the total MSAT emissions from traffic on I-405 for five scenarios: Existing Conditions (2005), Year 2015 (opening year) under No Build and With Project conditions, and Year 2031 (Horizon Year) under the No Build and With Project conditions. The emissions are presented in grams per day of each pollutant for each scenario.

Table 3.13-6: Total Northbound I-405 MSAT Emissions

	MSAT Emissions (grams/day)					
	Diesel PM	Benzene	1,3-Butadiene	Acetaldehyde	Acrolein	Formaldehyde
Year 2005 Emissions						
Existing	11,120	13,282	2,577	3,357	587	10,694
Year 2015 Emissions						
No Build	6,895	5,372	973	1,529	224	4,662
With Project	7,378	5,061	957	1,466	220	4,514
Year 2031 Emissions						
No Build	3,544	3,717	556	1,004	128	2,998
With Project	3,433	2,982	479	704	112	2,271

Source: Air Quality Assessment, April 2007

Emissions for all six MSATs are projected to decrease considerably over existing conditions. Diesel PM is projected to experience the smallest decrease of 33.7%. The other MSATs are projected to decrease by between 56% and 63%. These emission reductions correlate with reduced MSAT concentrations in the project area, which result in reduced MSAT exposures and corresponding health effects.

Emissions of Diesel PM are projected to increase by 7.0% With Project conditions compared to the No Build conditions in 2015. This is due to the emission factors for Diesel PM having a minimum at 40 miles per hour. Diesel PM emissions are higher for vehicle speeds higher or lower than this speed. The projected average peak hour speeds under the No Build conditions are approximately 40 miles per hour. The project would result in higher speeds, which would cause an increase in Diesel PM emissions. However, this condition would only occur

temporarily and by 2031 Diesel PM emissions would be less with the project than without the project.

The California Air Resources Board (CARB) has found that diesel particulate matter (PM) poses the greatest cancer risks among all identified air toxics. Diesel trucks contribute more than half of the total diesel combustion sources. However, the CARB has adopted a Diesel Risk Reduction Plan (DRRP) with control measures that would reduce the overall diesel PM emissions by about 85% from 2000 to 2020. All of the reduction measures are not reflected in the EMFAC2007 emission factors used in the analysis above. Therefore, future DPM emissions would be expected to be reduced even more than indicated above.

In addition, total toxic risk from diesel exhaust may only be exposed for a much shorter duration. Further, diesel PM is only one of many environmental toxics and those of other toxics and other pollutants in various environmental media may overshadow its cancer risks. Thus, while diesel exhaust may pose potential cancer risks, most receptors' short-term exposure would only cause minimal harm, and these risks would also greatly diminish in the future operating years of the project due to planned emission control regulations.

Construction Equipment Exhaust Emissions

Construction activities associated with the build alternatives of the proposed project would be temporary and would last the duration of project construction. A qualitative construction emissions analysis has concluded that Project construction would not create adverse pollutant emissions. Short-term impacts to air quality would occur during minor grading/trenching, new pavement construction and the re-striping phase. Additional sources of construction related emissions include:

- Exhaust emissions and potential odors from construction equipment used on the construction site as well as the vehicles used to transport materials to and from the site; and
- Exhaust emissions from the motor vehicles of the construction crew.

Project construction would result in temporary emissions of carbon monoxide, nitrogen oxide, Reactive Organic Gases, and PM₁₀. Stationary or mobile-powered onsite construction equipment would include trucks, tractors, signal boards, excavators, backhoes, concrete saws, crushing and/or processing equipment, graders, trenchers, pavers and other paving equipment. Based on the low number of daily work trips required for project construction, construction worker trips are not anticipated to contribute substantially to traffic flow on local roadways.

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM₁₀ non-attainment and maintenance areas (for which the SIPs identify construction-related fugitive dust as a contributor to the area problem), the RTIP should conduct the construction-related fugitive PM₁₀ emission analysis. The 2003 PM₁₀ SIP/AQMP emissions budgets for SCAB include the construction and unpaved-road emissions. The 2006 RTIP PM₁₀ regional emissions analysis includes the construction and unpaved road emissions for conformity finding.

3.13.4 Avoidance, Minimization, and Mitigation Measures

Operational Mitigation Measures

None Required.

Construction Related Emissions

During the demolition phase, some asphalt concrete pavement and curbs and gutters would be removed. To further minimize construction-related emissions, all construction vehicles and construction equipment would be required to be equipped with the state-mandated emission control devices per state emission regulations and standard construction practices. After construction of the project is complete, all construction-related impacts would end. Short-term construction PM₁₀ emissions would be further reduced with the implementation of required dust suppression measures outlined within Southern California Air Quality Management District (SCAQMD) Rule 403 presented in Section 5.5. Note that Caltrans Standard Specifications for construction (Section 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plants]) must also be adhered to. With the implementation of these measures during project construction, it is not anticipated that this project would violate state or federal air quality standards or contribute to the existing air quality violation in the air basin.

Mitigation of PM₁₀ during construction

The approved 2003 Particulate Matter SIP contains provisions calling for mitigation of PM₁₀ emissions during construction. Pursuant to 40CFR 93.117, Caltrans, the project sponsor, is required to stipulate to include, in its final plans, specification, and estimates, control measures that will limit the emission of PM₁₀ during construction. Such control plans must be contained in an applicable SIP.

The PM₁₀ emissions is a composite of geologic and aerosol variety. The primary concern during construction is to mitigate geologic PM₁₀ that occurs from earth movement such as grading. The agency that sponsored the PM₁₀ SIP is SCAQMD with concurrence from the California Air Resource Board. SCAQMD has established Rule 403 that addresses the mitigation for PM₁₀ by reducing the ambient entrainment of fugitive dust and Rule 402 which requires that air pollutant emissions not be a nuisance off-site. Fugitive dust consists of solid particulate matters that becomes airborne due to human activity (i.e. construction) and is a subset of total suspended particulates. Likewise, PM₁₀ is a subset of total suspended particulates. The SCAQMD CEQA Air Quality Handbook (April 1993) states that 50% of total particulate matter suspended comprise of PM₁₀. Hence, in mitigating for fugitive dust, emissions of geologic PM₁₀ are reduced.

SCAG requires that at least one best available control measure be implemented for each source of fugitive dust. In addition, Rule 403 requires activities defined as “large operations” to notify the SCAQMD by submitting Form 403N, implement the Rule 403 Table 2 and 3 control actions, and maintain records of control measure implementation. Rule 403 defines large operation as: “any active operations on property which contains in excess of 50 acres of disturbed surface area; or any earth moving operation which exceeds a daily earth moving or throughput volume of 3,850 cubic meters (5,000 cubic yards) three times during the most recent 365 day period.” In summary, prior to construction, Rule 403 entails the implementation of best available fugitive dust control measures during active operations capable of generating dust.

3.13.5 Cumulative Impacts

Air quality impacts are inherently cumulative since the traffic forecasts are consistent with build-out assumptions that are consistent with adopted demographic forecasts. Consequently, air quality conditions incorporate regional growth. The only exception to this is for construction-related impacts. The project alternatives would improve movement, increase capacity, and improve overall traffic operation in the general vicinity, thereby lowering the concentration of pollutants emitted by the motor vehicles. Consequently, with the transportation improvements proposed and the secondary improvement in vehicular movement, no cumulative adverse regional or local air quality impacts are anticipated.

Implementation of any of the projects in the study area has the potential to result in short-term impacts to air quality associated with construction activity (i.e., CO, NO_x, ROC, and PM₁₀) and some have the potential for long-term effects on air quality due to new vehicle trips, or use, storage, and transport of hazardous substances. The short-term effects are minimized through compliance with SCAQMD rules and regulations during construction. The long-term effects are minimized through mitigation specific to each project.

Alternative 1 (No Build) would not involve construction; therefore, would not contribute to cumulative effects to air quality impacts. There would be no short-term construction effects or long-term operation effects associated with this alternative.

The I-405 Sepulveda Pass Project is listed in the 2006 RTIP (Project ID No. LA0B408) and therefore conforms to the SIP. However, Alternative 3 would not be in conformity with the SIP because the additional lane on southbound I-405 from Skirball Center Dr. to Waterford St. is not included in the 2006 RTIP. Inclusion and analysis of Alternative 3 in the RTP and RTIP would minimize the cumulative effect on regional air quality impacts since it would be compliant with the State Implementation Plan.

The Build Alternatives' contribution to cumulative air quality effects is not considered adverse because the Build Alternatives are not anticipated to exceed the 1-hour or 8-hour CO standards. The Build Alternatives would not contribute to cumulative effects on quality or toxic air emissions, since the alternatives are not expected to cause a substantial increase of toxic air constituents.

Implementation of any of the Build Alternatives could contribute to cumulative hazardous air pollutants relating to the demolition of asbestos-containing material (ACM). Compliance with SCAQMD Rules and Regulations for demolition of buildings containing ACM would minimize the potential effects.

3.14 NOISE

3.14.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise impacts. The intent of these laws is to promote the general welfare and to foster a healthy environment.

For highway transportation projects with FHWA involvement, the Federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA) with exterior frequent human use. Table 3.14-1 lists the noise abatement criteria.

Per the Caltrans *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, October 1998*, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC. If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

Table 3.14-1: Noise Abatement Criteria

Activity Category	NAC, Hourly A- Weighted Noise Level, dBA L _{eq} (h)	Description of Activity Category
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: 23 CFR Part 772, 2001

3.14.2 Affected Environment

Information regarding noise was obtained from the I-405 Noise Study Report dated July 2006.

Land Use and Sensitive Areas

The surrounding noise receptors to I-405 in the proposed project area include single and multiple-family residential areas, commercial areas, hotel, motel, schools, a hospital, a temple and a park. The area is highly urbanized and densely developed. The terrain within the project area varies from valleys to flatlands to mountainous. Existing peak-hour noise levels along the project alignment range from 52 to 79 dBA.

A Best Western Motel is located within the project limits in the southwest quadrant of I-405 and Santa Monica Boulevard. This motel has an outside area of frequent human use (swimming pool) that is surrounded by a three-story motel building. Hotel Angeleno is located in the northwest quadrant of I-405 and Sunset Boulevard. This hotel also has an outside area of frequent human use (swimming pool) that is located directly behind the hotel building at the ground-floor level.

Three schools lie in the project limits: Milken Community High School, Curtis School, and the University of Judaism. Milken Community High School sits along the southbound side of I-405 between Skirball Center Drive and Mulholland Drive. Curtis School sits just north of Mulholland Drive along southbound I-405. The University of Judaism sits along northbound I-405 between Skirball Center Drive and Mulholland Drive.

Westwood Park which is part of the City of Los Angeles, Department of Parks and Recreation is located in the northeast quadrant of I-405 and Ohio Avenue along northbound I-405. There are open grass areas and playing fields.

There is one commercial development that has an outside eating area (Big Tommy's – a fast food restaurant) on the northwest corner of I-405 and Pico Boulevard.

The Leo Baeck Temple exists within the project limits along northbound I-405 north of Bel Terrace Place. The Temple has an exterior area of frequent human use. The Veterans Hospital also lies within the project limits. It is located along southbound I-405 between Santa Monica Boulevard and Wilshire Boulevard.

Existing Traffic Noise

Noise in the project area is dominated by traffic on I-405, and numerous soundwalls already exist along I-405 within the project limits. The northbound side of the freeway has four soundwalls: from Cashmere Street to Bronwood Avenue; from Sunset Boulevard to Acanto Street; from the Moraga Drive on-ramp to Bel Terrace Place; and from south of the Sepulveda Boulevard undercrossing to north of Sutton Street. The southbound side of the freeway also has four existing soundwalls: from the Santa Monica on-ramp between Santa Monica Boulevard and Nebraska Avenue; from Waterford Street to Kiel Street; from Del Gado Drive to Valley Vista Boulevard; and from Valley Vista Boulevard to Dickens Street.

Five more soundwalls are now under construction as part of two other projects in the area. The first two soundwalls are part of the Caltrans HOV project from SR-90 to I-10, and the last three are part of the Route 10/405 Separation Widening to Burnham/Sunset Boulevard project: from edge of shoulder from National Boulevard to Ivy Place on the southbound I-405; from I-10 westbound connector to I-405 northbound connector; from southbound I-405 from north of Olympic Boulevard to Nebraska Avenue; from Massachusetts Avenue to north of Ohio Avenue; and from edge of shoulder near Waterford Street on southbound I-405.

The measuring and modeling results from this study indicated that existing traffic noise levels for adjacent residential areas typically range between 52 and 79 dBA-Leq(h). Thirteen 24-hour noise readings were taken at Sites #A through #M to determine the noisiest hour in various sections within the project limits. The following table shows the noisiest hour based on the 24-hour noise readings and the locations (see Appendix G to reference locations).

Table 3.14-2: 24-Hour Noise Readings

Site	Location	Noisiest Hour
A	National Blvd to Santa Monica Blvd.	5:33 am and 6:33 am
B	I-405/I-10 interchange	12:08pm and 1:08pm
C	I-10 and Santa Monica Blvd.	24-hour noise measurements were not conducted since there was construction activity.
D	Santa Monica and Wilshire Blvd.	5:21 a.m. to 6:21 a.m.
E & F	Wilshire Blvd. to Sunset Blvd.	5:26 a.m. and 6:26 a.m. (southbound) 5:37 a.m. and 6:37 a.m. (northbound)
G	Sunset Blvd. to Moraga Drive	6:47 a.m. to 7:47 a.m.
H	Moraga Drive to Getty Center Drive	6:21 a.m. and 7:21 a.m.
I	Getty Center Drive and Bel Air Crest	5:04 a.m. and 6:04 a.m.
J, K & L	Bel Air Crest to Ventura Boulevard	4:58 a.m. and 5:58 a.m. 11:06 a.m. and 12:06 p.m. 6:26 a.m. and 7:26 a.m.
M	Sepulveda Blvd. and Ventura Blvd.	3:28 p.m. and 4:28 p.m.

Source: I-405 Noise Study Report, July 2006

3.14.3 Noise Impacts

The traffic noise analysis that was conducted evaluated sound level readings, traffic counts and pertinent field data such as traffic-flow speed and topography. The traffic noise analysis indicates that the residential areas, temple and park within the project area would be impacted after project completion under all alternatives [i.e. the noise level will approach or exceed FHWA Noise Abatement Criteria (NAC)]. NACs are shown in Table 3.14-1. Only acoustically feasible and reasonable noise barriers are recommended as part of a project. Noise abatement is not normally considered reasonable for commercial and parking lot areas. This project would not cause a substantial noise increase (i.e. 12 dBA).

Since traffic noise impacts have been identified, noise abatement has been considered for the affected receivers. As stated in 23CFR772 and TNAP, noise abatement has only been

considered where noise impacts are predicted and where frequent human use occurs and where a lowered noise level would be of benefit. For all affected receptors, noise abatement has been evaluated for acoustical feasibility (noise reduction of 5 dBA or more) and preliminary reasonableness (cost-effectiveness).

Based on the studies conducted, Caltrans and FHWA intend to incorporate noise abatement measures for the proposed project in the form of soundwalls at the edge of shoulder and private properties in order to attenuate traffic noise in the affected areas. Layouts L-1 through L-47 found in Appendix G show proposed soundwall locations for all build alternatives where predicted traffic noise levels approach/exceed the Noise Abatement Criteria of 67 dBA- $L_{eq}(h)$ for Activity Category B. The Activity Category B land uses within the project limits under consideration include residential properties, a motel, a hotel, three schools, a temple, a church, a hospital and a park. Tables 3.14-3, 3.14-4, and 3.14-5 show proposed noise barrier heights, locations, limits, and insertion losses.

Predicted increases in traffic noise under design-year (2025) conditions relative to existing worst-hour conditions are in the range of 1-2 dBA. These increases are attributed to the addition of the proposed HOV lane and the predicted increase in traffic volumes.

The Department's *Traffic Noise Analysis Protocol* (TNAP) sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering issue. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources and safety considerations. The preliminary reasonableness determination is basically a cost-benefit analysis. If the construction cost of a soundwall is less than the reasonable allowable cost, the barrier is considered to be reasonable from a cost perspective. The reasonable allowance factors include absolute noise level, build versus existing noise level conditions, noise reduction and whether the development pre-dates 1978. The overall reasonableness includes other factors such as design issues, environmental impacts, public input, input from local agencies, social and technological.

For proposed barrier locations outside of Caltrans right-of-way, all (100%) of the affected property owners must be supportive of the proposed barrier, the location, and the material to be used for construction. Additionally, a permanent easement must be secured for all (100%) of the affected properties to construct and maintain the barrier.

Table 3.14-3: Northbound Alternative 2 and 3 – Noise Analysis Summary (Page 1 of 3)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
A3	Sepulveda Blvd (S. end)	66.5	69.0	101	ES R/W	64 69	63 69	63 69	62 69	- 69	Yes
A4	Sepulveda Blvd (N. end)	62.6	64.9	No Impact							
B	Pickford St	68.1	70.0	102*	ES R/W	66 70	65 70	65 70	64 70	- 70	Yes
B1	Richland Ave	67.2	68.9	102*	ES R/W	64 69	63 69	63 69	62 69	- 69	Yes
D2	Westwood Recreation Center	68.8	71.8	103	ES R/W	69 72	68 72	67 72	66 71	- 70	Yes
D3	Sepulveda Blvd	75.4	81.1	103	ES R/W	69 75	68 74	67 74	66 71	- 70	Yes
D5	Sepulveda Blvd. (BP Child Care Ctr)	69.0	73.0	103	ES R/W	68.0 -	67.0 -	67.0 -	66.0 -	- -	Yes
F	Thurston Ave	75.9	78.8	104	ES R/W	79 79	79 79	78 78	78 78	- 78	No
F1	Bentley Ave	60.6	67.3	104	ES R/W	66 67	65 67	64 66	63 66	- 65	Yes
F2	Sepulveda Blvd	71.0	76.6	104	ES R/W	73 74	72 73	71 72	70 71	- 71	Yes
F3	Dalkeith Ave	66.1	74.4	104	ES R/W	72 78	71 78	69 78	68 78	- 78	Yes
F4	Thurston Ave	65.8	72.8	104	ES R/W	78 78	78 78	78 78	78 78	- 78	No
F5	Sepulveda Blvd	67.9	74.9	104 + 105	ES R/W	71 74	71 73	69 71	68 70	- 70	Yes
F6	Bronwood St	61.9	66.7	104	ES R/W	64 66	64 66	63 65	62 65	- 64	Yes
F7	Sunset Blvd	58.0	62.4	No Impact							

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- * – Soundwall currently under construction
- – Noise contribution from Sepulveda Blvd.

Table 3.14-3: Northbound Alternative 2 and 3 – Noise Analysis Summary (Page 2 of 3)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
G	Thurston Ave	68.5♦	74.0	106	ES R/W	71 74	70 74	68 74	67 74	- 76	Yes
G1	Thurston Cir	65.8♦	71.0	-	ES R/W	71 71	70 71	70 71	68 71	- 74	No
G2	Acanto Pl	66.9♦	69.0	106	ES R/W	66 69	65 69	64 69	63 69	- 72	Yes
G5	Thurston Cir	63.8♦	67.0	-	ES R/W PPL	68 69	67 69	67 69	66 69	- 69	Soundwall not feasible on private property
H	Acanto Pl	66.5♦	66.7	-	ES R/W	66 67	65 67	65 67	64 67	- 67	No
H1	Acanto Pl	60.8♦	67.7	107A + 107B	ES R/W	63 66	62 66	61 66	60 65	- 65	Yes
H2	Casiano Rd	64.3♦	67.8	107B	ES R/W	66 68	64 68	63 68	62 68	- 67	Yes
H3	Sepulveda Blvd	69.2♦	69.5	107B	ES R/W	66 70	65 70	64 70	64 70	- 69	Yes
H4	Leo Baeck Temple	70.2♦	72.1	107B	ES R/W	70 72	69 72	68 72	66 72	- 72	Yes
I	Rembridge Ct	68.4♦	70.0	108	ES R/W PPL	70 70 60	70 69 58	70 69 57	70 68 55	- 68 54	Yes
J4	Univ of Judaism	55.3	56.9	No Impact							
K	Briarwood St	78.5	80.3	112	ES R/W PPL	80 78 72	80 78 68	80 77 66	80 76 65	- 75 64	Yes
K1	Scadlock Ln	69.5	73.5	104 + 105	ES R/W PPL	74 74 74	74 73 73	74 73 73	74 73 71	- 72 69	Yes

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- ♦ Noise contribution from Sepulveda Blvd.

Table 3.14-3: Northbound Alternative 2 and 3 – Noise Analysis Summary (Page 3 of 3)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
K2	Scadlock Ln	62.9	64.9	No Impact							
K3	Moon Ridge	69.6	71.7	110	ES R/W PPL	72 72 62	72 72 61	72 72 60	72 72 59	- 72 58	Yes
K4	Scadlock Ln	67.0	69.2	111	ES R/W PPL	69 66 65	69 64 64	69 64 64	69 63 64	- 62 63	Yes
K5	Briarwood St	69.9	72.5	112	ES R/W PPL	73 73 64	73 72 63	73 72 62	73 72 61	- 72 60	Yes
K6	Del Gado Dr	70.5	71.4	113	ES R/W PPL	71 71 70	71 71 69	71 71 68	71 71 66	- 71 65	Yes
K7	Sepulveda Blvd	67.8	65.5	114	ES R/W	63 66	62 66	62 66	61 66	- 66	Yes
K8	2 nd floor Modeled site	-	68.0	114	ES R/W	66 68	64 68	64 68	63 68	- 68	Yes
K9	Modeled site	-	73.6	-	ES R/W	67 67	67 67	67 67	67 67	- 67	No

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- ♦ Noise contribution from Sepulveda Blvd.

Table 3.14-4: Southbound Alternative 2 – Noise Analysis Summary (Page 1 of 4)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction	
						Barrier Height Alternatives						
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m		
A	Ivy Place	66.7	66.7	201* + 202	ES R/W	64 64	62 63	61 62	60 61	- 60	Yes	
A1	Sardis Ave	72.3	75.2	201*	ES R/W	67 75	66 73	65 72	65 70	- 68	Yes	
A2	Brookhaven Ave	67.9	70.8	202	ES R/W	68 69	66 67	65 67	64 66	- 65	Yes	
B2	Sawtelle Blvd	73.0	70.3	203	ES R/W	63 70	62 70	62 70	62 70	- 70	Yes	
B3	Sawtelle Blvd	69.5	65.9	203	ES R/W	61 66	61 66	60 66	60 66	- 66	Yes	
B4	Pico Blvd	68.3	63.1	No Impact								
C1	Mississippi Ave	67.5	69.7	204*	ES R/W	68 69	68 68	66 66	64 65	- 65	Yes	
C2	Modeled Site	-	72.3	204*	ES R/W	69 68	68 67	67 66	65 65	- 64	Yes	
C3	Beloit Ave	68.9	71.9	204*	ES R/W	68 70	67 68	66 67	65 66	- 65	Yes	
C4	Beloit Ave	67.1	68.6	204*	ES R/W	66 69	65 68	64 67	63 66	- 64	Yes	
C5	Beloit Ave	65.8	66.9	205	ES R/W	64 67	64 67	63 67	62 67	- 67	Yes	
D	Beloit Ave	65.8	67.1	205 + 206*	ES R/W	65 67	64 67	63 66	62 65	- 65	Yes	
D1	Beloit Ave	63.1	68.5	206*	ES R/W	67 69	66 69	65 69	64 67	- 67	Yes	
D4	Veterans Hospital	61.0	64.9	No Impact								
E	Albata St	66.7	68.9	-	ES R/W	69 69	69 69	69 69	66 66	- 65	No	

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.
 ES – Edge of Shoulder
 R/W – Right of Way
 PPL – Private Property Line
 - Not feasible due to design constraints/standards
 * Soundwall currently under construction
 + This reading was taken for modeling purposes only

Table 3.14-4: Southbound Alternative 2 – Noise Analysis Summary (Page 2 of 4)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
E1	Waterford St	66.2	71.5	208* + 209*	ES R/W	74 72	72 71	71 69	69 68	- 67	Yes
E1A	Modeled Site	-	68.3	-	ES R/W	68 68	68 68	68 68	67 67	- 66	No
E2	Burnham St	68.0	70.4	-	ES R/W	70 70	70 70	70 70	67 67	- 66	No
E2A	Modeled Site	-	67.0	-	ES R/W	67 67	67 67	67 67	65 65	- 64	No
E2B	Modeled site	-	66.5	-	ES R/W	67 67	67 67	67 67	64 64	- 63	No
E3	Cashmere St	67.0	70.8	-	ES R/W	71 71	71 71	71 71	68 71	- 71	No
E3A	Modeled Site	-	65.8	-	ES R/W	66 66	66 66	66 66	63 66	- 66	No
E4	Elderwood St	65.9	69.2	-	ES R/W	69 69	69 69	69 69	67 69	- 69	No
E4A	Modeled site	-	66.7	-	ES R/W	67 67	67 67	67 67	64 67	- 67	No
E5	Church Ln	70.7	73.2	-	ES R/W	73 73	72 73	70 73	69 73	- 73	No
E5A	Modeled site	-	67.1	-	ES R/W	67 67	67 67	65 67	64 65	- 64	No
E6	Kiel St	69.7	71.6	-	ES R/W	72 72	70 72	69 70	68 69	- 68	No
G3	Hotel Angeleno	67.1	69.3	-	ES R/W	68 69	67 69	67 69	66 69	- 69	No
G4	Church Ln	73.6	74.6	-	ES R/W	75 75	75 75	75 75	74 75	- 75	No
J	Royal Woods Dr	67.8	67.8	211	ES R/W	66 68	65 68	64 68	63 68	- 68	Yes

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- + This reading was taken for modeling purposes only

Table 3.14-4: Southbound Alternative 2 – Noise Analysis Summary (Page 3 of 4)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location	Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction	
					Barrier Height Alternatives						
					[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m		
J1	Milken High School (outside)	69.8+	71.1+	No Impact							
J2	Milken High School (inside)	43.4	44.7	No Impact							
J3A	Curtis Middle School (outside)	61.7	64.2	No Impact							
J3B	Curtis Middle School (inside)	42.6	45.1	No Impact							
J5	Castlewood Dr	51.5	55.0	No Impact							
J6	Castlewood Dr	69.9	71.7	-	ES R/W	72 72	72 72	72 72	72 72	- 71	No
J7	Crownridge Dr	63.6	66.1	-	ES R/W	66 66	66 66	66 66	65 66	- 66	No
J7A	Royal Woods Dr	64.9	67.5	-	ES R/W	67 68	67 68	66 67	66 67	- 67	No
J8	Crownridge Dr	56.1	58.7	No Impact							
J9	Royal Woods Dr	64.7	66.5	211	ES R/W	64 67	63 67	63 67	62 67	- 67	Yes
J9A	Royal Ridge Rd	62.4	64.4	No Impact							
J10	Royal Ridge Rd	62.2	64.5	No Impact							
J11	Royal Ridge Rd	62.9	65.4	No Impact							
J12	Royal Woods Pl	60.5	63.0	No Impact							
J13	Woodfield Pl	60.8	62.9	No Impact							

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- + This reading was taken for modeling purposes only

Table 3.14-4: Southbound Alternative 2 – Noise Analysis Summary (Page 4 of 4)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
J14	Woodcrest Dr	65.1	67.2	211	ES R/W	64 67	64 66	63 66	62 65	- 63	Yes
L	Woodcrest Dr	62.4	62.4	No Impact							
L1	Del Gado Dr	63.1	63.7	No Impact							
L2	Sepulveda Blvd	61.0	63.7	No Impact							
M	Sutton St	67.1	74.9	213	ES R/W	69 -	67 -	65 -	64 -	- -	Yes
M1	Valley Vista Blvd	64.2	71.5	213	ES R/W	62 -	60 -	59 -	58 -	- -	Yes
M2	Greenleaf St	63.9	70.1	213	ES R/W	66 -	65 -	65 -	64 -	- -	Yes
M3	Modeled Site	-	70.1	212 + 213	ES R/W	64 -	62 -	61 -	61 -	- -	Yes

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- + This reading was taken for modeling purposes only

Table 3.14-5: Southbound Alternative 3 – Noise Analysis Summary (Page 1 of 4)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
A	Ivy Place	66.7	66.7	201* + 202	ES R/W	64 64	62 63	61 62	60 61	- 60	Yes
A1	Sardis Ave	72.3	75.2	201*	ES R/W	67 75	66 73	65 72	65 70	- 68	Yes
A2	Brookhaven Ave	67.9	70.8	202	ES R/W	68 69	66 67	65 67	64 66	- 65	Yes
B2	Sawtelle Blvd	73.0	70.3	203	ES R/W	63 70	62 70	62 70	62 70	- 70	Yes
B3	Sawtelle Blvd	69.5	65.9	203	ES R/W	61 66	61 66	60 66	60 66	- 66	Yes
B4	Pico Blvd	68.3	63.1	No Impact							
C1	Mississippi Ave	67.5	72.4	204*	ES R/W	69 71	68 70	66 68	65 67	- 67	Yes
C2	Modeled Site	-	72.4	204*	ES R/W	68 68	66 67	65 66	64 65	- 64	Yes
C3	Beloit Ave	68.9	71.9	204*	ES R/W	68 70	67 68	66 67	65 66	- 65	Yes
C4	Beloit Ave	67.1	70.4	204*	ES R/W	67 70	65 69	64 68	64 67	- 65	Yes
C5	Beloit Ave	65.8	66.9	205	ES R/W	64 67	64 67	63 67	62 67	- 67	Yes
D	Beloit Ave	65.8	67.1	205 + 206*	ES R/W	65 67	64 67	63 66	62 65	- 65	Yes
D1	Beloit Ave	63.1	68.5	206*	ES R/W	67 69	66 69	65 69	64 67	- 67	Yes
D4	Veterans Hospital	61.0	64.9	No Impact							
E	Albata St	66.7	73.8	207	ES R/W	70 69	67 69	66 69	65 71	- 70	Yes

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- ♦ Noise contribution from Sepulveda Blvd.

Table 3.14-5: Southbound Alternative 3 – Noise Analysis Summary (Page 2 of 4)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
E1	Waterford St	66.2	77.4	207	ES R/W	72 74	69 73	68 71	67 70	- 69	Yes
E1A	Modeled Site	-	72.1	207	ES R/W	69 72	68 72	66 72	65 71	- 70	Yes
E2	Burnham St	68.0	77.6	207	ES R/W	72 78	69 78	68 78	67 75	- 74	Yes
E2A	Modeled Site	-	72.1	207	ES R/W	68 72	67 72	65 72	64 70	- 69	Yes
E2B	Modeled site	-	71.8	207	ES R/W	68 72	66 72	64 72	64 69	- 68	Yes
E3	Cashmere St	67.0	74.9	207	ES R/W	69 75	68 75	67 75	66 75	- 75	Yes
E3A	Modeled Site	-	69.4	207	ES R/W	67 69	65 69	63 69	63 69	- 66	Yes
E4	Elderwood St	65.9	72.5	207	ES R/W	67 73	66 73	65 73	65 73	- 73	Yes
E4A	Modeled site	-	71.7	207	ES R/W	68 72	67 72	64 72	64 72	- 72	Yes
E5	Church Ln	70.7	76.1	207	ES R/W	69 76	68 76	67 76	66 76	- 76	Yes
E5A	Modeled site	-	72.3	207	ES R/W	68 72	67 72	65 72	64 70	- 69	Yes
E6	Kiel St	69.7	78.0	207	ES R/W	72 78	69 78	68 76	67 75	- 74	Yes
G3	Hotel Angeleno	67.1	69.6	-	ES R/W	68 69	67 69	67 69	66 69	- 69	No
G4	Church Ln	73.6	75.5	-	ES R/W	75 75	75 75	75 75	74 75	- 75	No
J	Royal Woods Dr	67.8	68.0	209	ES R/W	66 68	65 68	64 68	63 68	- 68	Yes

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- Noise contribution from Sepulveda Blvd.

Table 3.14-5: Southbound Alternative 3 – Noise Analysis Summary (Page 3 of 4)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
J1	Milken High School (outside)	-	-	No Impact							
J2	Milken High School (inside)	43.4	45.0	No Impact							
J3A	Curtis Middle School (outside)	61.7	64.2	No Impact							
J3B	Curtis Middle School (inside)	42.6	45.1	No Impact							
J5	Castlewood Dr	51.5	55.0	No Impact							
J6	Castlewood Dr	69.9	71.9	-	ES R/W	72 72	72 72	72 72	72 72	- 71	No
J7	Crownridge Dr	63.6	66.1	-	ES R/W	66 66	66 66	66 66	65 66	- 66	No
J7A	Royal Woods Dr	64.9	67.5	-	ES R/W	67 68	67 68	66 67	66 67	- 67	No
J8	Crownridge Dr	56.1	58.7	No Impact							
J9	Royal Woods Dr	64.7	66.5	209	ES R/W	64 67	63 67	63 67	62 67	- 67	Yes
J9A	Royal Ridge Rd	62.4	64.6	No Impact							
J10	Royal Ridge Rd	62.2	65.8	No Impact							
J11	Royal Ridge Rd	62.9	65.4	No Impact							
J12	Royal Woods Pl	60.5	63.0	No Impact							
J13	Woodfield Pl	60.8	62.9	No Impact							

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- ♦ Noise contribution from Sepulveda Blvd.

Table 3.14-5: Southbound Alternative 3 – Noise Analysis Summary (Page 4 of 4)

Site #	Location	Existing Noise Level	Predicted Worst-Hour Noise Level	Soundwall # & Location		Predicted Noise Levels for the Year 2030					Minimum 5 dBA Reduction
						Barrier Height Alternatives					
						[8'] 2.4m	[10'] 3.0m	[12'] 3.6m	[14'] 4.2m	[16'] 4.8m	
J14	Woodcrest Dr	65.1	67.2	209	ES R/W	64 67	64 66	63 66	62 65	- 63	Yes
L	Woodcrest Dr	62.4	62.4	No Impact							
L1	Del Gado Dr	63.1	64.4	No Impact							
L2	Sepulveda Blvd	61.0	63.7	No Impact							
M	Sutton St	67.1	74.9	211	ES R/W	69 -	67 -	65 -	64 -	- -	Yes
M1	Valley Vista Blvd	64.2	71.5	211	ES R/W	62 -	60 -	59 -	58 -	- -	Yes
M2	Greenleaf St	63.9	70.1	211	ES R/W	66 -	65 -	65 -	64 -	- -	Yes
M3	Modeled Site	-	70.1	210 + 211	ES R/W	64 -	62 -	61 -	61 -	- -	Yes

Notes: Soundwall heights that provide a minimum 5 dBA noise reduction are highlighted in **bold**.

- ES – Edge of Shoulder
- R/W – Right of Way
- PPL – Private Property Line
- Not feasible due to design constraints/standards
- * Soundwall currently under construction
- ♦ Noise contribution from Sepulveda Blvd.

Noise Impacts under Alternative 2

Predicted increases in traffic noise under design-year (2031) conditions relative to existing worst-hour conditions are generally in the range of 1-2 dBA. These increases are attributed to the addition of the proposed HOV lane and the predicted increase in traffic volumes.

Tables 3.14-3 and 3.14-4 and Layouts L-1 through L-47 for Alternative 2 show the locations where predicted traffic noise levels approach/exceed the Noise Abatement Criteria of 67 dBA- $L_{eq}(h)$ for Activity Category B.

Residential Areas

All affected residential areas have been considered for noise abatement and are represented by Sites #A3 through #K9 along northbound I-405 and Sites #A through #M3 along southbound I-405. However, for sites #E, #E2, #E3, #E4, #E5 and #E6 that are behind an existing soundwall, it was determined that additional noise abatement was not feasible. There the existing soundwall varies in height from 8 feet to 11 feet.

The results of TNM 2.5 modeling indicated that vertically extending the height of this existing soundwall to 14 feet would not reduce noise levels by 5 decibels. Additionally, a freeway traffic noise investigation was completed for this area (between Waterford Street and Sunset Boulevard) along southbound I-405 in September 2001 to determine if a higher soundwall would provide benefit to the affected residences at the first story as well as the second story. However, it was determined that increasing the height of the soundwall to the maximum of 14 feet would not be feasible (would not reduce noise level by a minimum of 5-dBA). The future predicted worst-hour noise levels, soundwall locations and residential areas considered for abatement are listed on Tables 3.14-3 and 3.14-4 and are shown in Layouts L-1 through L-47.

Hotels/Motels

The Best Western Motel, located in the southwest corner of I-405 and Santa Monica Boulevard, has an outdoor swimming pool that is surrounded by 3-story buildings from all sides, and therefore, it is shielded by the structure.

Hotel Angeleno (Site #G3) was determined to have freeway noise impacts due to the proposed project. Since traffic noise impacts have been identified at this location, noise abatement measures have been considered, however, noise abatement in the form of a soundwall is not acoustically feasible at any location for this site.

Schools

There are three schools within the project limits. Curtis School (Site #J3A and #J3B), which is located north of Mulholland Drive overcrossing along southbound I-405, was not determined to have freeway traffic noise impacts due to the proposed project. The University of Judaism (Site #J4), which is located north of Skirball Center Drive along northbound I-405, was also determined to have no freeway traffic noise impact due to the proposed project. Milken Community High School (Site #J2-inside classroom) is located north of Skirball Center Drive along southbound I-405. Freeway traffic noise impacts were not predicted inside the classroom.

Parks

There is one park (Site #D2) located within the project limits. The Westwood Recreation Center is under the jurisdiction of the City of Los Angeles, Department of Los Angeles Parks and Recreation. There is an area of frequent human use and it was determined to have traffic noise impacts. Because there will be traffic noise impacts [future predicted noise level of 72 dBA-Leq (h)] at this location, a soundwall along the edge of shoulder on northbound I-405 has been recommended as part of Alternative 2.

Playgrounds

There is one playground (Site #D5) located within the project limits. This outdoor toddler play area is a part of The Salvation Army Bessie Pregerson Child Development Center that is located on the east side of the I-405 between Wilshire Blvd. and Ohio Ave. The playground is an exterior frequent human use area where the future predicted noise level was calculated to be 73 dBA-Leq(h) which would exceed the NAC of 67 dBA-Leq(h) criteria for Activity Category B. Since there will be freeway traffic noise impacts at this site, noise abatement has been considered and a soundwall along the edge of shoulder is recommended as a traffic noise abatement measure under Alternative 2.

Churches/Temples

The Leo Baeck Temple (Site #H4) is located about 1,340 meters (4,400 feet) north of Moraga Drive along northbound Interstate 405. There is an exterior frequent human use area where the future predicted noise level was calculated to be 72 dBA-Leq(h) which would exceed the NAC of 67 dBA-Leq(h) criteria for Activity Category B. Since there will be a freeway traffic noise impacts at this site, noise abatement has been considered and a soundwall along the edge of shoulder is recommended as a traffic noise abatement measure under Alternative 2.

Hospitals

The Veterans Administrations Hospital (Site #D4), located between Sunset Boulevard and Santa Monica Boulevard along the southbound Interstate 405, lies within the project limits. The future predicted noise level under Alternative 2 at the hospital is 65 dBA-Leq(h). Since there is no freeway traffic noise impact due to the freeway improvement project at Site #D4, noise abatement has not been considered.

Commercial Developments

There is one commercial development that has an outside eating area (Big Tommy's (Site #B4) – a fast food restaurant) on the northwest corner of I-405 and Pico Blvd. A 10-minute traffic noise reading was taken at this site, however, since Sawtelle Blvd. and Pico Blvd. (local streets) were the predominant noise sources, freeway traffic noise impacts are not predicted at this site.

Noise Impacts under Alternative 3

Predicted increases in traffic noise under design-year (2031) conditions relative to existing worst-hour conditions are generally in the range of 1-2 dBA. These increases are attributed to the addition of the proposed HOV lane and the predicted increase in traffic volumes. Tables 3.14-4 and 3.14-5 and Layouts L-1 through L-47 for Alternative 3 show the locations where predicted traffic noise levels approach/exceed the Noise Abatement Criteria of 67 dBA- $L_{eq}(h)$ for Activity Category B and 52 dBA- $L_{eq}(h)$ for Activity Category E.

Noise impacts under Alternative 3 are the same as Alternative 2 with the exception of additional impacts to residential areas located along southbound I-405. Please refer to *Noise Impacts under Alternative 2* for a discussion of impacts to sensitive land uses such as residences, hotel/motel, park, and temple that have been identified as being affected by freeway traffic noise associated with the proposed project.

Residential Areas

All affected residential areas have been considered for noise abatement and are represented by Sites #A3 through #K9 along northbound I-405 and Sites #A through #M3 along southbound I-405. The future predicted worst-hour noise levels, soundwall locations, and residential areas considered for abatement are listed on Tables 3.14-4 and 3.14-5 and shown in Layouts L-1 through L-47 found in Appendix G.

Construction Noise Impacts

During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short-term, intermittent, and dominated by local traffic noise.

3.14.4 Avoidance, Minimization and Mitigation Measures

Alternative 2

Northbound I-405

Soundwall 101 was determined to reduce noise levels by 5-7 decibels for the area represented by Site #A3. Soundwall 102 also provides noise attenuation for residences represented by Sites #B and #B1 near the I-405/I-10 interchange. This soundwall is currently under construction as a part of another project. Soundwall 103 has been recommended to provide a 5-15 dBA noise reduction for the park owned by the City of Los Angeles, represented by Site #D2, the residential area represented by Site #D3, and the Bessie Pregerson Child Development Center outdoor toddler play area represented by Site #D5.

Soundwall 104 has been recommended along the edge of shoulder from south of Cashmere Street to the Sunset Blvd. off-ramp. The proposed project would remove the existing soundwall in order to accommodate the widening for the HOV lane. It was determined that this soundwall would provide a 5-7 dBA noise attenuation for the areas represented by Sites #F1, #F2, and #F3. Soundwall 105 (in conjunction with Soundwall 104) has been recommended to provide sufficient noise reduction for the residential area represented by Sites #F5 and #F6.

In order to provide the minimum noise reduction for the area represented by Sites #G, #G1, #G2, #G5, and #H1 Soundwall 106 (along the mainline) would have to be either 12 feet or 14 feet in height. It must be noted that the proposed soundwall 107A (and part of SW 107B) would physically block the view from the freeway to the commercial properties along Sepulveda Boulevard between Acanto Place and Moraga Drive. Therefore, the opinions of the affected property owners (i.e. the owners of the affected residences represented by Site #G2 and #H1 and the owners of adjacent commercial properties) must be considered before making a final noise abatement decision. Soundwall 107B has been recommended along the edge of shoulder to provide a 5-7 dBA noise reduction to the residential area represented by Sites #H1 through #H4.

The recommended Soundwalls 108 through 113 would provide 5-16 dBA noise attenuation for the areas represented by Sites #I through #K6 (please see Appendix G: Attachments 14 and 15, and 19 to 21). Because of the topography and the location of receivers with respect to the freeway, the only acoustically feasible location for these soundwalls is outside Caltrans Right of Way, on the private property line. However, after considering the topography, the soundwalls along the private property line may not be physically feasible (constructible). Therefore, a detailed analysis would be necessary for these areas to determine if these soundwalls are constructible. Soundwall 113 is proposed for construction at the same elevation as the existing wooden dock. The wooden dock, approximately 20 feet above the freeway, is supported on wood posts. Soundwall 114 has been recommended along the edge of shoulder (overlapping the existing soundwall) to provide the minimum noise reduction for the area represented by Site #K7 and #K8. Soundwall 114 would physically block the view from the freeway to the commercial properties along Sepulveda Boulevard just south of Ventura Boulevard. Therefore, the opinions of the affected property owners (i.e. the owners of the affected residences represented by Site #K7 and the owners of adjacent commercial properties) must be considered before making a final noise abatement decision.

Southbound I-405

Soundwalls 201 and 202 together were determined to provide a 5-10 dBA noise attenuation for the areas represented by Sites #A, #A1 and #A2. Soundwall 201 is currently under construction as part of another project. Soundwall 203 has been recommended along the edge of shoulder to provide noise attenuation for the area represented by Sites #B2 and #B3. Soundwall 204 has been determined to provide noise attenuation for the area represented by Sites #C1 through #C4. This soundwall is currently under construction as part of another project. Soundwall 205 would provide a 5 dBA noise reduction to the area represented by Site #C5, however, this soundwall would block the view of commercial properties along Santa Monica Blvd. Therefore, the opinions of the affected property owners (i.e. owners of the affected residences represented by Sites #C5 and #D and the owners of adjacent commercial properties) must be considered before making a final noise abatement decision. Soundwall 206 would provide a 5 dBA noise reduction to the area represented by Site #D and #D1, and is currently under construction as part of another project.

Soundwall 207 has been recommended to provide a 5-7 dBA noise reduction for the areas represented by Sites #EE1 and #EE4. Soundwall 207 would provide an extension to Soundwall 208 in order to provide benefit to the end receivers. Soundwalls 208 and 209 are currently under construction as part of another project. Soundwall 211 has been determined to provide noise attenuation for the area represented by Sites #J, #J9 and #J14 (the Royal Woods neighborhood in Sherman Oaks). Soundwalls 212 and 213 have been determined to provide noise attenuation for the area represented by Sites #M, #M1, #M2 and #M3. The proposed project would also require the removal of existing soundwalls from Del Gado Drive to Valley Vista Blvd. and from Valley Vista Blvd. to Dickens St. in order to accommodate the widening for the HOV lane.

The total length of the recommended barriers under Alternative 2 is 32,610 feet. Calculations based on preliminary design data indicate that the recommended barriers would reduce future noise levels from 5 to 16 decibels (dBA) for approximately 425 residences. The total reasonable cost allowance for the recommended soundwalls is \$20,964,000 in 2006 dollars.

Alternative 3

All proposed soundwalls on northbound I-405 for Alternative 3 would be the same as Alternative 2.

The only difference in the recommended soundwalls for southbound I-405 would be for the area represented by Sites #C1 through #C4. A soundwall has been recommended to provide noise attenuation for this area, however, there is a soundwall currently under construction as part of another project for this area. Under Alternative 3, this soundwall would have to be removed and replaced by recommended SW-204 to accommodate the proposed widening of southbound I-405.

The total length of the recommended barriers under Alternative 3 is 39,897 feet. Calculations based on preliminary design data indicate that the recommended barriers would reduce future noise levels from 5 to 16 decibels for approximately 576 residences. The total reasonable cost allowance for the recommended soundwalls is \$28,660,000 in 2006 dollars.

For those receivers where the future predicted noise levels with the project are above 75 dBA – Leq(h) or increase by 30 dB or more and for which there is no available feasible and reasonable solution, unusual and extraordinary abatement measures need to be considered on a case-by-case basis according to the Protocol. For these areas, interior noise measurements need to be taken with consent of homeowners to determine if there is any noise impact. If it is determined that the interior noise levels approach (within 1 dBA of) or exceed the Noise Abatement Criteria of 52 dBA – Leq(h), then further studies will need to be performed in order to determine which (if any) interior noise abatement measures (i.e. air conditioning, caulking, double pane windows, etc.) would provide the minimum required acoustical benefit (a 5 dBA noise reduction) at a reasonable cost.

Table 3.14-6: Summary of Recommended Barriers for Alternatives 2 & 3

Soundwall #	Receptor #	# of Benefited Residences	Reasonable Cost Allowance	
			\$ Per Residence	\$ Per Soundwall
Northbound – Proposed Soundwalls				
101	A3	34	46,000	1,564,000
102	B & B1	Wall Under Construction		
103	D2 & D3	26	50,000	1,300,000
104 + 105	F1 thru F5	42	52,000	2,184,000
106 + 107A + 107B	G thru H4	77	52,000	4,004,000
108	I	8	42,000	336,000
109	K1 & K2	30	52,000	1,560,000
110 + 111	K3 & K4	6	52,000	312,000
112 + 113	K, K5 & K6	20	56,000	1,120,000
114	K7 & K8	12	44,000	528,000
Southbound – Proposed Soundwalls				
202	A2	14	48,000	672,000
203	B2 & B3	40	48,000	1,920,000
204 + 205	C1 thru C5	92	48,000	4,416,000
205	C5	24	44,000	1,056,000
207	EE1 & EE4	5	48,000	240,000
207	EE1, EE4, E1 thru E6	88	52,000	4,576,000
209	J, J7A, J9 & J14	53	44,000	2,332,000
210 + 211	M, M1 & M2	34	54,000	1,836,000
211	J, J7A, J9 & J14	53	44,000	2,332,000
212 + 213	M, M1 & M2	34	54,000	1,836,000

Notes: Recommended Barriers for Alternative 3 are highlighted in bold.

Construction Abatement Measures

Construction noise is regulated by Caltrans standard specifications, Section 7-1.01I, Sound Control Requirements. These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations.

Noise due to project construction would be intermittent and the intensity of it would vary. The degree of construction noise impacts may vary for different areas of the project site and depending on the construction activities. Long-term noise exposure descriptors are difficult to quantify due to the intermittent nature of construction noise.

Table 3.14-7 summarizes typical noise levels produced by construction equipment commonly used on roadway construction projects. As indicated, equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dBA per doubling of distance. Normally, construction noise levels should not exceed 86 dBA (Lmax) at a distance of 50 feet.

Table 3.14-7. Construction Equipment Noise

Equipment	Maximum Noise Level, 15 m (50 ft) distance
Scrapers	89 dBA
Bulldozers	85 dBA
Heavy trucks	88 dBA
Backhoes	80 dBA
Pneumatic tools	85 dBA
Concrete pump	82 dBA

Source: Federal Transit Administration, 1995

The following measures should be implemented in order to minimize noise and vibration disturbances at sensitive receptors during periods of construction:

Equipment Noise Control

- Where practical, feasible and reasonable, proposed soundwalls shall be constructed in the beginning of the project as a means of minimizing any impact on the sensitive receptors.
- Use newer equipment with improved noise muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).
- Sealed and lubricated tracks for crawler mounted equipment will lessen the sound radiated from the track assembly resulting from metal to soil and metal to metal contact. Contractors and site engineers and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.
- General noise control technology can have substantially quieter construction equipment when manufacturers apply the state of the art technology to new equipment or repair old equipment to maintain original equipment noise levels.

- Use construction methods or equipment that will provide the lowest level of noise and ground vibration impact such as alternative low noise pile installation methods.
 - Turn off idling equipment.
- Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise.
- Time scheduling of activities should be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews. However, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise sensitive periods is an effective noise control measure.
- Equipment location should be as far from noise sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.
- Inspect and remove trucks with faulty and/or modified muffler systems.

A combination of abatement/mitigation techniques with equipment noise control and administrative measures can be selected to provide the most effective means to minimize effects of the construction activity. Application of these abatement/mitigation measures will reduce construction related noise impacts; however, a temporary increase in noise and vibration over the existing ambient levels may still occur.

3.14.5 Cumulative Impacts

Implementation of the projects in the cumulative study area would result in cumulative short-term noise effects to sensitive land uses during construction. Short-term noise impacts are localized and temporary and can be controlled through compliance with local noise ordinances. Implementation of the projects in the study area would contribute to cumulative operational stationary-source and off-site traffic noise impacts. Measures to reduce the impacts were included in the environmental documentation associated with the major projects in the study area.

Implementation of the build alternatives would contribute to cumulative short-term/construction noise effects. All of the build alternatives would involve the addition of an HOV lane that would contribute to long-term operational noise effects. Inclusion of noise barriers in the project design would reduce the project's noise effects and minimize the project's contribution to the cumulative noise impacts in the study area, however, some noise levels would continue to exceed Federal and State standards.

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3.15 ENERGY

3.15.1 Regulatory Setting

Under the CEQA Guidelines, Energy Conservation, EIRs are required to include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

NEPA (42 USC Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

The California Department of Transportation Director's Policy 0-1-2003, Energy Efficiency and Conservation, states that the Department incorporates energy efficiency and conservation measures into its services and products, and implements strategies to improve the performance of transportation facilities, and promote sustainable transportation and lower vehicular emissions.

3.15.2 Affected Environment

Energy consumption associated with vehicular movement is almost entirely confined to the consumption of fossil fuel (gasoline and diesel). According to the Southern California Association of Government's (SCAG) 1998 Regional Transportation Plan, in the six-county SCAG region, an estimated 5.5 billion gallons of gasoline and 530 million gallons of diesel fuel were consumed annually in 1990. By the year 2020, these figures are estimated to grow to 7.7 billion gallons of gasoline and 740 million gallons of diesel fuel per year.

3.15.3 Impacts

Construction of any of the build alternatives would entail a one-time energy expenditure to manufacture building materials, prepare the surface, and construct the roadway and facilities. This expenditure is balanced by the improved system efficiency over the design life of the project.

While renewable natural resources such as lumber would be used in the construction of the project, there would not be an increase in the rate of consumption in the region. Non-renewable resources such as fossil fuels would be used during construction and also used by motorists following construction of the project. However, this use would not cause a substantial depletion in the supplies of these resources.

3.15.4 Avoidance, Minimization and Mitigation Measures

None Required.

3.15.5 Cumulative Impacts

Implementation of the projects in the study area would result in a cumulative effect on the consumption of non-renewable natural resources (i.e. lumber for construction, fossil fuels [gasoline and diesel] used for equipment operation and vehicle trips to and from construction sites).

Considering a number of projects in the study area are redevelopment projects, it is anticipated that modern energy-conserving fixtures, appliances, etc. would replace inefficient equipment, lessening the use of non-renewable energy sources on-site. The projects are also anticipated to stimulate the local economy and may result in a net increase in vehicular trips over existing conditions, particularly the shopping areas. Therefore, implementation of the projects in the study area has the potential for increasing demand for energy on energy sources.

The build alternatives would contribute to the cumulative short-term impacts since it would require the expenditure of energy resources to construct the proposed project. This expenditure would be offset by the energy savings associated with reduced congestion as result of improvements to the I-405 freeway and local intersections.

Biological Environment

3.16 WETLANDS AND OTHER WATERS OF THE UNITED STATES

3.16.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 U.S.C. 1344) is the primary law regulating wetlands and other waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (ACOE) with oversight by the Environmental Protection Agency (EPA).

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the Department of Fish and Game (CDFG) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the ACOE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

3.16.2 Affected Environment

Information regarding wetlands and other waters of the U.S. was obtained from the Water Quality Report, May 9, 2005, and the Natural Environment Study, July 2006, prepared for the proposed project.

Surveys conducted for the proposed project did not identify the presence of jurisdictional wetlands within the project footprint. Several blue-lined intermittent streams are mapped flowing from the canyons along Sepulveda Pass adjacent to the freeway. These marked drainages are likely to fall under the jurisdiction of the U.S. Army Corps of Engineers, under Section 404 of the Federal Clean Water Act, the Los Angeles Regional Water Quality Control Board, under Section 401 of the Federal Clean Water Act and the California Department of Fish and Game, under Section 1600 of the Fish and Game Code as “Waters of the U.S.” and/or “Waters of the State.”

Additionally, some components of the project, particularly the new on-ramp at the Sepulveda Blvd. undercrossing adjacent to Getty Center Drive, is likely to affect an unmarked jurisdictional drainage. Further investigation to determine the actual jurisdictional areas affected by this project would be conducted as design details become available during project development.

3.16.3 Impacts

The proposed project would modify several drainage inlets that run beneath the I-405 which would require regulatory agency permits because they convey flows in drainages considered to be Waters of the U.S. Based on a review of the preliminary design plans, as many as four locations have been identified that may result in potential impacts to jurisdictional waters, such as riparian zones. Preliminary estimates currently indicate that as much as 0.63 acres of jurisdictional area may be affected by this project. These impacts occur primarily through the need to relocate existing drainage inlets due to the widening of the freeway (see Figure 3.10-1: Proposed Storm Water Treatment BMP Locations for drainage impact sites). The proximity of the freeway to these affected areas has caused these areas to be relatively disturbed. As a result, impacts as a result of the project are expected to be relatively minor. Coordination with the regulatory agencies will be initiated once further details of the project design become available. It is anticipated that a total of three regulatory agency permits would be necessary for work to relocate the drainages affected by the proposed project.

3.16.4 Avoidance, Minimization and Mitigation Measures

As the design of the project is developed further and the extent of the widening is better defined, studies to determine impacts to jurisdictional drainage areas should be conducted. Although sensitive wildlife species were not identified during the surveys to date, additional follow-up surveys are recommended, prior to construction, to evaluate new project information that becomes available through project development, as well as any new biological information that becomes available as a result of other studies.

The following permits would be required prior to construction: Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers for anticipated impacts to Waters of the U.S.; a Clean Water Act Section 401 Water Quality Certification from the Los Angeles Regional Water Quality Control Board for anticipated impacts to Waters of the U.S.; and a Streambed Alteration Agreement under Section 1600 of the California Department of Fish and Game Code for the drainage modifications in the project area.

3.16.5 Cumulative Impacts

The study area is mostly built-out, however, there may be isolated wetlands, and the improved flood control channels may be subject to U.S. Army Corps of Engineers (ACOE), California Department of Fish and Game (CDFG) and the Regional Water Quality Control Board's jurisdiction.

Direct impacts on urban wetlands and other waters of the U.S. could occur from development/redevelopment projects in the study area. Existing regulatory requirements, however, ensure that implementation of these projects would not result in cumulative effects on wetlands and other waters of the U.S. Regulatory requirements for wetlands include avoidance and minimization of impacts and "no net loss" policies imposed by the Corps and CDFG. Regulatory requirements concerning non-wetland waters of the U.S. require avoidance and minimization of impacts through Section 404 of the Clean Water Act which has a "no net loss" of wetlands provision. It requires that wetlands lost due to a Section 404-permitted project be replaced at a minimum 1:1 ratio.

Indirect impacts of the cumulative projects, including increases in peak storm flows, wetland inundation, and water quality degradation, can also affect waters of the U.S. Project hydrology is subject to review and minimization measures of the local jurisdiction to prevent downstream flooding. Federal regulations require reduction in pollutant discharges to the "maximum extent practicable." Within Los Angeles County, development/redevelopment projects are subject to stringent requirements with respect to storm water and dry weather discharges. With regulatory minimization measures in place, cumulative effects to waters of the U.S. would not be adverse.

The build alternatives would not impact any wetlands as documented in the Natural Environment Study, however, they may result in direct and indirect effects to non-wetland waters of the U.S. Additionally, the surface area of the freeway would be expanded and increased runoff from the

facility itself would occur. The build alternatives would be subject to Caltrans requirements for construction BMPs and operational design pollution prevention, treatment, and maintenance BMPs to address pollutants of concern. Drainage facilities would be upgraded on an as-needed basis to prevent localized flooding; BMPs would be required during construction to minimized impacts to jurisdictional drainages. In summary, with minimization measures, the contribution of these alternatives to cumulative effects on wetlands and other waters of the U.S. are not considered adverse.

3.17 NATURAL COMMUNITIES

3.17.1 Regulatory Setting

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

One of the consequences of habitat loss is diminished connectivity of habitats, which results in fragmentation that limits the natural movement of wildlife to support their life-cycle requirements. Consequently, the animals in a given area experience physical isolation and eventual extirpation. Fragmentation of habitat by highways occurs when animals avoid the area of the road, are unable to cross the road, or are killed on the road. Known as the "barrier effect," this phenomenon has impacts on the fauna from individual to species-population levels.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in the Threatened and Endangered Species Section 3.20. Wetlands and other waters are also discussed in Section 3.16.

3.17.2 Affected Environment

A Wildlife Corridor Assessment, October 17, 2006 was prepared to assess the biological resources within and adjacent to the project limits.

The Santa Monica Mountains National Recreation Area (SMMNRA) was established by congress in 1978 and the Santa Monica Mountains Conservancy (SMMC) was established by the California State Legislature in 1980. Since that time, the SMMC has helped to preserve over 55,000 acres of parkland in both wilderness and urban settings, and improved more than 114 public recreational facilities throughout Southern California. The SMMRNA is considered one of the crown jewels among the National Park Service holdings.

SMMNRA is the nation's best example of a mainland Mediterranean ecosystem. There are only five large-scale Mediterranean ecosystems in the world. The gravest threat to wildlife populations and ecosystem health to the SMMNRA stems from habitat fragmentation and the resultant insularization, largely due to residential and commercial development along the parks' boundaries and within the park. The entire range is bounded and crisscrossed by roads and freeways. The main portion of the Santa Monica Mountains lying west of I-405 has received considerable attention from researchers and preservationists, but a large portion of the range lies east of the I-405. This area is densely settled with housing extending up canyons and ridges, and even along the crest of the range. But it also contains substantial open spaces that have been preserved, although they are poorly connected to each other and to the core area. If these natural areas are to maintain their biodiversity, they need to be connected by wildlife corridors to each

other and to the larger core areas to the west (see Figure 3.17-1: Santa Monica Mountains Conservancy Parklands and Wildlife Corridors in the Sepulveda Pass Area).

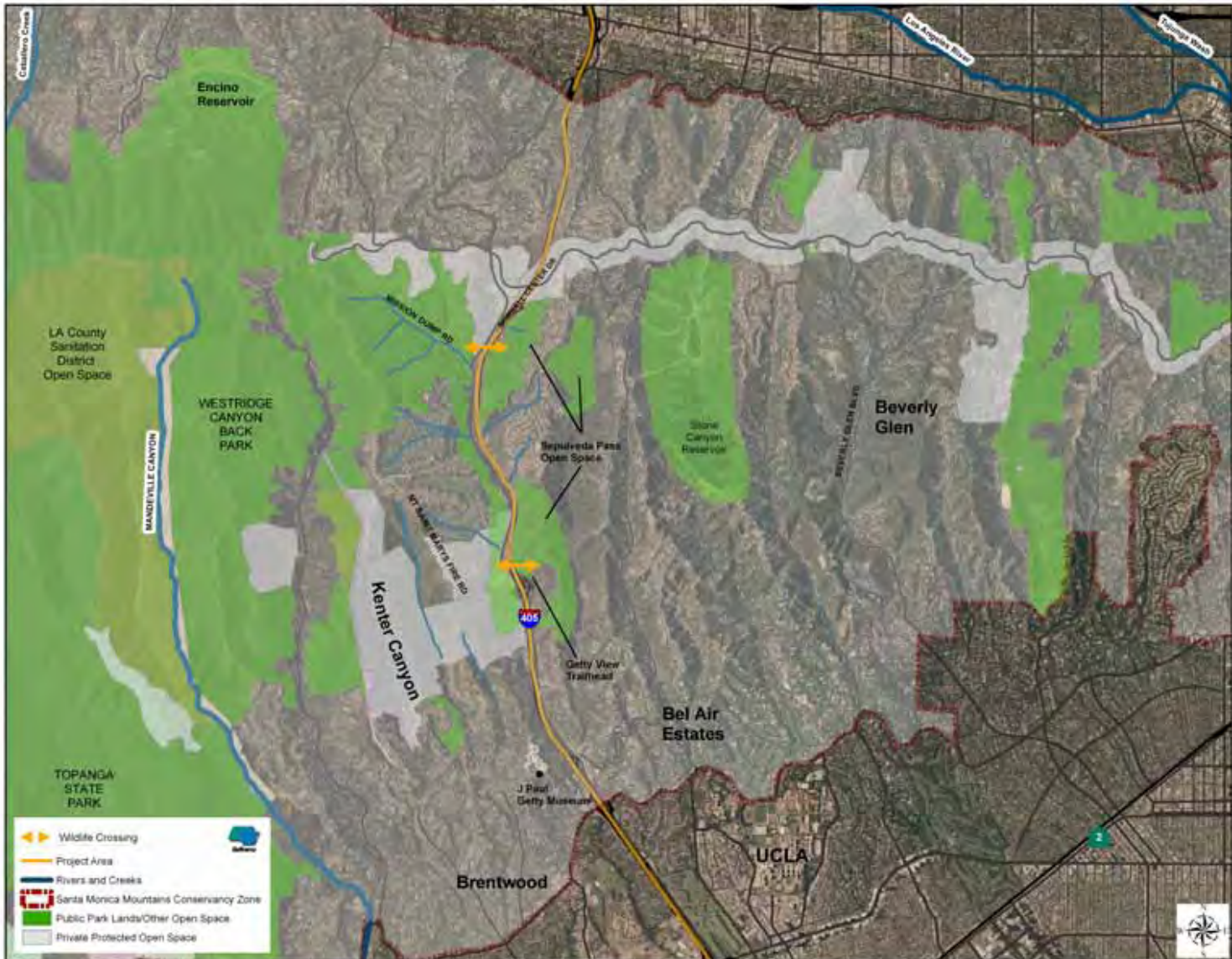
Habitat fragmentation is the leading factor causing concern about the maintenance of healthy wildlife populations. Wildlife corridors maintain connectivity between natural landscapes and play an important role in linking reserves and reducing the effects of fragmentation. While corridors are not reserves themselves, they can be viewed as a means to effectively increase reserve size. To some wide-ranging animals such as bobcat, coyote, mountain lion, and mule deer, even a relatively large isolated reserve may not be capable of sustaining populations. However, by allowing these and other species to disperse to and move between reserves via wildlife corridors, these animals have more space to utilize and are more likely to maintain stable populations. If there is a decline or absence of these top predators within an ecosystem, mesopredators – such as gray fox, raccoon, striped-skunk, domestic cat, and Virginia opossum – experience local population explosions or “release”. An increased habitat fragmentation diminishes coyote and especially bobcat populations, causing mesopredators to become overabundant. Understanding their potential negative effects on an unbalanced ecosystem is important as they can cause rapid extinctions of birds that nest in these fragments leading to further complications within the ecosystem.

Several sources have identified three locations along the I-405 to be wildlife crossing points. One notable resource was a Masters thesis prepared in 2001 by Jeffrey Roth titled, “Wildlife Corridors Across the 405 Freeway in the Sepulveda Pass, Los Angeles, California.” In addition, Caltrans has been engaged in coordination with the Santa Monica Mountains Conservancy and the National Park Service, which are two agencies that actively exercise oversight in creating an interlinked system within the eastern Santa Monicas.

Patches of wilderness that are regularly used by wildlife persist on both sides of the I-405 freeway. In a few small areas bordering the freeway at certain bottlenecked locations, wildlife manages to move back and forth across the freeway at certain intersections. These tend to be some of the more mobile and intrepid animals such as deer, coyotes and rodents. The Wildlife Corridor Assessment focused on some of these types of wildlife species as target species that are keystone or umbrella species within the Santa Monica Mountains ecosystem. These target species are coyote, gray fox, bobcat, mule deer, raccoon, skunk, opossum, badger and quail.

Through field meetings between Caltrans Design and Environmental Planning staff and a representative of the SMMC, three wildlife crossing locations were identified in the project area. These are the Sepulveda Boulevard Undercrossing (near the Getty View Trailhead), the Bel Air Crest Road Undercrossing and the Skirball Center Drive Overcrossing. These locations are believed to provide an important link between the wildlife habitat on the east and west sides of the I-405 freeway over the Santa Monica Mountains, due to the practically impassable multi-lane freeway.

Figure 3.17-1: Santa Monica Mountains Conservancy Parklands and Wildlife Corridors in the Sepulveda Pass Area



Sepulveda Blvd. Underpass and I-405 (at the Getty View Trailhead)

South of the midway point through the pass, Sepulveda Blvd. weaves beneath the freeway in an “S” turn and traverses from the westside of the freeway to the east side. Sepulveda Blvd. is four lanes in this location. Through the underpass, the freeway is supported by columns along the edge of the road. Dirt embankments beyond the columns extend the width of the underpass and rise to within a few feet of the bridge soffit before creating a ledge several feet wide (see Figure 3.17-2: Columns and Embankments Underneath I-405 at Sepulveda Blvd.).

Wildlife habitat on the eastern side of this underpass is ideal and connects to Sepulveda Ridge and Moraga Canyon. Immediately east of the underpass on the north side is the Getty View Trail parking area. Seven parking stalls are provided, an interpretive sign, and a trail leads to the top of Sepulveda Ridge. On the western side of the underpass is the Metropolitan Water District (MWD) facility that is surrounded by chaparral habitat. To the immediate northwest of the MWD is an access road to the defunct Mountain Gate Landfill. West of this area lies undeveloped Bundy Canyon and Kenter Ridge. Further northwest and up the ridge is the Mountain Gate community and golf course. These regions connect this area to the greater portions of the Santa Monica Mountains National Recreation Area.

To reach Sepulveda Underpass, wildlife would filter through Mandeville Canyon, and then use Kenter Ridge, Bundy Canyon, and Mt. Saint Mary’s Fire Road area to reach the underpass. If wildlife were coming from the north and around Mandeville Canyon, then the route would include Mission Canyon. Animals either filter through Mountain Gate along the golf courses and landscaping, or circumvent it via Canyonback Ridge, on the slope west of Mountain Gate and east of Mandeville Canyon. It is also possible for wildlife to circumvent Mountain Gate to the east, using the undeveloped hillsides and landscaping between the community and the freeway, and bypassing the Bel Air Crest underpass. On the eastside of the underpass, Sepulveda Ridge extends down to Sepulveda Blvd. The boulevard is the only obstacle for wildlife on the eastside of the underpass.

Directly beneath the Sepulveda underpass, on both the north and south embankments, are several trails frequented by wildlife. Past studies have identified multiple sets of deer tracks that were observed on nearly every visit. Tracks of coyote, fox and raccoon were also observed on a few occasions. Most tracks were observed heading east. As on many major thoroughfares for wildlife, deer tracks dominated. Deer numbers may be denser than other species. And because deer are heavier and have hooves, their tracks register better in any medium. It appears that wildlife can approach this underpass from several directions and then disperse in several directions after crossing underneath.

The area also has a few distinct game trails. West of the underpass are two trails, one on each side of the Metropolitan Water District facility that descends to the southbound on-ramp. All trails on this hill converge to a single trail that comes straight down, almost like a staircase, from the right-hand side of the graded hill to where it meets the on-ramp. From there, it is presumed that deer walk along the on-ramp and then cross through the underpasses on the south side. The other distinct trail follows a small seep on the north side of the Metropolitan Water District facility driveway. From there, animals likely take the shortest path and cut across the empty Metropolitan Water District lot, bounded by a split rail fence, to the corner of the lot, cross the off-ramp, and cross under the freeway on the northern embankment.

Figure 3.17-2: Columns and Embankments Underneath I-405 at Sepulveda Blvd.



Source: Wildlife Corridor Assessment, October 17, 2006

Based on their width, lines and pockmarked appearance, the trails under the freeway appear to be created by deer. On the northern side, the top of the embankment is only about 2 feet from the bridge soffit. This precludes deer from walking there. The main trail crosses the embankment along the middle of the slope. As it nears the eastern side, the trail branches into two main routes, with the more heavily used one leading to the edge of Sepulveda Blvd. and the Getty View Trail parking lot. From there, many paths lead up the hillside.

The southern embankment shows a different pattern. There is more clearance between the bridge soffit and the top of the embankment. The main trail follows the outside edge of the ledge at the top embankment, allowing cautious animals to see down the slope and ahead on the ledge for the greatest visual security. A less used trail forks down from the main trail and crosses mid-slope. As the main trail approaches the eastern side of the underpass, it forks into two branches. One heads down toward Sepulveda Blvd. to a point where animals could cross to the Getty View Trail parking area; the other continues through the northbound on-ramp easement land to various access points from Sepulveda Ridge.

Bel Air Crest Underpass

The underpass extends from the eastside of Sepulveda Blvd. and leads to the gated community of Bel Air Crest. This entrance supports all of the traffic for the upscale homes within the complex. The community entrance is fenced and landscaped. West of the underpass is a hillside of varying degrees of landscaping that leads up to Mountain Gate community and its access road.

Before the community's development, this may have been a vital connection between the western and eastern portions of the range. The land occupied by Bel Air Crest previously was the site of the most significant western drainage of Sepulveda Ridge and probably served as a major conduit for wildlife. Despite development, not all wildlife connections have been severed here.

The underpass and the surrounding hillsides are some of the most modified of any in the study area. The hillside across Sepulveda Blvd. and west of the underpass has the Mountain Gate access road crossing it. The hillside is heavily landscaped with evergreen pines and is laced with game trails. Because the landscaping is old, many parts have begun to revert to the types of vegetation that grow wild in the vicinity.

The area directly beneath the underpass is occupied by the Bel Air Crest access road. The embankments differ from those of the Sepulveda underpass in that they are concrete, but retain the shape of sloping up from the caissons to a ledge about 3 feet beneath the freeway (see Figure 3.17-3: Columns and Embankments Underneath I-405 at Bel Air Crest Road). The southern ledge is about 12-feet wide, and the one on the north side is only about 4-feet wide. Immediately east of the underpass is the Bel Air Crest guard house, and beyond that is the gated entry. The entire area around the guard house is landscaped with flowers and shrubbery. Beyond the gate is the Bel Air Crest community.

The Bel Air Crest community dominates the ridgetop with houses and is composed of roads and landscaping closer to the freeway and the main entrance. The Sepulveda Pass Trail area is adjacent to the main gate and main access road and lies immediately to the north. To the immediate south of the main gate, the slope paralleling the freeway is dominated by community roads and landscaping for several hundred yards until it reaches the undeveloped portions of Sepulveda Ridge. The housing of the community is restricted to the higher elevations along the top of the ridge, so there is essentially a buffer zone of landscaping and roads between the houses and the freeway.

Figure 3.17-3: Columns and Embankment Underneath I-405 at Bel Air Crest Road



Source: Wildlife Corridor Assessment, October 17, 2006

Skirball Center Drive Overpass

The Skirball Center Drive overpass extends from the east side of Sepulveda Blvd. across the freeway. West of the overpass are some vertical concrete wall embankments and landscaping from the Skirball Center. Directly east and adjoining the overpass is the Sepulveda Pass Trail area. Further east and at the top of the ridge is North Casiano Drive, which is lined with homes.

While the Skirball Center Drive overpass possesses several attributes that make it a promising point for wildlife to cross the freeway, a few characteristics hinder that. The overpass itself is very short, at only 280 feet (see Figure 3.17-4: Skirball Center Drive Overpass). However, the length of the entire crossing includes the overpass, the additional width of the southbound off-ramp and on-ramp, and Sepulveda Blvd.

High traffic flows around the overpass inhibit wildlife movement and the on/off-ramp are the busiest of any in the study area. These are the on/off-ramp of choice for many residents who live within or near the Sepulveda Pass area. The overpass absorbs all of the traffic transitioning between the freeway and Mulholland Drive, and between the freeway and the valley portion of Sepulveda Blvd. Additionally, this overpass supports more foot traffic than any other. Many people employed in the service sector and construction trades use the bus stop at the on-ramp.

Despite these factors, through field meetings between Caltrans Design and Environmental Planning staff and a representative of the SMMC, it was further confirmed that through providing enhancements at this location, wildlife connectivity would be improved.

Figure 3.17-4: Skirball Center Drive Overpass (Looking West)



Source: Wildlife Corridor Assessment, October 17, 2006

3.17.3 Impacts to Wildlife Corridors

Sepulveda Blvd. Underpass and I-405 (at the Getty View Trailhead)

A new northbound on-ramp proposed at Sepulveda Blvd. and I-405, adjacent to the Getty View Trailhead, has the potential to impact wildlife that currently cross through the underpass towards the trailhead area and beyond. The new on-ramp could impede or impact wildlife attempting to cross the new lanes of the on-ramp. Additionally, new retaining walls necessary to construct the on-ramp may also impede wildlife crossing in this area.

Bel Air Crest Underpass

The I-405 bridge deck would be widened as a part of the HOV lane additions at this location. However, the widening of the bridge should not preclude wildlife from continuing their use of the underpass as a crossing point.

Skirball Center Drive Overpass

The Skirball Center Drive overpass would be replaced with a wider bridge that would affect the existing trailhead for the undeveloped Sepulveda Trail area, located just east of the overpass next to the existing pedestrian crosswalk. The trail winds down the steep slope into a riparian canyon just east of I-405. This area is a documented wildlife crossing area. In the first and nearest canyon is a perennial spring that serves as a vital resource for wildlife. As a part of this project, the slope would be regraded to accommodate the widening of the freeway as well as the new overpass. Construction would temporarily hinder wildlife crossing at Skirball Center Drive Overpass.

The Sepulveda Trail area is an ideal “stepping stone” habitat. The concept and role that habitat patches of stepping stones may play in increasing wildlife connectivity is of particular relevance in this area. In areas where development has already occurred and is irreversible and has precluded the establishment of continuous corridors, then stepping stones may provide the only feasible alternative for maintaining connectivity. Species that would be able to utilize stepping stones would be relatively mobile, tolerant of disturbed landscapes, and capable of moving through them, although not necessarily being able to persist in them. In this manner, species could move from patch to patch, seeking shelter in each stepping stone where resources are sufficient to allow species’ persistence.

3.17.4 Avoidance, Minimization and Mitigation Measures

When designing wildlife corridors and crossings, it is important to choose target species carefully to assure that the health of the overall ecosystem is maintained while the negative effects that certain species, such as mesopredators, can have on native wildlife populations are minimized. Further research and wildlife monitoring is recommended to better understand the movement patterns of all species within the study area. Crossing enhancements/improvements

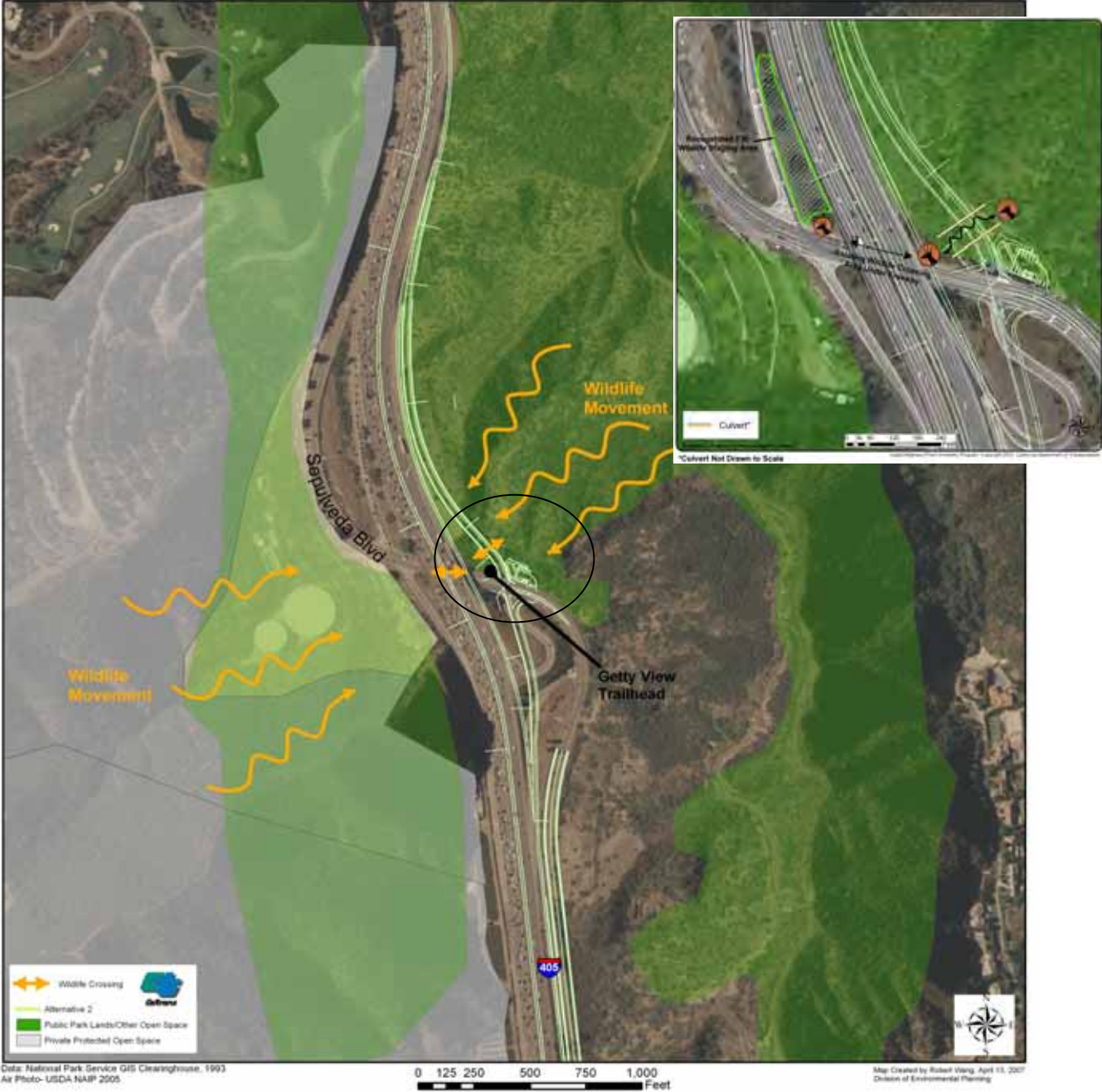
will be designed in such a manner to encourage their use by deer, coyote, bobcat, etc. Specific design features to accommodate these species will be developed in conjunction with experts and engineering feasibility. Mitigation and minimization measures that would provide improvements to the three wildlife crossing locations identified in the project area are listed below. If considered appropriate, another location south of Skirball Center Dr. would be identified and pursued.

Sepulveda Blvd. Underpass and I-405 (at the Getty View Trailhead)

Because of project impacts to wildlife movement, the following mitigation measures are proposed to minimize the impact of the new on-ramp (see Figure 3.17-5):

- An appropriate sized culvert would be created underneath the proposed on-ramp to funnel wildlife from the underpass area to the more natural areas of Sepulveda Ridge. It is proposed to put the new culvert near the existing trailhead parking area due to geometrics of the new on-ramp as well as existing wildlife movement patterns. (Engineering feasibility (i.e. topography constraints) and cost influenced the design of this minimization measure. More favorable crossing conditions could be developed if these limitations were not a factor.)
- The Santa Monica Mountains Conservancy and Caltrans Environmental Planning and Design staff would collaborate to create the design of the culvert so that existing wildlife that roams in this area would be able to successfully reach habitat on either side of the new on-ramp.
- The abutment slope of the Sepulveda Blvd. overcrossing would be regraded to maximize the potential for wildlife to cross it.
- Re-plant new and existing Caltrans areas for use as “stepping stones” for wildlife. Some of these areas are the southbound off-ramp gore area, abutment slope of the Sepulveda Blvd. overcrossing down to the wildlife culvert, and the southbound off-ramp and on-ramp right-of-way areas. Appropriate native vegetation would include a mixture of trees, shrubs and ground cover. The density would be appropriate for wildlife to maneuver in, but not too dense or too sparse. The Landscape Architecture department and the Division of Environmental Planning (in coordination with the Santa Monica Mountains Conservancy) would work together to create the appropriate re-vegetation plan suitable for the area.
- The right-of-way fence under I-405 at the Sepulveda Blvd. overcrossing would be removed so that wildlife can cross Sepulveda at this location without restriction. It is also recommended to move or even remove additional fencing at the on- and off-ramps on both the northbound and southbound sides if deemed feasible by Caltrans to funnel the wildlife onto the stepping stones and eventually to the wildlife culvert under the new on-ramp. Consultation with the SMMC on the exact location of these fence modifications should take place during the later design phase of the project.
- Appropriate signs should be placed along Sepulveda Blvd. to warn motorists of the potential for wildlife to cross the roadway in that area. There should be a warning sign on the northbound and southbound sides of Sepulveda Blvd. Consultation with the City of Los Angeles Department of Transportation would be necessary to erect this sign.
- All new street lights to be installed would be in coordination with the City of Los Angeles Bureau of Street Lighting and in accordance with the lighting specifications using the lowest level of illumination/brightness to meet safety needs while minimizing glare. The lights would be equipped with shields to direct light and minimize spill-over and would use metal halide lamps for better color rendering.

Figure 3.17-5: Proposed Wildlife Mitigation at the Getty View Trailhead Area



Bel Air Crest Underpass

- The re-grading of the abutment slopes would be done in a manner that is consistent with the existing slopes.
- The vegetation planted on the new abutment slopes should consist of native species in a varied assortment of trees, shrubs and ground cover.
- Right-of-way fencing should be placed in a manner that is not restrictive for wildlife to access natural areas adjacent to Caltrans property, wherever feasible.
- The profile of the access road would be lowered in order to maintain and preserve the slope where existing wildlife access trails from the underpass that lead to natural areas to the north and south.

Skirball Center Drive Overpass

Modifications to the Skirball Center Drive overpass would affect the existing trailhead for the Skirball Trailhead. The trailhead is currently located just east of the overpass next to the existing pedestrian crosswalk. The following mitigation measures are proposed and illustrated in Figure 3.17-6:

- Caltrans right-of-way fencing would be removed along the northbound side of Sepulveda Blvd. from approximately 70 feet south of the intersection of Sepulveda Blvd. and Skirball Center Drive.
- The island area south of Skirball Center Drive, east of Sepulveda and west of I-405 would be replanted with native vegetation in a mixture of ground cover, shrubs and possibly trees that are preferable for wildlife habitat. All concrete from the existing on-ramp would be removed. This island would serve as a stepping stone area. A perimeter fence should be constructed to funnel the wildlife to the overpass. To help the funnel effect, the fencing should be placed directing wildlife toward the bridge structure. Caltrans would continue to consult with the Santa Monica Mountains Conservancy during the later design stages of the project to finalize optimal plans for this funneling effect.
- The new overpass would include a minimum 10-foot wide travel path on the south side of the bridge to accommodate wildlife movement. This path would function as a wildlife conduit (nighttime hours) as well as a pedestrian sidewalk. The south side of the path would have a minimum 5-foot high continuous, solid wall. This wall would extend beyond any travel lanes (including ramps) so that wildlife views are blocked to the freeway traffic below. The north side of the travel path would have a continuous 3-foot high concrete wall/curb extending from a point 20 feet east of the Sepulveda northbound street lane to the eastern end of the bridge structure to separate the travel path from the roadway. (Engineering feasibility (e.g. compliance with Americans with Disabilities Act standards) and cost influenced the design of this minimization measure. More favorable crossing conditions could be developed if these limitations were not a factor.)
- All new street lights to be installed would be in coordination with the City of Los Angeles Bureau of Street Lighting and in accordance with the lighting specifications using the lowest level of illumination/brightness to meet safety needs while minimizing glare. The lights would be equipped with shields to direct light and minimize spill-over and would use metal halide lamps for better color rendering;

- The existing trailhead slope would be regraded, filled and re-vegetated to accommodate the widening of the bridge structure and freeway;
- During construction, lighting would be kept to a minimum during the night so as not to impede wildlife.
- Possible improvements to fencing to limit wildlife access to the highway will be considered during final design.
- A monitoring plan (prior to and during construction) and success criteria (post-construction) of the proposed mitigation measures will be established in conjunction with the Los Angeles Department of Transportation.

3.17.5 Cumulative Impacts

The proposed project could contribute to cumulative impacts to biological resources when combined with other past, present, and reasonably foreseeable future projects located within the project vicinity. The proposed project would increase the width of the freeway a minimum of 12 feet through all sections of the Sepulveda Pass where wildlife crossing is feasible. As a result, the length of any existing wildlife crossing route would become longer, negatively affecting wildlife. Lighting, noise and other freeway related infrastructure would also produce a permanent expanded disturbance footprint into habitat all along the east side of the I-405.

Major development and transportation projects in the area (see Tables 3.1-1 and 3.1-2) include a number of development/redevelopment projects that are proposed in the vicinity of the project area. The City of Los Angeles Department of Transportation (LADOT), in coordination with the Federal Highway Administration (FHWA) and Caltrans, is also in the planning stages for the Sepulveda Blvd. Reversible/Bike Lane and Intersection Improvement Project. Sepulveda Blvd. parallels I-405 for the length of the project area and the limits are from Wilshire Blvd. to Mulholland Drive in the city and county of Los Angeles. Improvements include auxiliary lanes, bike lanes, and up to six-foot wide shoulder additions for bicycle usage. Sepulveda Blvd. would be re-stripped through the Sepulveda Tunnel to provide a reversible lane that would operate during peak-hour traffic periods. Construction is proposed to begin in June 2007 and would last for approximately 18-24 months. Consecutive construction of the Sepulveda Reversible Lane Project (18-24 months) and the I-405 Sepulveda Pass Project (4-5 years) would potentially have a long-term cumulative construction impact on three known wildlife corridors in the Sepulveda Pass area. Minimization measures listed in the previous section will reduce these effects and the timing of construction would be carefully coordinated with LADOT to minimize the duration of construction in these sensitive wildlife crossing areas.

Mitigation for impact to wildlife movement capacity across the I-405 in the Santa Monica Mountains will include an enhanced sidewalk/wildlife crossing travel path on the Skirball Center Dr. overcrossing, as well as a wildlife crossing culvert under the proposed Getty Center Drive on-ramp. This would alleviate impacts to wildlife movement and would not contribute to cumulative wildlife impacts.

Figure 3.17-6: Proposed Wildlife Mitigation at the Skirball Center Drive Overpass



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3.18 VEGETATION

3.18.1 Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) share regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species Section 3.19 in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et. seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et. seq. Department projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

Public Resources Code 21083, 21087 and the California Environmental Quality Act Guidelines Section 15126.2(a) require lead agencies to assess the impact of a proposed project by examining alterations in ecological systems. California Code of Regulations Fish and Game Code Section 1300-1301 and the Federal Wildlife Conservation Act of 1947 Section 1600-1616, state that the protection and conservation of fish and wildlife resources is of utmost public interest. CCR Section 1750, the Native Species Conservation and Enhancement Act, and Section 1801-1802 affirm that it is State policy to encourage preservation, conservation and maintenance of wildlife resources under the jurisdiction and influence of the State. Section 1802 instructs the California Department of Fish and Game to consult with lead agencies and to provide biological expertise to review and comment on environmental documents.

3.18.2 Affected Environment

Information regarding vegetation was obtained from the Natural Environment Study Report (NESR), July 2006. Surveys were conducted during the spring and summer of 2002 when the project was originally initiated, however due to the State budget problems in 2003, project activities were suspended until late 2005. Surveys resumed in spring 2006 to validate information from previous surveys.

The NESR was based on a review of project plans and meetings between Caltrans District Biology and District Design staff. Background research was conducted including the assessment of aerial photos of the project area, United States Geological Survey (USGS) topographic

quadrangle maps, United States Fish and Wildlife Service (USFWS) Species List, California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDDB), and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants. All of the above sources were analyzed with respect to the project footprint. General field surveys were conducted over several seasons to identify the flora and fauna present in the project area.

The project area was divided into two Biological Survey Areas in an effort to sufficiently address natural conditions. Biological Survey Area-A (BSA-A) is from National Boulevard to the Getty Center Drive Undercrossing, spanning a distance of approximately 5 miles (see Figure 3.18-1). Biological Survey Area-B (BSA-B), is from Getty Center Drive north to Ventura Boulevard a distance of 4.7 miles (see Figure 3.18-2).

The BSAs consisted of the anticipated direct impact areas of roughly 30 feet for mainline widening and additional areas for proposed interchange improvements. Appropriate buffers were applied around areas of direct impact to include temporary construction impacts.

Biological Study Area – A (West Los Angeles Segment)

The land in this area is highly developed and urbanized. The topography consists of a coastal plain, gradually sloping towards the south, within the project area. Natural watercourses are not present in BSA-A, most likely due to the use of underground storm drain systems associated with development.

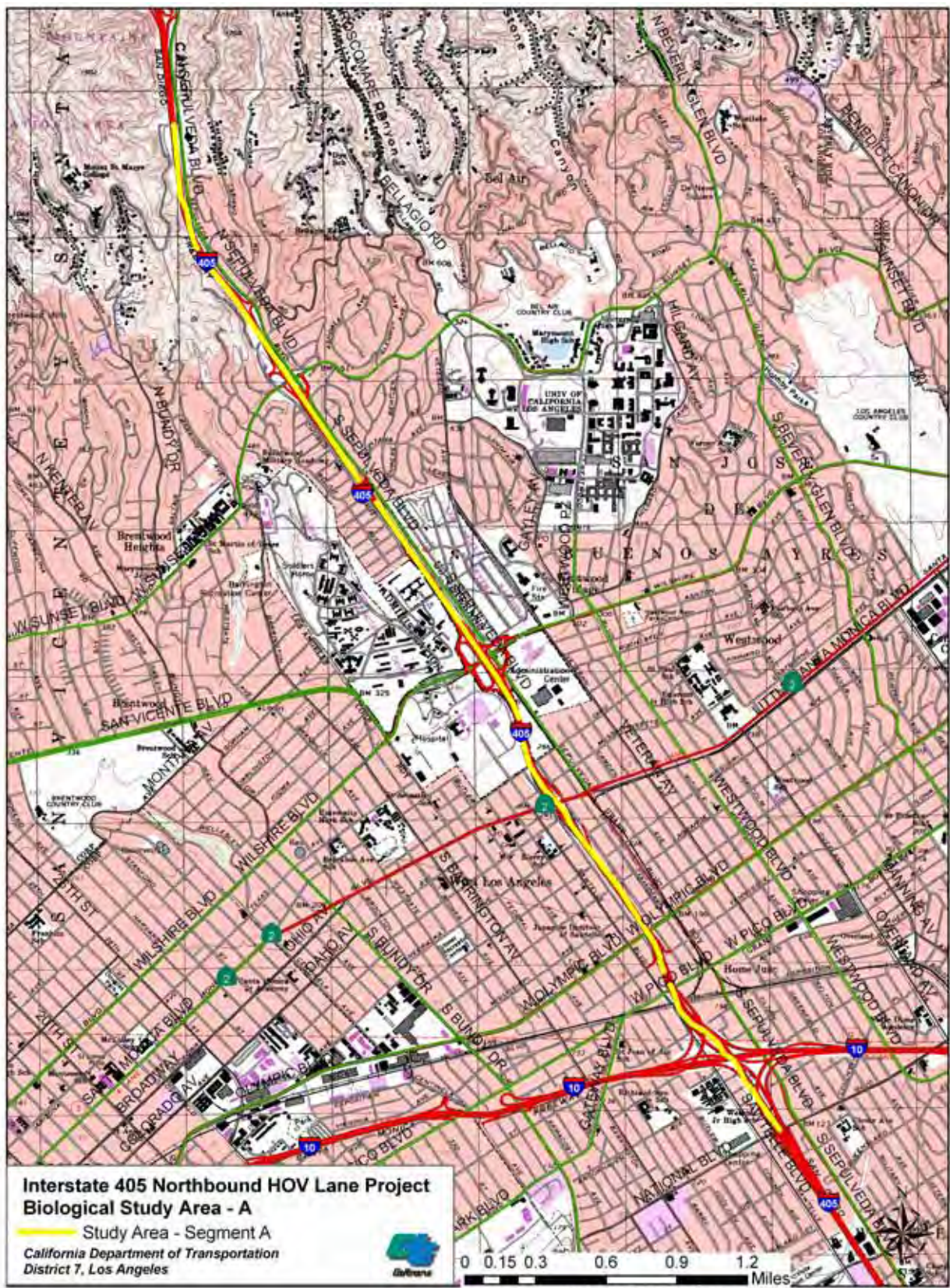
The southern half of the project area, surveyed in BSA-A, has been highly altered from its natural state due to the high level of land development, resulting in the absence of native plant communities and many wildlife species. Vegetation occurring within the freeway right-of-way consisted of common freeway landscaping plants. The plant species that were identified along BSA-A within the project footprint are listed in Table 3.18-1.

Table 3.18-1: Plant Species Identified in the Biological Study Area – A (BSA-A)

Common Name	Scientific Name
Wild Oat	<i>Avena fatua</i>
Eucalyptus	<i>Eucalyptus sp.</i>
Oleander	<i>Nerium oleander</i>
Tree tobacco	<i>Nicotiana glauca</i>
Avocado	<i>Persea sp.</i>
Pittosporum	<i>Pittosporum sp.</i>
Western Sycamore	<i>Platanus racemosa</i>
Peruvian Peppertree	<i>Schinus molle</i>
Brazilian Peppertree	<i>Schinus terebinthefolius</i>
Annual grasses	Various
Mexican Fan Palm	<i>Washingtonia robusta</i>

Source: Natural Environment Study, July 2006

Figure 3.18-1: Biological Study Area – A: West Los Angeles Segment



Biological Study Area – B (Sepulveda Pass Segment)

This study area encompasses the northern half of the project area. BSA-B supports a greater diversity and density of native plant and wildlife species compared to that of the more developed area in BSA-A, to the south. Native species diversity also increases with distance away from I-405 and Sepulveda Boulevard, which parallels the freeway in most areas. The I-405 in BSA-B is situated against the eastern slopes of Sepulveda Canyon through most of the pass, while Sepulveda Boulevard, which runs parallel to I-405, is situated against the west side of the canyon through most of the pass. One exception occurs south of the I-405 Sepulveda Boulevard undercrossing near the Getty Center Drive undercrossing where Sepulveda crosses to the east side of the canyon. The plant species that were identified along BSA-B within the project footprint are listed in Table 3.18-2.

Many of the slopes in Sepulveda Canyon have been previously cut back and benched from the construction of the freeway. Vegetation observed in BSA-B within the project footprint was mostly disturbed, consisting of either bare ground or ruderal and exotic plant species. The disturbed conditions observed in the project footprint are likely due to the high traffic volume on the freeway, regular slope mowing during the fire season, and initial disturbance resulting from the original construction of the freeway.

In undisturbed areas of the right-of-way between the southern extent of BSA-B and the summit of the Sepulveda Pass, a Chaparral community dominated by green bark ceonothus (*Ceanothus spinosus*) and sugar bush (*Rhus ovata*) was commonly found throughout the area on the canyon slopes. Coast live oak (*Quercus agrifolia*) and western sycamore (*Platanus racemosa*) were commonly found in the bottoms of the small canyons along the east side of I-405. These side canyons provided relatively good quality habitat for wildlife.

At the summit of the Sepulveda Pass, just north of the Mulholland Drive Overcrossing, plant diversity decreased on the previously cut and graded slopes along the sides of the freeway. Vegetation found in this area consisted mainly of annual grasses and California buckwheat (*Eriogonum fasciculatum*), with several coast live oak trees, California flannelbush (*Fremontodendron californicum*) and pine trees (*Pinus* sp.). The flannelbush and pine trees appear to have been planted along the freeway due to their orderly spacing and inappropriateness of these species to grow at this location naturally.

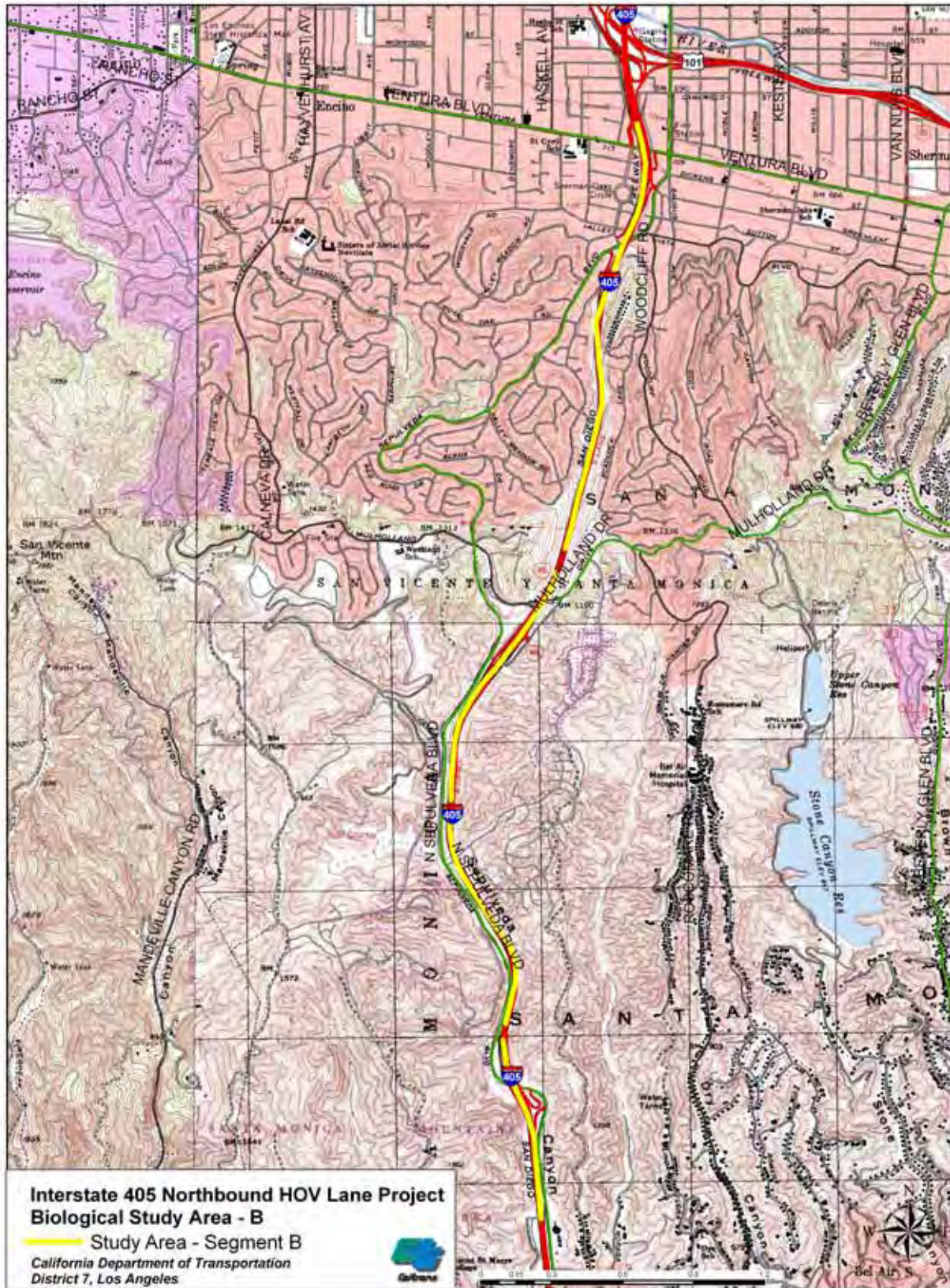
To the north of the Sepulveda Pass summit before the Sepulveda Boulevard undercrossing, at the north end of BSA-B, a mixture of eucalyptus (*Eucalyptus* sp.) likely planted as freeway landscaping, in addition to native species such as coast live oak, and California walnut (*Juglans californica*) compose the dominant vegetation species existing between the southbound lanes of I-405 and the adjacent residential community down the slope.

Table 3.18-2: Native Plant Species Identified in Biological Study Area- B (BSA-B)

Common Name	Scientific Name
California Sagebrush	<i>Artemisia californica</i>
Mugwort	<i>Artemisia douglasiana</i>
Coyotebush	<i>Baccharis pilularis</i>
Mulefat	<i>Baccharis salicifolia</i>
California Brickelbush	<i>Brickellia californica</i>
Greenbark Ceonothus	<i>Ceanothus spinosus</i>
Birch-leaf Mountain Mahogany	<i>Cercocarpus betuloides</i>
Chalk Dudleya	<i>Dudleya pulverulenta</i>
Durango Root	<i>Datisca glomerata</i>
California Buckwheat	<i>Eriogonum californica</i>
Golden Yarrow	<i>Eriophyllum confertiflorum</i>
California Flannelbush	<i>Fremontodendron californicum</i>
Everlasting	<i>Gnaphalium sp.</i>
Sawtooth Goldenbush	<i>Hazardia squarrosa</i>
Toyon	<i>Heteromeles arbutifolia</i>
California Black Walnut	<i>Juglans californica</i>
Deerweed	<i>Lotus scoparius</i>
Bush Lupin	<i>Lupinus longifolius</i>
Bush Mallow	<i>Malacothamnus fasciculatus</i>
California Coffeberry	<i>Rhamnus californica</i>
Sugar Bush	<i>Rhus ovata</i>
Wild Cucumber	<i>Marah macrocarpus</i>
Bush Monkey Flower	<i>Mimulus aurantiacus</i>
Phacelia	<i>Phacelia sp.</i>
Pine Tree	<i>Pinus sp.</i>
Western Sycamore	<i>Platanus racemosa</i>
Coast Live Oak	<i>Quercus agrifolia</i>
Lemonade Berry	<i>Rhus integrifolia</i>
Fuchsia-flowered Gooseberry	<i>Ribes speciosum</i>
California Wild Rose	<i>Rosa californica</i>
Arroyo Willow	<i>Salix lasiolepis</i>
Black Sage	<i>Salvia mellifera</i>
Mexican Elderberry	<i>Sambucus mexicana</i>
Purple Nightshade	<i>Solanum xanti</i>
Our Lords Candle	<i>Yucca whippleii</i>
Canyon Sunflower	<i>Venegasia carpesioides</i>

Source: Natural Environment Study, July 2006

Figure 3.18-2: Biological Study Area – B: Sepulveda Pass Segment



Two natural communities of special concern listed in the California Natural Diversity Database (CNDDDB) are the California Walnut Woodland and Coast live Oak Riparian Forest. Both species were observed adjacent to the project area in BSA-B and are relatively common through the Santa Monica Mountain Range. Additionally, a Ceonothus Chaparral Community, Willow/Mulefat Riparian Community and a Sycamore Riparian Community were identified in or adjacent to the project area.

The California walnut plant community generally exists on fine-textured soils of valley slopes and bottoms and is distributed widely throughout the Santa Monica Mountains. Loss of this habitat can be attributed to development pressures along this urban mountain range. Small remnants of this habitat exist adjacent to the project area. California walnut trees were observed in or adjacent to the project area with more trees found at the north end of the Sepulveda Pass. Greater numbers of California walnuts exist outside of the project area. A few individual trees were present within or near the project footprint. The Southern California Coast Live Oak Riparian Forest is another native plant community of concern that is listed in the CNDDDB search for the project area. This plant community generally exists within the canyon bottoms and throughout the Santa Monica Mountains. Coast live oak trees were found adjacent to and within the project footprint. Loss of these habitats (California Walnut Woodland and Coast Live Oak Riparian Forest) can also be attributed to development pressures along this urban mountain range.

Although the sycamore riparian woodland plant community was not listed in the NDDB for the project area, some remnants of this plant community were observed in the canyons adjacent to the project area to a limited extent. This plant community generally exists within the canyon bottoms in the area and throughout the Santa Monica Mountains.

Special Status Plant Species

The project area contains some Special Status plant species listed in the CNDDDB or U.S. Fish and Wildlife Service species list. These include: Lyon's pentachaeta, Santa Monica Mountains dudleya, slender-horned spine flower, thread-leaved brodiaea, Braunton's milk-vetch, Davidson's bush mallow, mesa horkelia, Plummer's mariposa lilly, and San Fernando Valley spine flower. Currently, they do not exist in the vicinity and were not observed during field reviews.

3.18.3 Impacts

Alternative 2

Although most of the project footprint lies in the disturbed roadside area, several components of the Alternative 2 are likely to affect native vegetation. In order to accommodate the widening of the freeway to add a new HOV lane, Sepulveda Boulevard would be realigned slightly to the east affecting a sliver of undeveloped land through this area. This area was observed to support some native species as well as exotic species, mainly Spanish broom (*Spartium junceum*).

The project footprint does not affect areas supporting the California Walnut Woodland and Coast Live Oak Riparian Forest habitats. The project footprint as proposed does not affect areas supporting a high density of western sycamores that would be considered a sycamore woodland habitat. The proposed project is not expected to affect or impact any of the previously discussed special status plant species.

Alternative 2 would also likely affect native vegetation and wildlife habitat through the reconfiguration of the northbound I-405 on-ramp at Sepulveda Boulevard, just north of Getty Center Drive. At this interchange, a new northbound off-ramp and on-ramp are planned. The new alignment of the on-ramp is planned through the Getty View Trailhead parking lot. The new on-ramp affects an area supporting a relatively high diversity of native plant species both planted and naturally occurring, including mature coast live oak and sycamore trees that have been preserved in this location by the Santa Monica Mountains Conservancy. This location is also considered to be one of the known wildlife crossing points across the I-405.

Most of the sycamore trees observed during the field surveys were located outside of the footprint of the proposed project in canyons adjacent to the project. Several sycamores were also planted along the freeway in the southern half of the project area (BSA-A) as part of freeway landscaping, which are not likely to provide much habitat value as those located in a more natural setting. Sycamores located adjacent to the proposed northbound on-ramp at the Sepulveda Boulevard Undercrossing have the potential to be removed due to their close proximity to the new ramp location.

Coast live oak trees have the potential to be removed as a result of this project. However, these oaks are not situated in riparian areas and are not at a density to be considered to be part of a riparian forest.

The project would also affect native vegetation beyond the disturbed roadside for the proposed construction of new on- and off-ramps along the southbound side of I-405, just north of Mission Dump Road. These new ramps would replace the existing ramps at Skirball Center Drive. A relatively small strip of native vegetation would be affected between the southbound lanes of the freeway and Sepulveda Boulevard.

Tree counts were conducted for Alternative 2 and the estimates are summarized in Table 3.18-3 below.

Table 3.18-3: Number of Trees Potentially Affected under Alternative 2

Alternative 2	# of Trees
Arroyo Willow	12
California Walnut	43
Greenbark Ceonothus	4
Coast Live Oak	41
Freemont Cottonwood	1
Mexican Elderberry	2
Sycamore	12

Source: Natural Environment Study, July 2006

Temporary Construction-Related Impacts

Four preliminary locations have also been identified for use as construction staging areas. However, if additional construction staging areas are required, these locations would be reviewed for biological resource impacts. The four preliminary construction staging locations are:

- Existing Getty Center Dr. off-ramp area within Caltrans right-of-way along northbound I-405;
- I-405/I-10 interchange area within Caltrans right-of-way;
- Wilshire Blvd. interchange area within the loops of the on/off-ramps along southbound I-405 within Caltrans right-of-way; and

Potential temporary construction-related impacts would include stockpiled materials, parked equipment, temporary buildings, storage tanks, and noise. Since the proposed staging areas are all within Caltrans Right-of-Way, in areas previously used for construction staging, impacts to sensitive biological resources are not anticipated.

Alternative 3

Alternative 3 of the project includes all of the impact components proposed in Alternative 2, and also includes widening on the southbound side of I-405 to meet current freeway standards.

Alternative 3 would affect additional areas containing native vegetation along the southbound side of I-405 along BSA-B, a width of about 20 feet from the existing shoulder. Additionally, a section of Sepulveda Boulevard 0.4-miles south of Bel Air Crest Rd. would be realigned towards the west by as much as 60 feet to accommodate the widening of the I-405 freeway. The main difference between Alternative 2 and Alternative 3 is in the number of oak trees to be impacted. The main difference in oak tree impacts is due to the number of oak trees located along the southbound I-405 on-ramp adjacent to Fiume Walk and Valley Vista Blvd. Tree counts were conducted for Alternative 3 and the results are summarized in Table 3.18-4 below.

Table 3.18-4: Number of Trees Potentially Affected under Alternative 3

Alternative 3	# of Trees
Arroyo Willow	12
California Walnut	43
Greenbark Ceonothus	4
Coast Live Oak	84
Freemont Cottonwood	1
Mexican Elderberry	2
Sycamore	12
Toyon	4

Source: Natural Environment Study, July 2006

Figure 3.18-3: Footprint of Disturbed Soil Areas and Areas of Native Vegetation



Table 3.18-5: Disturbed Soil Areas for Alternative 2 and 3

	Areas of Native Vegetation	Total Disturbed Soil Area
Alternative 2	160,580 Square Meters (36.68 Acres)	196,313 Square Meters (48.51 Acres)
Alternative 3	225,141 Square Meters (55.63 Acres)	335,709 Square Meters (82.95 Acres)

3.18.4 Avoidance, Minimization and Mitigation Measures

Walnut Trees

The removal of walnuts would be avoided to the greatest extent possible. However, should it be necessary to remove walnut trees for the construction of the project, the number of trees removed would be minimized to the least amount necessary.

Due to the relatively disturbed conditions in which the walnut trees are found, they are proposed to be replaced at a 5:1 ratio. Based on the total amount of walnuts affected and available on-site locations, favorable areas within the right of way would be selected by the District Biologist and the District Landscape Architect. Any required replacement beyond the space available in the right of way would be done off-site, in coordination with the Santa Monica Mountains Conservancy, which owns open-space land adjacent to the project.

Coast Live Oak Trees

The removal of Coast Live Oak trees would be avoided to the greatest extent possible. However, should it be necessary to remove oak trees for the construction of the project, the number of trees removed would be minimized to the least amount necessary.

Due to the relatively disturbed conditions and low habitat value that the oak trees are found, they are proposed to be replaced at a 5:1 ratio. Based on the total amount of oaks affected and available on-site locations, favorable areas within the right of way would be selected by the District Biologist and the District Landscape Architect. Any required replacement beyond the space available in the right of way would be done off-site, in coordination with the Santa Monica Mountains Conservancy, which owns open-space land adjacent to the project.

Sycamore Riparian Woodland

The removal of sycamores would be avoided to the greatest extent possible. However, should it be necessary to remove sycamore trees for the construction of the project, the number of trees removed would be minimized to the least amount necessary.

Due to the relatively disturbed conditions in which the sycamore trees are found, they are proposed to be replaced at a 5:1 ratio. Based on the total amount of sycamores affected and available on-site locations, favorable areas within the right of way would be selected by the District Biologist and the District Landscape Architect. Any required replacement beyond the space available in the right of way would be done off-site, in coordination with the Santa Monica Mountains Conservancy, which owns open-space land adjacent to the project.

The 5:1 ratios have been identified in anticipation of needs and requirements of jurisdictional permits. They will be applied appropriately to areas that fall under the California Department of Fish and Game and U.S. Army Corps of Engineers jurisdiction or provide high-quality habitat.

Native Tree Replacement

Naturally existing native trees that have a 4-inch diameter at a height of 4.5 feet above grade (4-inch diameter at breast height) would be replaced at a 5:1 ratio. Tree replacement would be coordinated between the District Landscape Architect and District Biologist and incorporated into the plans. This native tree replacement ratio is limited to naturally occurring trees affected by the project, such as those that exist through the Sepulveda Pass. Native trees, which have been planted as a component of the freeway landscaping, particularly in the southern half of the project, would be replaced in accordance with District Landscape Architecture policies.

Invasive Species Control Measures

Revegetation of upland areas would incorporate appropriate native plant species found within the Santa Monica Mountains. The District Biologist and the District Landscape Architect would coordinate to create an acceptable plant pallet that would prevent the spread or reintroduction of invasive plant species.

Plant Survey Requirements

Plant surveys would be required for the following plants species: Braunton's Milk-vetch, Davidson's Bush Mallow and Mesa Horkelia. Although, these species are not anticipated to occur in the relatively disturbed footprint of the project area, in order to avoid any potential impacts to these species, additional spring surveys would be conducted annually prior to construction.

3.18.5 Cumulative Impacts

The southern half of the project area has been highly altered from its natural state due to the high level of land development, resulting in the absence of native plant communities and many wildlife species. Vegetation occurring within the freeway right-of-way consists of common freeway landscaping plants. Within the project footprint vegetation was mostly disturbed, consisting of either bare ground or ruderal and exotic plant species. The disturbed conditions observed in the project footprint are likely due to the high traffic volume on the freeway, regular slope mowing during the fire season, and initial disturbance resulting from the construction of the freeway.

The northern half of the project area supports a greater diversity and density of native plant and wildlife species compared to that of the more developed southern half of the project area. Native species diversity also increases with distance away from I-405 and Sepulveda Boulevard, which parallels the freeway in most areas.

The build alternatives are anticipated to have very minimal impacts to natural communities identified in the Natural Environment Study. The two natural communities of special concern listed in the California Natural Diversity Database (CNDDDB) are the California Walnut Woodland and Coast live Oak Riparian Forest. Both species were observed adjacent to the northern project area and are relatively common through the Santa Monica Mountain Range. Additionally, a Ceonothus Chaparral Community, Willow/Mulefat Riparian Community and a

Sycamore Riparian Community were identified in or adjacent to the project area. Due to the low level of impacts of the build alternatives to these natural communities, the proposed project is not anticipated to contribute to cumulative impacts to these plant communities.

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3.19 WILDLIFE

3.19.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA Fisheries) and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 3.20. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act
- Marine Mammal Protection Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1601 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

3.19.2 Affected Environment

A Natural Environmental Study Report, July was prepared to assess the biological resources within and adjacent to the project limits.

The project area was divided into two Biological Survey Areas in an effort to sufficiently address natural conditions. Biological Survey Area-A (BSA-A) is from National Boulevard to the Getty Center Drive Undercrossing, spanning a distance of approximately 5 miles (see Figure 3.18-1). Biological Survey Area-B (BSA-B) is from Getty Center Drive north to Ventura Boulevard a distance of approximately 4.7 miles (see Figure 3.18-2).

Observation of wildlife in BSA-A was limited due to the absence of natural habitat and abundance of human disturbances and consisted primarily of common bird species. Wildlife associated with BSA-A is likely to include common species which are tolerant of human development such as rock doves, house sparrows, house finches and small mammals such as rats, opossums, and raccoons to name a few.

Side canyons in Biological Study Area-B (BSA-B) provide relatively good quality habitat for wildlife. Mule deer (*Odocoileus hemionus*) were observed on a few of the surveys at the base of the small canyons, in addition to scat observations of species likely from coyote (*Canis latrans*) and bobcat (*Felis rufus*). The surveys conducted of the project area resulted in the observation of

13 species of birds in the canyons throughout BSA-B, the birds are likely to be nesting in the higher quality habitat in the canyons. Additionally, white-throated swifts (*Aeronautes saxatalis*) were observed nesting inside the I-405 Sepulveda Boulevard Undercrossing, which provides evidence that other bridges through this area have the potential to provide nesting habitat for this and other similar species such as swallows (see Table 3.19-1: Wildlife Species Observed in BSA-B).

During surveys for the project, nesting white-throated swifts were seen at the Sepulveda Boulevard undercrossing at the southern end of the Sepulveda Pass. The swifts were seen flying in and out of the ventilation holes beneath the undercrossing structure during the nesting season.

Table 3.19-1: Wildlife Species Observed in Biological Study Area B (BSA-B)

Bird Species Common Name	Scientific Name
White-throated Swift	<i>Aeronautes saxatalis</i>
Scrub Jay	<i>Aphelocoma californica</i>
Red tailed hawk	<i>Buteo jamaicensis</i>
Anna's Hummingbird	<i>Calypte anna</i>
American Goldfinch	<i>Carduelis tristis</i>
House Finch	<i>Carpodacus mexicanus</i>
American Crow	<i>Corvus brachyrhynchos</i>
Song Sparrow	<i>Melospiza melodia</i>
Cliff Swallow	<i>Petrochelidon pyrrhonota</i>
California Towhee	<i>Pipilo crissalis</i>
Spotted Towhee	<i>Pipilo maculatus</i>
California Thrasher	<i>Toxostoma redivivum</i>
Mourning Dove	<i>Zenaida macroura</i>
Mammal Species	Scientific Name
Coyote (Scat observation)	<i>Canis latrans</i>
Bobcat (Scat observation)	<i>Felis rufus</i>
Skunk (Remains)	<i>Mephitis sp.</i>
Mule Deer	<i>Odocoileus hemionus</i>
Common Raccoon (Tracks)	<i>Procyon lotor</i>
Reptile	Reptilia
Gopher Snake	<i>Pituophis melanoleucus</i>
Western Fence Lizard	<i>Sceloporus occidentalis</i>

Source: Natural Environment Study, July 2006

3.19.3 Impacts

Bird species were the most common form of wildlife observed during the general biological surveys conducted for the proposed project. Birds were seen outside of the project footprint in most areas, as opposed to onsite, due to the disturbed conditions existing next to the freeway. However, where the project affects less disturbed vegetated areas farther from the freeway, potential impacts to nesting birds could occur. Additionally, areas within the project footprint, which provide shelter such as tall trees, dense shrubs, or inside bridge structures, could potentially support nesting birds.

3.19.4 Avoidance, Minimization and Mitigation Measures

To avoid or minimize impacts to animal species, the following measures are recommended for implementation:

Pre-Construction Surveys

Biological surveys of the project area would be performed in locations having increased biological sensitivity as determined by the District Biologist. General wildlife surveys would be conducted at least two weeks prior to the clearing and grubbing of vegetation.

Nesting Bird Surveys, Swallow Exclusion

In compliance with the Federal Migratory Bird Treaty Act and California Department of Fish and Game Code 3505 and 3503.5, for those project areas where nesting birds may occur, Caltrans would attempt to remove nesting habitat between September 1st and January 31st to avoid the active nesting bird season. If avoidance is not possible, a qualified biologist shall survey all potential nesting habitat within the entire project impact area. If an active bird nest is located, the nest site shall be flagged or staked a minimum of 150 feet, 500 feet for raptors in all directions. This flagged zone shall not be disturbed until the nest becomes inactive, unless otherwise directed by the California Department of Fish and Game. Bridges would also be surveyed for nesting birds, and exclusionary measures would be implemented to prevent nesting during construction activities.

Water Quality BMPs

All applicable construction Best Management Practices for water quality would be implemented to minimize project effects to jurisdictional drainages.

Riparian Habitat/Waters of the U.S. Impacts

Regulatory permits from the U.S. Army Corps of Engineers (Section 404 of the Federal Clean Water Act), the Los Angeles Regional Water Quality Control Board (Section 401 of the Federal Clean Water Act), and the California Department of Fish and Game (Section 1601) would be obtained for project impacts to jurisdictional drainages. Impacts to riparian habitat would be

mitigated in consultation with the regulatory agencies once drainage design details were sufficient to provide an accurate impact area.

Upland Habitat/Invasive Species Control

Measures to prevent the spread or reintroduction of invasive plant species during construction operations shall be implemented in coordination between the District Landscape Architect and District Biologist. The re-vegetation of upland areas shall incorporate the appropriate native plant species found within the Santa Monica Mountains.

Construction Monitoring

A monitoring plan would be developed and implemented once the construction schedule is known in order to appropriately monitor biological resources.

3.19.5 Cumulative Impacts

Removal of mature trees has the potential to affect nesting migratory birds. Impacts to wetlands and non-wetland waters of the U.S. have the potential to affect migratory birds and aquatic species. Minimization measures that are applicable to the project (construction outside of the roosting/nesting season, replacement of trees and vegetation) are applicable to all development/redevelopment projects within the study area. With these minimization measures in place, cumulative impacts to animal species would not be substantial.

The build alternatives would remove mature trees that support resident and migratory nesting birds as a part of freeway widening. Minimization measures would be required to prevent potential impacts to migratory nesting birds during construction. Affected mature trees and vegetation would be replaced consistent with Caltrans requirements, which include native plant species requirements that would support native wildlife. With minimization measures in place to protect nesting birds during construction and replacement of mature trees and vegetation, the contribution of the build alternatives to cumulative wildlife impacts would not be substantial.

3.20 THREATENED AND ENDANGERED SPECIES

3.20.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC), Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take permit. Section 3 of FESA defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

3.20.2 Affected Environment

A Natural Environment Study Report (NESR) was prepared in July 2006. The NESR was based on a review of project plans and meetings between Caltrans District Biology and District Design staff. Background research was conducted including the assessment of the United States Fish and Wildlife Service (USFWS) Species List, California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDDB), and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants. All of the above sources were analyzed with respect to the project footprint. General field surveys were conducted over several seasons to identify the flora and fauna present in the project area. Table 3.20-1 provides a summary of listed species of concern and the potential for presence in the project area.

Table 3.20-1: Listed, Proposed Species and Critical Habitat Potentially Occurring or Known to Occur in the Project Area

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/Absent (HP/A/P)	Rationale
Wildlife Species					
Busck's Gall Moth	<i>Carolella busckana</i>	None	N/A	N/A	Little information for this unlisted species is currently available. The nearest occurrence of this species to the project area is a one-mile radius circle around the Beverly Terrace Hotel in Beverly Hills. Due to the unknown habitat associated with this species it is difficult to exclude the possibility of affecting this species with the proposed project.
Santa Ana Sucker	<i>Catostomus santaanae</i>	SSC, FT	This species is endemic to the coastal streams of the Southern Los Angeles Basin. These species are habitat generalists, but prefer sand-rubble-boulder bottoms, cool, clear water, & algae.	A	Habitat for this species does not occur within the project area due to habitat modification and land development. As such, this species is not expected to be affected by the proposed project.
Sandy Beach Tiger Beetle	<i>Cicindela hirticollis gravida</i>	N/A	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to Northern Mexico.	A	Habitat associated with this species is not present within the Biological Study Area of the project. This species is not expected to be affected by this project.
Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	SE, FP	This species nests along broad, lower flood-bottoms of larger river systems. Usually nesting in riparian jungles of willow, often mixed with cottonwoods, w/ lower story of blackberry, nettles, or wild grape	A	Habitat for this species is not present on-site. As a result, impacts to this species are not expected with this project.
Monarch Butterfly	<i>Danaus plexippus</i>	None	Winter roost sites extend along the coast from northern mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves, consisting of trees such as eucalyptus monterey pine, or cypress, with nectar and water bodies nearby.	A	Due to the high level of disturbance from the heavy traffic volume along the freeway, trees in the project area are not expected to support roosts for this species. Species occurrences in the CNDDDB did not list projects adjacent to the freeway. This species is not expected to be affected by this project.
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	SE, FE	Inhabits extensive thickets of low, dense willows on edge of wet meadows, ponds, or backwaters at 2000-8000 elevation.	A	Habitat for this species is not present on-site. As a result, impacts to this species are not expected with this project.
Southwestern Pond Turtle	<i>Emys (Clemmys) marmorata padilla</i>	SC	Inhabits permanent or nearly permanent bodies of water in many habitat types. Requires basking sites such as partially submerged logs, vegetation mats, or open mud banks and suitable nesting sites. Found below 6,000 ft elevation.	A	Suitable habitat for this species does not exist within the project footprint. Due to the absence of the species habitat this species is not expected to in the project area and in turn is not expected to be affected by the project.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent (HP/A/P)	Rationale
Unarmored Threespine Stickleback	<i>Gasterosteus aculeatus williamsoni</i>	SE, FE	This species is found in riparian habitats and is currently restricted to the Santa Clara River Watershed in this region.	A	Habitat for this species does not occur within the project area due to habitat modification and land development. As such, this species is not expected to be affected by the proposed project.
Bald Eagle	<i>Haliaeetus leucocephalus</i>	SE, FP, FT	Nesting & wintering habitat for this species includes ocean and lake shore margins, & rivers. Most nest within 1 mi of water.	A	Habitat for this species is not present on-site. As a result, impacts to this species are not expected with this project.
South Coast Marsh Vole	<i>Microtus californicus stephensi</i>	SSC	Associated with tidal marshes in Los Angeles, Orange, and Southern Ventura Counties	A	Habitat associated with this species is not present within the Biological Study Area of the project. This species is not expected to be affected by this project.
Mud Nama	<i>Nama stenocarpum</i>	CNPS 2	Associated with marsh and swamp habitats along lakeshores, riverbanks and intermittently wet areas between 5-500m elevation.	A	Habitat associated with this species is not present within the Biological Study Area of the project. This species is not expected to be affected by this project.
Southern Steelhead	<i>Onchorhynchus mykiss</i>	FE	This species has the potential to occur in coastal streams of Southern California.	A	Habitat for this species does not occur within the project area due to habitat modification and land development. As such, this species is not expected to be affected by the proposed project.
Coast (San Diego) Horned Lizard	<i>Phrynosoma coronatum (blainvillei)</i>	SC	Inhabits coastal sage scrub and chaparral in arid and semi-arid climate conditions. Prefers friable, rocky or shallow soils.	HP/A	Although chaparral habitat occurs adjacent to the project area, surveys of the project footprint did not result in the observation of this species and preferred habitat for this species. Additionally, historic occurrences have not been recorded in the project area. Due to the disturbed condition of the project footprint this species is not anticipated to be present and affected by the proposed project.
Coastal California Gnatcatcher	<i>Poliophtila californica californica</i>	FT, SC	Inhabits coastal sage scrub below 2500ft in Southern California particularly in low coastal sage scrub in arid washes, mesas and slopes.	A	Habitat associated with this species has the potential adjacent to the project area. However, surveys of the project footprint did not result in the observation of this species and historic occurrences have not been recorded in the project area. Associated habitat existing in the project area is comprised of small patches and high quality habitat is absent from the project footprint resulting in disturbed conditions. As a result, this species is not anticipated to be present and affected by the proposed project.
California Red-legged Frog	<i>Rana aurora draytonii</i>	SSC, FT	Lowlands and foothills in or near permanent sources of deep water with dense shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development.	A	Permanent sources of deep water are not present within the project area. Due to the absence of associated habitat, this species is not likely to be affected by this project.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent (HP/A/P)	Rationale
Mountain Yellow-legged Frog	<i>Rana muscosa</i>	SSC, FE	Populations in the San Gabriel, San Jacinto & San Bernardino Mountains are Federally Listed. This species is associated with mountainous aquatic habitats.	A	Permanent sources of water were not present in the project area to provide sufficient habitat for this species. Due to the absence of associated habitat, this species is not likely to be affected by this project.
Socalchemmis gertschi	<i>Socalchemmis gertschi</i>	None	N/A	N/A	Little information for this unlisted species is currently available. The nearest occurrence of this species to the project area is Brentwood. Due to the unknown habitat associated with this species it is difficult to exclude the possibility of affecting this species with the proposed project.
Riverside Fairy Shrimp	<i>Streptocephalus woottoni</i>	FE	This species is endemic to west Riverside, Orange and San Diego Counties in areas of tectonic swales/earth slump basins in grassland & coastal sage scrub. Inhabits seasonal pools filled by winter/spring rains and hatch in warm water later in the season.	A	Habitat for this species was not identified on site during field surveys. Additionally this species is not known to occur in the area. This species is not expected to be affected by the proposed project.
Least Bell's Vireo	<i>Vireo bellii pusillus</i>	SE, FE	This species is a summer resident of Southern California occurring in low riparian habitat closer to water or in dry river bottoms below 2,000 ft elevation. Nests are placed along margins of bushes or on twigs projecting into pathways usually in willow, baccharis or mesquite.	A	Habitat associated with this species is not present within the Biological Study Area of the project. This species is not expected to be affected by this project.
Arroyo Chub	<i>Gil orcuttii</i>	SCC	Los Angeles Basin South Coastal Streams. Slow water stream sections with mud or sand bottoms. They feed heavily on aquatic vegetation and associated invertebrates.	A	Habitat for the Arroyo Chub does not occur within the project area due to habitat modification and land development. As such, this species is not expected to be affected by the proposed project.
Plant Species					
Braunton's Milk-Vetch	<i>Astragalus brauntonii</i>	FE, CNPS 1B	Found in closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grassland. Particularly in recent burns or disturbed areas in stiff gravelly clay soils overlaying granite or limestone. Elevations from 4-640m.	HP / A	Background research and on-site surveys conducted did not identify the presence of this species in the project area. This species is not expected to be affected by this project since it has not been found in the project footprint.
Ventura Marsh Milk-Vetch	<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>	SE, FE, CNPS 1B	Found in coastal marsh habitats within reach of the high tide line or protected by barrier beaches and more rarely near seeps on sandy bluffs. Elevations from 1-35m.	A	Habitat associated with this species is not present in the project footprint. As the result of the absence of habitat, this species is not expected to be impacted by this project.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent (HP/A/P)	Rationale
Coastal Dunes Milk-Vetch	<i>Astragalus tener var. titi</i>	SE, FE, CNPS 1B	Found in coastal bluff scrub and coastal dune habitats particularly in moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean. Elevations from 1-50m	A	Habitat associated with this species is not present in the project footprint. As the result of the absence of habitat, this species is not expected to be affected by this project.
Parish's Brittlegrass	<i>Atriplex parishii</i>	CNPS 1B	Found in alkali meadows, vernal pools, chenopod scrub and playas, usually on drying alkali flats with fine soils. Elevations from 4-140m.	A	Habitat associated with this species is not present in the project footprint. As the result of the absence of habitat, this species is not expected to be affected by this project.
Nevin's Barberry	<i>Berberis nevinii</i>	SE, FE, CNPS 1B	Chaparral, cismontane woodland, coastal scrub and riparian scrub. On steep north facing slopes or in low grade sandy washes. 290-1575m	A	This species was not found within the biological study area during the surveys. Due to the disturbed condition of the project footprint and minimal amounts of north facing slopes there is a low likelihood for this project to be affected by this project.
Thread-leaved Brodiaea	<i>Brodiaea filifolia</i>	SE, FT	Habitats associated with this species include cismontane woodland, coastal scrub, playas, valley and foothill grassland and vernal pools in clay soils.	A	Some habitat associated with this species is present in or adjacent to the project area, however this species is not known to be present in the project impact area and was not observed during general surveys of the project area. This species is not expected to be affected by this project.
Plummer's Mariposa Lilly	<i>Calochortus Plummerae</i>	CNPS 1B	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material and can be common after fire. Elevation 90-1610m.	HP / A	Habitat associated with this species occurs adjacent to the project area. However, surveys of the project footprint did not result in the observation of this species. Due to the disturbed condition of the project footprint this species is not expected to be affected by the proposed project.
Lewis' Evening Primrose	<i>Camissonia lewisii</i>	CNPS List 3	This species is associated with coastal bluff scrub, cismontane woodland, coastal scrub, coastal dunes, valley and foothill grassland.	HP / A	Some habitat associated with this species occurs adjacent to the project area. However, surveys of the project footprint did not result in the observation of this species and historic occurrences have not been recorded in the project area. Due to the disturbed condition of the project footprint this species is not anticipated to be present and affected by the proposed project.
Southern Tarplant	<i>Centromadia parryi ssp. australis</i>	CNPS 1B	Associated with marsh and swamp margins, valley and foothill grasslands and vernal pools. Often in disturbed sites near the coast and in alkaline soils sometimes with saltgrass, found at elevations between 0-425m.	A	Habitat associated with this species is not present within the Biological Study Area of the project. This species is not expected to be affected by this project.
San Fernando Valley Spine Flower	<i>Chorizanthe parryi var. fernandina</i>	SE, FC, CNPS	Coastal Scrub habitats with sandy soils between 3-1035m elevation.	A	Habitat associated with this species, consisting of coastal scrub with sandy soils, was not present in the project impact area. Additionally, surveys of the project footprint did not result in the observation of

Common Name	Scientific Name	Statuses	General Habitat Description	Habitat Present/Absent (HP/A/P)	Rationale
		1B			this species and historic occurrences have not been recorded in the project area. Due to the disturbed condition of the project footprint this species is not anticipated to be present and affected by the proposed project.
Globose Dune Beetle	<i>Coelus globosus</i>	N/A	Inhabitant of coastal sand dune habitat, from bodega head in Sonoma County south to Ensenada Mexico. In habits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.	A	Habitat associated with this species is not present within the Biological Study Area of the project. This species is not expected to be affected by this project.
Salt Marsh Bird's-Beak	<i>Cordylanthus maritimus</i> ssp. <i>Maritimus</i>	SE, FE, CNPS 1B	Coastal salt marsh, coastal dunes, species limited to higher zones of the salt marsh habitat. Elevations from 0-30m.	A	Habitat associated with this species is not present within the Biological Study Area of the project. This species is not expected to be affected by this project.
Slender-horned Spineflower	<i>Dedecahema leptoceras</i>	SE, FE	This species is associated with chaparral, coastal scrub (alluvial fan sage scrub), flood deposited terraces and washes.	HP/A	Some habitat associated with this species is present in or adjacent to the project area, however this species is not known to be present in the project impact area and was not observed during general surveys of the project area. Additionally, historic occurrences of this species have not been recorded in the project area. Due to the absence of quality habitat and negative survey results, this species is not expected to be affected by this project.
Beach Spectaclepod	<i>Dithyrea maritima</i>	FT, CNPS 1B	Found in coastal dunes, coastal scrub, formerly more widespread in coastal habitats in Southern California. Particular habitat associations include sea shores, on sandy dunes and sandy places near the shore elevations from 3-50m.	A	Habitat associated with this species is not present within the Biological Study Area of the project. This species is not expected to be affected by this project.
Santa Monica Mountains Dudleya	<i>Dudleya cymosa</i> ssp. <i>ovatifolia</i> .	SSC, FT	This species is associated with chaparral and coastal scrub habitats and are found in canyons with sedimentary and conglomerate rocks on primarily north facing slopes.	A	These species were not identified in the project area during the general surveys for the project. The presence of associated habitat adjacent to the project area creates a low potential for this species to be present and canyon slopes where this species is more likely to be found are not within the project impact area. As a result, impacts to this species are not anticipated with this project.
Many-Stemmed Dudleya	<i>Dudleya multicaulis</i>	CNPS 1B	Chaparral, coastal scrub, valley and foothill grassland in heavy and often clayey soils or grassy slopes. Elevations from 0-790m.	A	Habitat associated with this species occurs adjacent to the project area. However, surveys of the project footprint did not result in the observation of this species and historic occurrences have not been

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent (HP/A/P)	Rationale
					recorded in the project area. Due to the disturbed condition of the project footprint this species is not anticipated to be present and affected by the proposed project.
San Diego Button Celery	<i>Eryngium aristulantum var. parishii</i>	SE, FE	This species is associated with vernal pools, coastal scrub, and valley and foothill grassland. San Diego mesa hardpan & clay pan vernal pools & southern interior basalt flow vernal pools are also closely associated with this species.	A	Habitat closely associated with this species was not found within the project area. Existing species occurrence records do not indicate the presence of this species in adjacent areas. As a result this species is not expected to be affected by the proposed project.
Mesa Horkelia	<i>Horkelia cuneata ssp. puberula</i>	CNPS 1B	Chaparral, cismontane woodland, coastal scrub in sandy or gravelly sites at elevations from 70-810m.	HP / A	Some habitat associated with this species occurs adjacent to the project area. However, surveys of the project footprint did not result in the observation of this species and historic occurrences have not been recorded in the project area. Due to the disturbed condition of the project footprint this species is not anticipated to be present and affected by the proposed project.
Davidson's Bush Mallow	<i>Malacothamnus davidsonii</i>	CNPS 1B	Coastal scrub, riparian woodland and chaparral habitats particularly in sandy washes. Elevations from 180-855m.	HP / A	Chaparral habitat which this species is associated with is present in the project area. However, biological surveys did not identify the presence of this species in the project area. Additionally, sandy washes which this species associates are not in the project area. There is a low likelihood that that this species will be affected by this project.
Spreading Navaretia	<i>Navaretia Fossalis</i>	FT	Habitats associated with this species include vernal pools, chenopod scrub, marshes and swamps and playas.	A	Habitats associated with this species are not present in the project area. This species is not expected to be affected by this project.
California Orcutt Grass	<i>Orcuttia californica</i>	SE, FE	This species is associated with vernal pool habitats.	A	Vernal pool habitats are not present in the project area. This species is not expected to be affected by this project.
Lyon's pentachaeta	<i>Pentachaeta lyonii</i>	SE, FE	This species is associated with chaparral and valley and foothill grassland habitats along edges of clearings in chaparral and usually at the ecotone between grassland and chaparral or edges of firebreaks.	HP/ A	Habitat associated with this species is present adjacent to the project area. However the CNDDDB and CNPS databases did not indicate occurrences of this species within the project area. General surveys of the project footprint did not identify the presence of this species. This species is known to exist further to the west in the Santa Monica Mountains. Due to a potential for this species to exist in the project area, additional surveys to verify the absence of this species will be conducted prior to construction.
Brand's Phacelia	<i>Phacelia stellaris</i>	SSC, FP	This species is associated with coastal strand and coastal sage scrub habitats.	A	Habitats associated with this species are not present in the project area. This species is not expected to be affected by this project.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/Absent (HP/A/P)	Rationale
Salt Spring Checkerbloom	<i>Sidalcea neomexicana</i>	CNPS 2	Associated with alkali playas brackish marshes, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, alkali springs and marshes from 0-1500m elevation.	HP / A	Some habitat associated with this species occurs adjacent to the project area. However, surveys of the project footprint did not result in the observation of this species and historic occurrences have not been recorded in the project area. Due to the disturbed condition of the project footprint this species is not anticipated to be present and affected by the proposed project.
Plant Communities					
California Walnut Woodland	N/A	N/A	This plant community generally exists on the north facing slopes throughout the Santa Monica Mountains. Some areas adjacent to the project area, particularly on the north facing slopes support California walnuts.	HP (Historic)	This plant community has been observed adjacent to the project limits. Much of the project footprint affects disturbed slopes that were graded to construct the existing freeway, which do not provide ideal conditions for this species. Individual species occurring adjacent to the freeway may be removed as a result of this project. However groups of walnuts that comprise a woodland habitat will not be affected by this project.
Riversidian Alluvial Fan Sage Scrub	N/A	N/A		A	This plant community is absent from the project footprint and will not be affected by this project.
Southern Coast Live Oak Riparian Forest	N/A	N/A	This plant community generally exists within the canyon bottoms throughout the Santa Monica Mountains. Small patches of this habitat exist in the vicinity of the project area.	HP (Historic)	This plant community has been observed in the vicinity of the project area according to the CNDDDB. Much of the project footprint affects disturbed slopes that were graded to construct the existing freeway, which do not provide ideal conditions for this species. Individual oaks occurring adjacent to the freeway may be removed as a result of this project. However dense stands of oaks that comprise a forest will not be affected by this project.

Notes: Absent [A] - no habitat present and no further work needed. Habitat Present [HP] -habitat is, or may be present. The species may be present. Present [P] - the species is present. Critical Habitat [CH] - project footprint is located within a designated critical habitat unit, but does not necessarily mean that appropriate habitat is present. Status: Federal Endangered (FE); Federal Threatened (FT); Federal Proposed (FP, FPE, FPT); Federal Candidate (FC), Federal Species of Concern (FSC); State Endangered (SE); State Threatened (ST); Fully Protected (FP); State Rare (SR); State Species of Special Concern (SSC); California Native Plant Society (CNPS).

3.20.3 Impacts

It was determined through the Natural Environment Study Report that adverse affects to federally listed threatened or endangered species are not expected due to the absence of listed species from the project area. Initial consultation in the form of a species list request was conducted on December 19, 2002 and subsequently on January 6, 2006 to request a revised species list. No further consultation was initiated because effects to Federal-listed species are not anticipated.

Adverse affects to state listed threatened or endangered species are not expected due to the absence of listed species or species habitat in the project area. As a result, consultation with the California Department of Fish and Game (CDFG) was not initiated because effects to State-listed species are not anticipated, however, CDFG was included in the formal scoping and distribution of the DEIR/EIS for the proposed project.

Sensitive plant and wildlife species recorded in the general area, coupled with field surveys, did not show the presence of special-status species in the project area. The project as currently proposed is not expected to have an effect on listed and special status species.

A “no effect” determination was made since there would be no impacts to federally listed threatened or endangered species, State-listed species or special-status species.

3.20.4 Avoidance, Minimization and Mitigation Measures

None Required.

3.20.5 Cumulative Impacts

Because the project alternatives would not impact threatened or endangered species, no cumulative contribution would occur.

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3.21 THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The proposed project involves tradeoffs between obtaining the long-term benefits of traffic and circulation improvements against short-term impacts to the environment. Construction activities would result in a number of temporary impacts that would cease upon completion of the proposed HOV lane, ramp and interchange improvements. These long-term impact losses would be: air quality degradation associated with increased emissions of criteria pollutants; noise impacts generated by heavy equipment operation; biological resource impacts caused by the removal of mature trees and native vegetation; socioeconomic and community impacts from construction effects; impacts to utility systems caused by relocation and potential service interruption; right-of-way, generation of hazardous materials and waste from construction; and intermittent roadway obstruction and traffic detours. These impacts would be mitigated to minimize the proposed project impacts during the construction phase.

The proposed project would provide future congestion relief to improve traffic flow on the freeway and arterial transportation system; improve the transportation link between the Sepulveda Pass and the San Fernando Valley; and improve Interstate 405 to meet functional and safety standards.

Over the long-term, the proposed project would provide for increased vehicular movement and accessibility in the western Los Angeles County area. By increasing accessibility and substantially reducing travel time, the proposed project will enhance long-term economic productivity in the region. The Interstate 405 HOV Project is proposed in response to existing and projected land development in the Southern California region. As discussed in Section 3.6, the extent of development occurring outside of the project would create unacceptable levels of service on existing transportation facilities. Since the proposed project would serve to improve traffic conditions in the region, regional and local short-term adverse impacts resulting from the project development are consistent with the enhancement of long-term productivity.

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3.22 ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION

Implementation of the proposed action involves commitment of a range of natural, physical, human, and fiscal resources. Land dedicated for the construction and subsequent operation of the proposed freeway, ramps, and interchange improvements would constitute a semi-permanent commitment for the life of the street facility. However, if a greater need arose for use of the land or if the transportation facility became obsolete, the land could be converted to another use. Currently, there is no reason to believe such a conversion would ever be necessary or desirable, given that the project corridor has been used for transportation purposes for over 50 years and will continue to be for the foreseeable future.

Construction and operation of the proposed project would also require consumption of fossil fuels, labor, and construction materials. Additionally, the project would require expenditure of labor, and natural resources would be used in the fabrication and preparation of necessary construction materials. These expenditures would be, for the most part, irrecoverable. However, they are not in short supply, and their use would not have an adverse effect upon continued availability of these resources.

Any construction would also require a substantial one-time expenditure of both federal and local funds, which are not retrievable. The proposed project would also require the use of human resources in the fabrication and preparation of construction materials and in the construction of new highway facilities. Although the expenditure of labor would not be retrievable, the project would not have an adverse impact upon the continued availability of human resources over the long term.

The commitment of these resources is based on the concept that residents in the immediate area, as well as the region, state, and nation, would benefit from the improved transportation system, as well as roadway safety, in this critical transportation corridor. These benefits would consist of improved accessibility and safety, improved traffic and mass-transit service, savings in time, and greater availability of quality services, all of which are anticipated to beneficially outweigh the commitment of these resources.

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3.23 UNAVOIDABLE ADVERSE IMPACTS

No Build Alternative

The No-Build alternative would result in increasing traffic congestion. There are unavoidable indirect effects associated with increased traffic congestion including decreasing air quality, increased fossil fuel consumption, and increasing travel time through the corridor, overall reducing the quality of life.

Alternative 2

The following impacts have been identified as adverse and unavoidable:

- Displacement of residents and businesses adjacent to the freeway due to freeway widening by requiring acquisition of private real property.
- Increased noise levels that may not be entirely abated.
- Direct taking of one historic National Register eligible resource (Mulholland Bridge).
- Direct use of Section 4(f) resources (Getty View Trail and Trailhead with parking lot).
- Temporary (Getty View Trailhead) and permanent (Federal Building) loss of parking would be unavoidable.
- Short-term construction impacts (i.e. noise, dust, and localized traffic congestion). Although noise and air impacts during construction are unavoidable, these temporary impacts would cease once the project is completed.

Alternative 3 and Alternative 3 Modified

Overall, Alternative 3 and Alternative 3 Modified would have the same adverse and unavoidable impacts as Alternative 2, with additional displacement of residents adjacent to the freeway due to I-405 southbound widening. However, Alternative 3 Modified would make design modifications to the freeway and Church Lane to avoid full property acquisitions in the community of Brentwood Glen.

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CHAPTER 4 CALIFORNIA ENVIRONMENTAL QUALITY ACT EVALUATION

4.1 Determining Significance Under CEQA

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327, (July 1, 2007). Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or some lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The NEPA determination of significance is based on context and intensity; CEQA is based on a similar concept—the environmental setting. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

4.2 Discussion of CEQA Checklist Responses

4.2.1 Significant Environmental Effects of the Proposed Project

The following impacts are considered significant under CEQA, but are considered less than significant with the implementation of proposed mitigation measures.

- **Air Quality** - Please refer to the discussion in Section 3.13.4 of this document.
- **Biological Resources** - Please refer to the discussion in Section 3.17.4 and 3.18.4 of this document.
- **Geology and Soils** - Please refer to the discussion in Section 3.11.4 of this document.
- **Hazards and Hazardous Materials** - Please refer to the discussion in Section 3.12.4 of this document.
- **Hydrology and Water Quality** - Please refer to the discussion in Section 3.9.4 and 3.10.4 of the I-405 Sepulveda Pass Project EIR/EIS.
- **Public Services/Utilities** - Please refer to the discussion in Section 3.4.4 of this document.
- **Transportation/Traffic** - Please refer to the discussion in Section 3.5.4 of this document.

4.2.2 Unavoidable Significant Environmental Effects

Under CEQA, the following impacts would be considered significant and would remain significant with implementation of proposed mitigation measures.

- **Land Use and Planning** - Please refer to the discussion in Section 3.1.4, 3.2.4, and 3.3.4 of this document.
- **Noise** - Please refer to the discussion in Section 3.14.4 of this document.
- **Population and Housing** - Please refer to the discussion in Section 3.3.4 of this document.
- **Transportation/Traffic** - Please refer to the discussion in Section 3.5.4 of this document.
- **Mandatory Findings of Significance** - Please refer to the discussion in Section 3.3.4, 3.5.4 and 3.14.4 of this document.

4.2.3 Significant Irreversible Environmental Changes

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse therefore unlikely. Primary impacts and, particularly, secondary impacts (such as a highway improvement that provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Please refer to Section 3.21 regarding the relationship between short-term uses of the human environment and the maintenance and enhancement of long-term productivity. Please refer to Section 3.22 regarding any irreversible and irretrievable commitment of resources, which would be involved in the proposed project.

4.2.4 Climate Change

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas² (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by the year 2010, 2) 1990 levels by the year 2020 and 3) 80% below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

According to a recent white paper by the Association of Environmental Professionals³, "an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases."

The Department and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the *Climate Action Program at Caltrans* (December 2006).

One of the main strategies in the Department's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25

² Greenhouse gases related to human activity include: Carbon dioxide, Methane, Nitrous oxide, Tetrafluoromethane, Hexafluoroethane, Sulfur hexafluoride, HFC-23, HFC-134a*, and HFC-152a*.

³ Hendrix, Micheal and Wilson, Cori. *Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), p. 2.

miles per hour) and speeds over 55 mph. Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions.

Traffic volumes are forecast to increase by 1.47% per year, or 15.7% from the base year of 2005 to year 2015, and 46.1% from 2005 to year 2031. Forecast volumes on the I-405 for the horizon years of 2015 and 2031 are shown in Figures 3.5-4 and 3.5-5. Without additional capacity, the increase in volume due to ambient growth alone is expected to extend the congested period in both directions, to begin earlier in the day and extend later into the evening. Vehicles traveling during the congested period would experience increased delay, with longer travel times between the same origin and destination. Without measures to increase freeway capacity or reduce vehicle trips, conditions throughout the corridor would continue to deteriorate in the future. For Alternative 1: No Build, the study corridor is forecast to have 27,800 vehicle-hours of delay per day in the year 2015. This will increase to 59,430 vehicle-hours in the year 2031.

The Department recognizes the concern that carbon dioxide emissions raise for climate change. However, modeling and gauging the impacts associated with an increase in GHG emissions levels, including carbon dioxide, at the project level is not currently possible. No federal, state or regional regulatory agency has provided methodology or criteria for GHG emission and climate change impact analysis. Therefore, the Department is unable to provide a scientific or regulatory based conclusion regarding whether the project's contribution to climate change is cumulatively considerable.

The Department continues to be actively involved on the Governor's Climate Action Team as ARB works to implement AB 1493 and AB 32. As part of the *Climate Action Program at Caltrans* (December 2006), the Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority. The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. However it is important to note that the control of the fuel economy standards is held by the United States Environmental Protection Agency and ARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the University of California Davis.

4.2.5 Mitigation Measures for Significant Impacts Under CEQA

Proposed mitigation measures for significant impacts under CEQA can be found in Chapter 3. An Environmental Commitment Record with a Mitigation Monitoring and Reporting Record can be found in Chapter 6.



INTERSTATE 405

Sepulveda Pass Widening Project

Final Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation

Volume II – Chapter 5 Comments and Responses

Widening and High Occupancy Vehicle (HOV) Improvements
from Interstate 10 to US Highway 101, in the City of Los Angeles,
Los Angeles County
PM 28.8/39.0
EA 120300

Prepared by the
STATE OF CALIFORNIA
Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327



January 2008

CHAPTER 5 SUMMARY OF PUBLIC INVOLVEMENT PROCESS/ TRIBAL COORDINATION

5.1 Public Outreach

The public outreach process has been on going, as information became available. The environmental scoping process was initiated in January 2001 with the preparation and distribution of a Notice of Preparation (NOP) and the publication of a Notice of Intent (NOI) on January 7, 2002 in the Federal Register. In addition, a Notice of Scoping/Initiation of Studies was circulated to organizations, businesses, and residents notifying these interested parties of the scoping process being undertaken and the dates of the scoping meetings. An environmental scoping notice and a news release for the public scoping meetings were sent to several newspapers in the region. Information about the project has been available on an ongoing basis via the Internet at www.dot.ca.gov/dist07/. The Web site provides comprehensive information about the planning process, including the proposed alternatives. The Web site provides an opportunity for the public to e-mail comments and questions directly to the Department of Transportation, District 7. State budget problems in 2003 temporarily suspended activities on the CEQA/NEPA public outreach process, however, they commenced again in 2005.

5.2 Scoping and Community Meetings

The scoping process for this project included direct mailings to over 11,000 applicable public agencies, interested groups, and individuals. As previously noted, State budget problems in 2003 suspended project activities, including community meetings. The scoping process was re-initiated in October 2005. In addition, a scoping notice appeared in the following newspapers:

Table 5.2-1: Scoping Notices

Publication	Dates
The Los Angeles Times	January 3-4, 2002 October 9, 2005
The Daily News	January 3, 2002 October 9, 2005
L.A. Watts Times	April 25, 2002 September 22, 2005
La Opinion	January 4, 2002

To initiate the formal environmental process for this project two public scoping meetings were held. Each meeting provided participants with an opportunity to provide input on the project, the alternatives being considered, and environmental/community concerns. The meetings were held at:

- The Veteran’s Administration (VA) Hospital in West Los Angeles - January 16, 2002
- The Sherman Oaks Radisson Hotel in Sherman Oaks - January 17, 2002

Additional public outreach activities such as a website (www.dot.ca.gov/dist07/move405) and a quarterly newsletter (On the Move) were developed in an effort to maintain public involvement and participation.

Comments made at the scoping meetings and written responses to the NOP identified a number of key issues to be addressed in the Draft EIR/EIS. The main concern voiced by participants regarding the project was the need to study a multi-modal approach. Many participants feel that an HOV lane alone will not do anything to significantly reduce traffic congestion on I-405. Instead, several people made comments stated that rail options on or along I-405 needed to be seriously considered to make the northbound HOV Sepulveda Pass Project a viable solution to reducing congestion. Some participants voiced strong opposition to an elevated viaduct structure. Other general comments included the need to improve transitions to the US-101 freeway, noise, air quality and visual impacts, and opposition to any right-of-way acquisition or to closing the Moraga Dr. and Montana Ave. ramps. For more detailed information see the I-405 Final Public Scoping Summary Report (Spring 2002) and Supplemental I-405 Final Scoping Summary Report (Winter 2006).

A total of seven elected officials attended briefings that were held between January 7th and January 15th 2002 as part of the public information process. The briefings were held to provide an opportunity for elected officials to learn about project options and discuss any concerns they may have with various Interstate 405 improvement projects, including the northbound HOV Sepulveda Pass Project. Individual briefings were held with representatives of the following elected officials who were in office in 2002:

- Los Angeles City Councilmember Jack Weiss
- Office of Los Angeles City Councilmember Cindy Miscikowski
- Office of Assembly Speaker Robert Hertzberg
- Office of Assemblymember Paul Koretz
- Office of Assemblymember Fran Pavley
- Office of California Senator Sheila Kuehl
- Office of Congressman Brad Sherman

In February 2002, Caltrans held a community meeting for the officers of the West Hills Property Owners, the Brentwood Glen Association and the Bel Air Homeowners Association (HOA). In addition, Caltrans made a presentation to the members of the Brentwood Community Council on April 2, 2002 and has continued to conduct meetings with these stakeholders.

Caltrans Environmental Planning staff initiated coordination with representatives from the National Park Service, Mountains Recreation and Conservation Authority and the Santa Monica Mountains Conservancy (SMMC) who jointly administer the Santa Monica Mountains National Recreation Area (SMMNRA) via email on November 3, 2005. A field meeting was held between Caltrans Environmental Planning staff and a representative of the SMMC, to discuss potential mitigation options on December 8, 2005. A second field meeting was held on April 26, 2006 between members of the Caltrans Project Development Team and SMMC to further review the feasibility of mitigation options. A letter from the Chief Deputy Director of the SMMC, was received on May 3, 2006 and May 22, 2006 with recommended mitigation measures and

justification for enhanced wildlife crossing structures for specific areas within the project limits that are affected by the proposed project. Caltrans provided a letter of response on June 12, 2006 addressing the comments and concerns regarding permanent and temporary impacts on Conservancy-owned parkland.

On June 15, 2006 Caltrans staff met with members of the Bel Air Homeowners Association to discuss project updates and then on October 25, 2006 another meeting was held with the Westwood HOA. The final meeting of 2006 came on December 13, 2006 with the Bel Air Crest HOA.

A meeting was held on January 10, 2007 at the Westwood Recreation Center and attended by the City of Los Angeles Department of Recreation and Parks and a representative from Councilmember Weiss' Office. This meeting was called to discuss potential temporary impacts to the Westwood Recreation Center which borders northbound I-405 on Sepulveda Blvd. between Ohio and Wilshire Blvd.

Representatives of ten elected officials attended briefings that were held on January 17th and January 18th 2007 as part of the public information process. The briefings were to provide an opportunity for elected officials to discuss any concerns they may have with various Interstate 405 improvement projects, including the northbound HOV Sepulveda Pass Project, and coordinate the best approach for communicating with constituents. The following elected officials were represented at the meetings:

- Office of California Senator Sheila Kuehl
- Office of Congressman Brad Sherman
- Office of Assembly Majority Floor Leader Karen Bass
- Office of Assemblymember Lloyd E. Levine
- Office of Assemblymember Mike Feuer
- Office of Assemblymember Julia Brownley
- Office of Los Angeles County Supervisor Zev Yaroslavsky
- Office of Los Angeles City Councilmember Jack Weiss
- Office of Los Angeles City Councilmember Bill Rosendahl
- Office of Los Angeles City Councilmember Wendy Greuel
- Office of Los Angeles City Councilmember Tom LaBonge

Caltrans' staff met with the University of California Los Angeles (UCLA) Government Affairs staff on February 5, 2007 to discuss the proposed project and temporary construction impacts to the area bordering their property. UCLA staff expressed their concern regarding the closure of the Montana off-ramp since many people use this ramp to get to campus as an alternate to using the Wilshire Blvd. off-ramp. Other issues that were raised included the worsening of the parking and traffic situation that already exists in the area.

Caltrans' staff also met with the Salvation Army Westwood Transitional Village and the Bessie Pregonson Child Development Center on February 5, 2007 and February 23, 2007 to discuss the proposed project and temporary construction-related impacts to the area bordering their property. Their main concern was regarding noise and air quality issues, especially with regards to the

outdoor toddler play area that would be adjacent to the proposed northbound I-405 Wilshire off-ramp.

Caltrans' staff met with the Veterans Administration (VA) on February 13, 2007 to discuss the proposed project and potential impacts to the transportation yard that borders the existing southbound I-405 Wilshire Blvd. off-ramp. The VA has a master plan for the entire property referred to as Capital Assets Realignment for Enhanced Services (CARES). CARES provides a process that aims to reorganize and develop a plan for VA's physical infrastructure to properly plan for the future needs of veterans, and, in turn, to realize improved health care services. Any proposed project must be considered by the CARES master development plan. Currently, there are no plans for the transportation yard area, however, coordination would be necessary for the use of the VA property.

Notices were sent to all parties listed on the I-405 Sepulveda Pass Project database (including a ¼-mile swathe of the project area) on March 10, 2007 to inform the public of the upcoming community meetings at the Westwood Recreation Center on March 20, 2007 and the Valley Beth Shalom on March 22, 2007. In addition, community meeting notices appeared in the following newspapers:

Table 5.2-2: Community Meeting Notices

Publication	Dates
LA Weekly	March 15, 2007
Jewish Journal	March 16, 2007
L.A. Watts Times	March 8, 2007
Daily Breeze	March 13, 2007
Rafu Shimpo	March 14, 2007
La Opinion	March 14, 2007

Contact and coordination is ongoing for interested parties that have any other concerns, each group has also been added to a mailing list in order to receive new information as it becomes available.

5.3 Notice of Preparation and Notice of Intent

The scoping process was initiated by widespread notification of government agencies and the public via the Notice of Intent (NOI) and the Notice of Preparation (NOP). Affected agencies were informed about the proposed project through the distribution of the NOI (in accordance with NEPA) and the NOP (in accordance with CEQA). The NOI was published in the Federal Register on January 7, 2002. Notices were placed in newspapers of general circulation, mailing the NOP to potentially affected government agencies, residents, and businesses.

5.4 Native American Consultation

Information on historic resources in the project area was sought from local governments, Indian tribes, public and private organizations, and other parties likely to have knowledge of, or concerns with such resources.

Native American consultation and coordination was initiated on November 16, 1999 with a letter to the Native American Heritage Commission to inform tribes, groups and individuals of the proposed project. An area map of the proposed project as well as project description was sent to the representatives of various tribes for review. The Gabrieleno/Tongva Tribal Council responded on December 14, 1999 stating their concern regarding the existence of archaeological sites and/or cultural deposits that are within the proximity of the area of potential effect (APE). They also recommended having qualified archaeological and Native American monitors present during project excavation. Caltrans provided a letter of response on December 29, 1999 addressing the Gabrieleno/Tongva Tribal Council's concerns. In order to ensure that any potential, unknown, and undetected cultural resources are not disturbed during project construction, having qualified archaeological and Native American monitors on site in sensitive areas during project construction will be included as a bid item in the final project.

Notification letters were mailed again on March 11, 2003 to re-initiate Native American consultation. On March 23, 2003, a representative of the California Tribal Council and Native American Heritage Commission phoned and spoke with a Caltrans Principal Architectural Historian, and asked for additional information and to be kept informed of any changes or updates to the project. They expressed their concern regarding cultural sensitivity through the Brentwood Heights area, as well as a monument on Mulholland Drive that may require project monitoring.

5.5 Newsletters

The public outreach program includes preparation of a newsletter to notify the public of major issues and upcoming milestones related to the I-405 Sepulveda Pass Project. The newsletter explains the environmental review process, provides information on community concerns related to the proposed alternatives, provides a schedule for the proposed project, gives general updates and provides contact information for questions and/or concerns related to the I-405 Project. The distribution of the newsletter is based upon a mailing list that includes attendees to the scoping meetings, local public officials, interested parties, local libraries, and stakeholders identified by each city within the study area. The first newsletter was distributed in summer 2002. Due to State budget problems in 2003 the public outreach process was temporarily suspended however, they commenced again with the second newsletter distributed in fall 2006. Newsletters will continue to be distributed periodically throughout the development process.

5.6 Community Meetings

Caltrans has continued to conduct additional community meetings and meetings with stakeholders since the August 22, 2007 Public Hearing. Meetings were held with representatives of the Getty Center on August 29, 2007, the U.S. General Services Administration (including the tenants of the Federal Building) on September 12, 2007, The Federation of Hillside and Canyon Associations on November 7, 2007, representatives of elected officials in the corridor on December 11, 2007 and January 8, 2008, and members of the Bel Air Crest HOA on January 9, 2008. Caltrans has made a commitment to continue meeting with community groups and stakeholders in the future.

5.7 Notice of Completion and Notice of Availability

A Notice of Completion was prepared and submitted to the California State Office of Planning and Research State Clearinghouse pursuant to CEQA. The public review period for the Draft EIR/EIS commenced on May 22, 2007 and ended on October 1, 2007.

A Notice of Availability (NOA) was prepared and issued by the Federal Highway Administration (FHWA) on May 24, 2007. The NOA was published in the Federal Register on June 1, 2007.

5.8 Public Circulation of Draft EIR/EIS

5.8-1 Public Outreach

Letters announcing the availability of the Draft EIR/EIS and public hearing along with a copy of the DEIR/EIS was sent to elected officials, Federal, State and local agencies affected by the proposed project. An electronic version of the Draft EIR/EIS on CD-ROM and a paper copy of the Summary Chapter was sent to interested and impacted individuals. Copies of the DEIR/EIS were also made available at the following local libraries:

- Encino-Tarzana Public Library, 18231 Ventura Blvd., Tarzana, CA 91356
- Sherman Oaks Library, 14245 Moorpark St., Sherman Oaks, CA 91423
- Donald Bruce Kaufman - Brentwood Public Library, 11820 San Vicente Blvd., Los Angeles, CA 90049
- Palisades Public Library, 861 Alma Real Dr., Pacific Palisades, CA 90272
- UCLA, Young Research Library, 280 Charles E. Young Dr. North, Los Angeles, CA 90024
- West Los Angeles Regional Library, 11360 Santa Monica Blvd., Los Angeles, CA 90025
- Westwood Public Library, 1246 Glendon Ave., Los Angeles, CA 90024

To further expand the reach of the public hearing notice, an advertisement was placed in the newspapers covering areas near the project. For the original public hearing date of June 11, 2007, a Notice of Public Hearing & Availability of Studies was published. For the revised public hearing date of August 22, 2007, a Notice of Recirculation & Notice of Public Hearing was published. Finally, a notice announcing the extension of the comment period was published. Caltrans staff was responsible for the placement of the advertisements in the following newspapers:

Table 5.8-1: Notice of Availability and Public Hearing

PUBLICATION	DATE
Notice of Public Hearing/Availability of Studies	
Los Angeles Times	May 22, 2007
Jewish Journal	June 6, 2007
L.A. Watts Times	May 24, 2007 May 31, 2007
Notice of Public Hearing/Recirculation	
Jewish Journal	July 22, 2007
L.A. Watts Times	July 19, 2007 August 9, 2007 September 6, 2007
Los Angeles Times	August 13, 2007
Comment Period Extended to September 10, 2007	
Jewish Journal	August 3, 2007
L.A. Watts Times	July 12, 2007
Los Angeles Times	July 20, 2007
Comment Period Extended to October 1, 2007	
Jewish Journal	September 7, 2007
L.A. Watts Times	September 6, 2007
Los Angeles Times	September 5, 2007

The advertisements were created in a clear, easy-to-read format and was published as a 3 ½” x 9 ¼” column. The advertisement featured the tag line: “Notice of Public Hearing and Availability of Studies – Interstate 405 Improvements between I-10 and US-101.” Similar to the public hearing notice, the advertisement provided a brief synopsis of the project and encouraged attendance at the public hearing. The advertisement also encouraged the public to submit written comments before or after the public hearing and no later than October 1, 2007. The advertisement also identified 7 locations where the copies of the DEIR/EIS could be reviewed, as well as the District 7 through the Caltrans website.

5.8-2 Public Hearing

The public hearing for the project was held on August 22, 2007, from 6:30 p.m. to 9:30 p.m. at the Skirball Cultural Center in the Ahmanson Room. The public hearing was preceded by a project map display and discussion from 5:00 p.m. to 6:30 p.m. The sign-in sheets reflect 366 individuals in attendance. Upon arrival, members of the public were directed to the map viewing where they were greeted by a team of Caltrans staff and consultants. The map viewing area provided the public with an opportunity to view the maps of the various alternatives, view a video presentation of a “fly-over” of the project area, and have a chance to have questions and concerns addressed one-on-one by Caltrans staff and project consultants. The formal portion of the public hearing consisted of a presentation by the California Department of Transportation followed by the public comment period. Based on the demographic composition of the community, it was determined that translation was not necessary.

The following list identifies staff and consultants in attendance and their speaking roles for the evening.

- Genoveva Arellano, Arellano Associates – Public Hearing Officer
- Ron Kosinski, Caltrans Environmental Planning – Environmental Process
- Ed Andraos, Caltrans Corridor Manager – Project Schedule
- Aline Antaramian, Caltrans Project Design – Project Design
- Doug Hoover, Caltrans Right-of-Way – Right-of-Way Process

There were also a number of elected officials or their representatives present:

- Jack Weiss, Los Angeles City Councilmember
- Corey Jackson, U.S. Senator Barbara Boxer’s Office
- Flora Gil Krisiloff, Supervisor Zev Yaroslavsky’s Office
- Laurie Newman, State Senator Sheila Kuehl’s Office
- Timothy Lippman, Assemblywoman Julia Brownley’s Office
- Kan Matteo, Assemblyman Lloyd Levine’s Office
- Michael Feuer, Assemblyman
- Ellen Issacs, Assemblyman Michael Feuer
- Tessa Charnofsky, Los Angeles Mayor Antonio Villaraigosa’s Office
- Borja Leon, Los Angeles Mayor Antonio Villaraigosa’s Office
- Tony Cheung, Los Angeles Mayor Antonio Villaraigosa’s Office
- Christina Romero, U.S. Congressman Henry Waxman’s Office
- Darryn Harris, Assemblywoman Karen Bass’ Office
- Jenny Punsalan Wood, Assemblywoman Karen Bass’ Office
- Norman Kulla, Los Angeles City Councilman Bill Rosendahl’s Office

Handouts

In an effort to disseminate complete project information and to encourage public comments on the Draft EIR/EIS document, Caltrans and the consultant team made available to the public a comprehensive set of public information materials. The materials were distributed during the public hearing at the sign-in area. Those materials (Appendix L) included:

- Meeting Agenda
- Major Questions and Answers
- Project Information Sheet
- Transit Services Fact Sheet
- Question-Comment-Speaker Card
- Electronic copies of the Draft EIR/EIS (available to the public upon request)

Public Hearing Comments, Questions and Answers

Each public hearing attendee was provided with a Question-Comment-Speaker Card at the sign-in area. The public hearing officer encouraged the public to fill out and submit the Question-Comment-Speaker cards. A total of 106 cards were submitted. Question-Comment-Speaker cards provided the public with the opportunity to indicate if they had a question, wish to enter a comment into the public record or request an opportunity to speak. All three categories could be selected. Cards identified as speakers were organized by receipt and speakers were provided the

opportunity to speak. Cards indicating specific questions were received and the public hearing officer advised that questions would be responded to in the final environmental document.

All verbal public comments and questions were recorded by a certified court reporter. All substantive issues raised in these comments, as well as in the written comments received during the public comment period have been addressed in the revised Final EIR/EIS text or in the Responses to Comments sections that follow. Below is the index of speakers during the hearing, a brief synopsis of comments and the transcript page number for reference. Comments in their entirety may be found in the Public Hearing Transcript (Appendix K).

Table 5.8-2: Summary of Public Comments from the Public Hearing

Speaker	Synopsis of Comment	Transcript Page No.
Michael Feuer, Assemblyman State of California	Process needs to be perceived by everyone to have integrity and be transparent and clear; Draft EIR should be recirculated but don't sacrifice federal funding. Northbound carpool lane has to be built to finish HOV lane running from Orange County to the Valley. Need to evaluate 12' lanes vs. 11' lanes; urge Caltrans to seek a federal waiver of the 12' lanes. Southbound mix flow lane from Skirball to Waterford needs to be resolved. Need to refocus efforts on public transit. Need to give LADOT the right-of-way to widening Sepulveda. Take every step possible to limit residential takings; believes freeway can be built without takings in Brentwood Glen. Hopefully a similar outcome can happen with Valley Vista. Need to minimize impacts on Westwood Hills, Bel Air and Brentwood.	29
Jack Weiss, Councilman City of Los Angeles	Working with Caltrans and the work effort is in progress; want more to be done for Westwood Hills and Sherman Oaks. Want issues analyzed and addressed on the front end. Want issues of people listened to.	36
Flora Gil Krisiloff, Representative Supervisor Zev Yaroslavsky	Define the solution that is least disruptive, that minimizes disruptions to all stakeholders in the communities – schools, residents and businesses. Find a solution that minimizes the taking of any private property. Alternative 3 appears to be most disruptive.	38
Norman Kulla, Representative Councilman Bill Rosendahl	Caltrans has been good listeners in meetings with councilmember's; LADOT has been great partners. Want comment period extended.	39
Tim Whalen, Director of Operations Getty Center	Getty has 1.4 miles of frontage along the I-405. Getty does not object to Alternate 2; however, grave concerns with Alternative 3. EIR does not address concerns that must be considered. Proposed relocation of service road under this alternative is an issue – it is critical fire and safety route. Alternate would also cause the remove of an 8' water main that serves entire West L.A. Alternate calls for retaining walls can this could result in hill stabilization issues and would threaten structure integrity of parking area. Would substantial disrupt operations for many years and would restrict access.	41

<p>Milton Miller, Chairman Bel Air Association I-405 Committee</p>	<p>Feel that positive suggestions have been ignored. Association supports new northbound HOV lane. Against Alternative 3, support Alternative 2 with reduced median to 12' and eliminate taking of homes on Thurston and Verizon building. EIR process is fatally flawed.</p>	<p>45</p>
<p>R.J. Comer, Attorney for Brentwood Glen Armbruster & Goldsmith</p>	<p>Agree that EIR should be recirculated, should have a waiver for lane width. If the eastbound Sunset ramp closure negotiations are still underway regarding mitigation then the EIR is not ready for circulation – same with Skirball ramp. 2.3.1 or Alternative 3 Modified says that design will take place later – this is not appropriate in order to get meaningful input from public. Also need information on through lane on southbound 405 as it approaches Wilshire storage lane. Demolition of bridges in Mulholland area will be a problem because of length and evacuation in the event of an emergency</p>	<p>46</p>
<p>Jason Kogan, Resident Brentwood Glen</p>	<p>Need more time for recirculation of EIR; need to address what happens when additional lane gets to Waterford and I-10. Need to be shown why and Caltrans needs to prove a basis for improvements because of the potential substantial impacts on neighborhoods. Substantial negative impacts need to be considered; neighborhoods on either side of freeway should not have to battle each other to save their neighborhoods.</p>	<p>50</p>
<p>Reverend Janet Bregor Village Church and Temple</p>	<p>Both congregations “support an outright objection of 3, but also support 2, which is not build” (sic). Support alternative 1, which is no build. Problems will be created at I-405 and I-10 as a result of this project. Need to have public transportation.</p>	<p>53</p>
<p>Wendy Sue Rosen, Chairwoman Brentwood Community Council</p>	<p>Represent 30,000 stakeholders in Brentwood; unanimously opposed to Alternative 3. Closing eastbound Sunset at 405 southbound on-ramp will adversely impact traffic on Sunset. Safety hazards will be created at bottleneck of 405/10 interchange. Want new EIR circulated.</p>	<p>55</p>
<p>Donald Keller, Resident Brentwood</p>	<p>Alternative 2 only results in a savings of 160 mobility hours per day – why spend the money. Alternative 3 will back up traffic for many hours. EIR doesn't talk much about Sunset Blvd and it needs to.</p>	<p>56</p>
<p>Carol Magnuson, President Westwood Hills Property Owners Association</p>	<p>EIR doesn't talk about impacts of moving freeway east on Sepulveda Blvd. and the homes on Thurston and Delketh (impacts). Need new DEIR, extending comment period is not enough. The plan to move the retaining walls east to the property line is totally new, people need information about this. DEIR needs to address median – better project would result if median was downsized and eliminate the buffer zones too. DEIR needs to say how much median is going to cost and why it's included in the design.</p>	<p>57</p>

Russell Korabkin, Resident Westwood Hills	HOV lane should be built with minimum impact possible – both alternatives 2 and 3 fail to do this. Caltrans needs to consider only expanding the highway by only the 11’ lane needed, not 29’ recommended. Caltrans says 29’ is for safety, but no evidence to support this claim.	60
Stephen Robde, Board Member Westwood Hills Property Owners Association	Not getting due process in the DEIR system. Need modified Alternative 2 – Alternative 3 is just a red herring. Referenced study by Ezra Howard that says little safety benefit from widening lanes from 11’.	63
Alvin Milder, Resident & Board Member Westwood Hills Property Owners Association	EIR is flawed with serious environmental deficiencies. Project is a moving target that keeps changing. DEIR must be fixed for it to comply with CEQA. CEQA and NEPA require full disclosure of environmental impacts. Double decking provision still needs to be discussed if it will be considered in the future and the reason for the median fully analyzed in the EIR. EIR does not analyze local surface street congestion. Caltrans does not analyze a tunnel from the Valley to the Airport.	65
Louise Frankel, Representative Mission Canyon Coalition	Issue with the migration of animals near Skirball – no study to suggest animals will use bridge. Use the funds for the conservancy.	69
Ernest Frankel, Resident	Required by law that you substantiate the EIR. Need to show that no project alternative is not feasible (sic).	72
John West, Headmaster Merman School	Institutions were not considered in meetings with Caltrans because they are beyond the ¼ mile limit. Concerned with the rebuilding of the Skirball and Mulholland overpasses; the institutions only have one point of ingress and egress – Mulholland Drive. Emergency access during the reconstruction will be critical. Would like EIR redrafted and for Caltrans to meet with the institutions.	75
Patricia Hearst, Resident	Regarding the “Traffic Analysis Report of July 29, 07,” this document exposes the deficiencies and lack of justification for this project. The alternatives are divisive and divide the communities. A supplemental EIR needs to be developed with studies for public review. Caltrans needs to look at real transportation like buses and make it free on Fridays for 60 days.	78
Barbara Barrett, Resident	The rebuilding of the on-ramp and off-ramps near Sepulveda Blvd, just a few hundred yards away seems like a waste of money.	80
Doug Marshall, Resident	Would like to provide you with a petition that 100% of the people on Dalketh and Thurston that oppose Alternative 3 and oppose Alternative 2, unless lanes are made to nonstandard width. Does not believe that EIR addresses noise, pollution issues.	81
Wayne Williams, Board Member Sherman Oaks Homeowners Association	You don’t need to move the soundwall in the Sherman Oaks area, you had the chance when you built the 405/101 interchange. You have sufficient lanes to do what you need to get good traffic flow. Board says no expansion in Sherman Oaks area, terminate carpool lane	82

	at Mulholland (northbound) and continue it at the 101.	
Debbie Nussbuam, Resident Westwood Hills	Wants to know what will be done about environmental effects. What will happen at Wilshire and Sepulveda intersection when all the rebuilding of the 405 at Wilshire is going on? Westwood Hills would like to have traffic enforcement to limit traffic to local access only. Should have a simpler less invasive project.	85
Homes Halma, Resident	Do not understand why rail is not being considered. Make a double deck freeway with a rail line in the middle.	87
Robert Blue, Resident Brentwood Glen	Traffic will be increased with project, especially the surface streets. Alternative 3 is a draconian measure. Elected officials need to be held accountable.	88
Martin Recht, Resident	Object to modified Alternative 3 proposal, among things it will be a 23' or 49" decrease in distance on my property and the new freeway position. Will proceed with lawsuit if not properly compensated for loss of value.	89
Andrew Milder, Resident	Need to hold elected officials accountable. Need mass transit.	90
Russell Fine, Resident	Many families with small children; this project will be detrimental to these families.	93
M. Lachman, Resident	Band-aid approach – short term solution. Need mass transit.	94
Alvin Milder, Resident	For safety, eliminate cell phones	96
Jan Schell, Resident Brentwood Glen	No band-aid approach	96
Valerie Henderson, Resident Bel Air	This is piecemeal, causes more problems than it solves	97

5.8-3 Comments and Responses

The following sections contain comment letters received during the public circulation of the Draft EIR/EIS and the corresponding responses to those comments. The comments and responses have been categorized in the following order: Table 5.8-3: Comments Received from Elected Officials, Table 5.8-4: Comments Received Resource and Local Agencies, Table 5.8-5: Comments Received from Institutions, Table 5.8-6: Comments Received from Associations, Table 5.8-7: Comments Received from Citizens, Table 5.8-8: Group Letters Received and Table 5.8-9: Comment Cards Received.

An index of all the comments and page numbers received throughout the circulation of the Draft EIR/EIS is located in Table 5.8-10 at the end of Chapter 5 of Volume III of this document. Also included is Table 5.8-11 which provides a cross-reference to all related comments by topic.

Table 5.8-3: Comments Received from Elected Officials

Elected Official	Title	Date	Reference
Karen Bass	Assembly Majority Leader, 47 th District	9-28-07	KB
Karen Bass	Assembly Majority Leader, 47 th District	10-4-07	KB
Howard L. Berman	Member of Congress, 28 th District	10-1-07	HLB
Howard L. Berman	Member of Congress, 28 th District	10-29-07	HLB
Julia Brownley	Assemblywoman, 41 st District	9-18-07	JB
Mike Feuer	Assemblymember, 42 nd District	9-28-07	MF
Sheila James Kuehl	Senator, 23 rd District	9-14-07	SJK
Bill Rosendahl	Councilmember, 11 th District	10-1-07	BR
Jack Weiss	Councilmember, 5 th District	10-1-07	JW
Zev Yaroslavsky	Supervisor, 3 rd District	9-27-07	ZY

Table 5.8-4: Comments Received from Resource and Local Agencies

Resource & Local Agencies	Contact	Title	Date	Reference
Army Corps of Engineers, Los Angeles District	Mark D. Cohen	Sr. Project Manager	6-20-07	ACOE
California Department of Fish and Game	Scott Harris	Environmental Scientist	7-5-07	CDFG
California Native Plant Society	Snowdy Dodson	Chapter President	7-21-07	CNPS
California Transportation Commission	Jim Ghielmetti	Chairman	9-28-07	CTC
City of Los Angeles Department of Transportation	Haripal S. Vir	Principal TE	10-1-07	LADOT
City of Los Angeles Encino Neighborhood Council	Laurie Kelson	Chair	7-17-07	ENC
City of Los Angeles Westside Neighborhood Council	Terri Tippit	Chair	8-3-07	WNC
City of Los Angeles Police Department	Douglas G. Miller	Lieutenant	8-15-07	LAPD
City of Los Angeles Police Department	Richard A. Roupoli	Deputy Chief	8-14-07	LAPD
Metropolitan Transportation Authority	Susan Chapman	Program Manager	7-11-07	MTA
Metropolitan Water District of Southern California	Delaine W. Shane	Interim Manager	10-1-07	MWD
Native American Heritage Commission	Dave Singleton	Program Analyst	7-21-07	NAHC
Santa Monica Mountains Conservancy	Elizabeth Cheadle	Chairperson	7-9-07	SMMC
Santa Monica Mountains Conservancy	Elizabeth Cheadle	Chairperson	10-22-07	SMMC

Southern California Association of Governments	Jacob Lieb	Manager	7-10-07	SCAG
South Coast Air Quality Management District	Steve Smith	Program Supervisor	6-28-07	SCAQMD
United States Environmental Protection Agency, Region 9	Nova Blazej	Manager, Environmental Review Office	9-20-07	EPA
United States Department of the Interior National Park Service	Woody Smeck	Superintendent	10-1-07	DOI

Table 5.8-5: Comments Received from Institutions

Institution	Contact	Title	Date	Comment Reference
Aleh Foundation	Rabbi Shlomo Braun	Rabbi	6-26-07	AF
Armbruster & Goldsmith LLP representing the Mulholland Educational Corridor Association (MECA): Stephen S. Wise Temple, Skirball Cultural Center and Museum, Bel Air Presbyterian Church, the Mirman School, the Westland School, Berkeley Hall School, Curtis School, Milken Community High School and Middle School, and Steven S. Wise Elementary School and Early Childhood Center	R.J. Comer	Legal Counsel	10-1-07	MECA
The J. Paul Getty Trust	Timothy P. Whalen	Acting Director of Operations	10-1-07	JPGT
The J. Paul Getty Trust, Paul Hastings	Jeffrey S. Haber	Legal Counsel	10-1-07	PH
Sierra Club, Angeles Chapter	Darrell Clarke	Transportation Co-chair	10-1-07	SC
Sierra Club, Angeles Chapter	Rosemarie White	Chair, Endangered Species and Wildlife Committee	10-2-07	SC
University of California, Los Angeles	Renee A. Fortier	Director, UCLA Transportation	7-13-07	UCLA

Table 5.8-6: Comments Received from Associations

Association	Contact	Date	Comment Reference
Bel Air Association	Milton Louis Miller	6-4-07	BAA
Bel Air Association	Milton Louis Miller	6-12-07	BAA
Bel Air Association	Milton Louis Miller	7-6-07	BAA
Bel Air Association	Milton Louis Miller	7-9-07	BAA
Bel Air Association	Milton Louis Miller	8-23-07	BAA
Bel Air Association	Milton Louis Miller	10-11-07	BAA
Bel Air Crest	Fiona Cole	9-28-07	BAC
Bel Air Knolls Property Owners Association	Jenna Abouzeid	9-25-07	BAKPOA
Brentwood Community Council	Wendy-Sue Rosen	9-25-07	BCC
Brentwood Glen Association	Jason Kogan	7-3-07	BGA
Brentwood Glen Association	Jason Kogan	10-1-07	BGA
Brentwood Glen Association	Jason Kogan	10-1-07	BGA
Brentwood Glen Association, represented by Armbruster & Goldsmith LLP	Dale J. Goldsmith	5-30-07	AG
Brentwood Glen Association, represented by Armbruster & Goldsmith LLP	Dale J. Goldsmith	8-17-07	AG
Brentwood Glen Association, represented by Armbruster & Goldsmith LLP	Dale J. Goldsmith	10-1-07	AG
Brentwood Glen Association, represented by the International Transportation Technology Organization	Stephen K. Leung	10-1-07	ITTO
Brentwood Homeowners Association	Roy Marshall	9-14-07	BHA
Brentwood Homeowners Association	Roy Marshall	9-27-07	BHA
Casiano Homeowners Association	President	6-12-07	CHA
The Citizens Coalition	Louise Frankel	9-30-07	CC
Encino Neighborhood Council	Margery Grossman	9-27-07	ENC
The Federation of Hillside and Canyon Associations, Inc.	Joan Luchs	9-19-07	FHCA
Homeowners of Encino	Gerald A. Silver	8-07	HE
Mountaingate Open Space Maintenance Association	Jeffrey P. Eves	10-26-07	MOSMA
Mulholland Estates Homeowners Association	Mary Fishkin	10-1-07	MEHA
Roscomare Valley Association	Paul Gamberg	6-19-07	RVA
Roscomare Valley Association	Robin Greenberg	10-1-07	RVA
Sherman Oaks Homeowners Association	Richard E. Close	8-07	SOHA
Upper Mandeville Canyon Property Owners Assn.	Thomas R. Freeman	9-28-07	UMCA
Westwood Hills Property Owners Association	Carole Magnuson	8-3-07	WHPOA
Westwood Hills Property Owners Association	Carole Magnuson	8-23-07	WHPOA
Westwood Hills Property Owners Association	Carole Magnuson	9-17-07	WHPOA

Table 5.8-7: Comments Received from Citizens

Citizens	Community/ Affiliation	Date	Comment Reference
Richard E. Aaron	Brentwood Glen	8-17-07	RA
Kimberly & Nathan Agam	Brentwood Glen	10-2-07	KNA
Karen Aguilar	Northridge	11-24-07	KA
Hannah Almstead	Encino	9-20-07	HA
Kenneth S. Alpern	Los Angeles	8-1-07	KA
Mikel Ann Alpert	Westwood Hills	9-14-07	MAA
Michael Antin	Bel Air Knolls HOA	7-11-07	MA
Misha Askren	Los Angeles	11-20-07	MAAs
Stephan Bagboudarian	Los Angeles	9-7-07	SB
Sally Bagley	Reseda	11-5-07	SBa
J. Anthony Balbona	Bel Air	7-3-07	JAB
J. Anthony Balbona	Bel Air	8-8-07	JAB
J. Anthony Balbona	Bel Air	8-21-07	JAB
Marcia Balbus	Westlake Village	11-29-07	MB
H.T. Barber	Brentwood Glen	9-4-07	HTB
Martha Kipp Barber	Los Angeles	8-13-07	MKB
Katherine Bard	Los Angeles	5-30-07	KB
Barbara and Earl Barret	Sherman Oaks	6-26-07	BEB
Barbara Barret	Sherman Oaks	9-21-07	BB
Jean Bartel	Bel Air	7-18-07	JB
Eric Beck	Los Angeles	10-9-07	EB
Bel Air Homeowner	Bel Air	5-25-07	BAH
Kimra Bendle	Los Angeles	9-25-07	KB
Edward J Benison	Valencia	11-16-07	EJB
Dan Berkoff	Bel Air	7-31-07	DB
Christine Bloom	Brentwood Glen	9-26-07	CB
Robert B. Blue	Brentwood Glen	9-27-07	RB
Soultana Bota	Sherman Oaks	9-20-07	SB
Bill Brademan	Los Angeles	8-27-07	BBr
Carlotta Brademan	Sherman Oaks	7-16-07	CBr
Elizabeth J. Brainard	Brentwood Glen	8-13-07	EBr
Mary Brenneman, M.D.	Manhattan Beach	11/07	MBr
Terry Bromberg	Bel Air	8-10-07	TB
Gloria Brown	Brentwood Glen	9-27-07	GB
Valerie A. Brown	Brentwood Glen	9-23-07	VB
Douglas Butler	Los Angeles	7-14-07	DB
Christopher & Cheryl Cammock	Sherman Oaks	9-25-07	CCC
Ann & Arnold Cane	Brentwood Glen	9-30-07	AAC
Ellen Ceasar	Westwood Hills	6-4-07	EC
Deborah Chenoweth	Pacific Palisades	9-22-07	DC
Kris Chinn	Los Angeles	9-17-07	KC

Citizens	Community/ Affiliation	Date	Comment Reference
Aaron Cohen	Sherman Oaks	7-29-07	AC
Jed & Bobbie Cohen	Brentwood	9-19-07	JBC
Lawrence J. Cohen, M.D.	Westwood Hills	7-1-07	LC
Nancy Cohen	Sherman Oaks	7-29-07	NC
David Colden	Bel Air	5-30-07	DC
Allan Compton, M.D.	Los Angeles	11-15-07	ACo
Steven S. Cruise	Brentwood Glen	9-24-07	SC
John & Nancy Cutter	Sherman Oaks	9-26-07	JNC
Lu Ann W. Darling	Brentwood Glen	9-22-07	LD
Robert and Teresa De Stefano	Sherman Oaks	7-27-07	RTD
Iris Dominguez	Los Angeles	8-14-07	ID
Iris Dominguez	Los Angeles	8-20-07	ID
Gayle Dufour	Sierra Club	7-17-07	GD
Elizabeth Galton Dunkelberger	Brentwood Glen	9-29-07	EGD
Iris Edinger	Los Angeles	7-17-07	IE
Tina & Al Elliott	Brentwood Glen	9-26-07	TAE
Ron and Marni Eshel	Westwood Hills	8-15-07	RME
Webb & Renee Farrer	Brentwood Glen	9-24-07	WRF
Alfred Fay	Sherman Oaks	6-26-07	AF
Mitch Feinman	Brentwood Glen	9-25-07	MF
Joel Feldman	Los Angeles	7-23-07	JF
Heather Felix	Westwood Hills	9-17-07	HF
Kay J. Fenwick	Brentwood Glen	7-16-07	KF
Erica H. Ferro	San Pedro	11-12-07	EF
Ileana Foote	Brentwood Glen	9-25-07	IF
Sharon Ford	Valley Glen	9-7-07	SF
Van B. Foster	Bel Air	8-6-07	VF
Jack E. Freedman	Bel Air	6-6-07	JFr
Robert Friedland, MD	Westwood Hills	6-4-07	RF
Chuck & Sarah Gardner	Brentwood Glen	9-24-07	CSG
Roger Gerchas	Los Angeles	11-22-07	RG
Carol J. Gilbert	Brentwood Glen	9-13-07	CG
Doris Gillick	Bel Air	6-5-07	DG
Laurie Glick	Bel Air	8-8-07	LG
Barbara Goldberg	Bel Air Knolls	9-6-07	BG
Linda Goodman	Bel Air		LGo
Jane Gould	Los Angeles	9-27-07	JG
Catherine Govaller	San Bernardino	11-13-07	CGo
Irvin Grant	Los Angeles	7-5-07	IG
Irvin Grant	Los Angeles	8-3-07	IG
Irvin Grant	Los Angeles	9-21-07	IG
Kathleen Blair Grantham	Sierra Club	7-17-07	KBG
Beth Green	Royal Oaks	8-23-07	BG
Jeffrey M. Green	Royal Oaks	8-23-07	JMG

Citizens	Community/ Affiliation	Date	Comment Reference
Arthur David Greenberg	Westwood	6-10-07	ADG
Lisa Guerin	Brentwood Glen	9-28-07	LGu
Andrea & James Gutman	Sunland	11-12-07	AJG
Ann Hakim	Sherman Oaks	7-5-07	AH
Ronald R. & Brana M. Hall	Brentwood Glen	9-16-07	RBH
Michael T. Halloran	Brentwood Glen	7-23-07	MH
Charles Hand	Encino	9-28-07	CH
Dan and Libby Harrison	Bel Air	6-5-07	DLH
Patricia Bell Hearst		9-29-07	PBH
David Heldman	Brentwood Glen	9-25-07	DH
Valerie L. Henderson	Los Angeles	9-26-07	VH
Barbara Ann Hillman	Brentwood Glen	9-29-07	BAH
Mr. & Mrs. Cecil Hollingsworth	Brentwood Glen	9-28-07	CH
Andrew & Jennifer Howard	Brentwood Glen	9-24-07	AJH
Lori Jacobson	Brentwood Glen	9-26-07	LJ
Anita Johnson, MD	Brentwood Glen	9-24-07	AJ
Barbara Johnson	Brentwood Glen	9-26-07	BJ
Nancy & Mosa Kaleel	Sherman Oaks	9-25-07	NMK
Donald B. Kanne	Sherman Oaks	8-16-07	DBK
Donald B. Kanne	Sherman Oaks	9-25-07	DBK
Donald B. Kanne	Sherman Oaks	9-28-07	DBK
Caren Kaplow	Sherman Oaks	7-26-07	CK
Lawrence Kaplow	Sherman Oaks	7-26-07	LK
Ann R. Karagozian	Brentwood Glen	9-26-07	ARK
Ellis Katz	Encino	7-22-07	EK
Ellis Katz	Encino	9-29-07	EK
Khosrow Kaye	Brentwood Glen	9-25-07	KK
Lily Kaye, Pharm.D.	Brentwood Glen	9-23-07	LKa
Sara Kaye, MD	Brentwood Glen	9-25-07	SK
Allison J. Kean, MD	Brentwood Glen	9-12-07	AK
Kaija Keel	Brentwood Glen	9-25-07	KKe
John Kelson	Sierra Club	7-27-07	JK
Laurie Kelson	Encino	9-27-07	LKe
Paul Kelson	Encino	9-26-07	PK
John & Renate Kenaston	Brentwood Glen	9-21-07	JRK
Brian Kessler	Sherman Oaks	9-6-07	BK
Brian Kessler	Sherman Oaks	11-12-07	BK
Charles and Barbara Kierulff	Bel Air	6-6-07	CBK
Charles and Barbara Kierulff	Bel Air	8-17-07	CBK
Karin Klein	Los Angeles	8-2-07	KK
Jack Koelman	Westwood Hills	8-14-07	JKo
Russell Korobkin	Bel Air	7-25-07	RK
Russell Korobkin	Bel Air	8-22-07	RK
Esther Kroner	Sherman Oaks	8-20-07	EK

Citizens	Community/ Affiliation	Date	Comment Reference
Charles A. Lagreco	Brentwood Glen	9-30-07	CAL
Leslie Lainer	Brentwood Glen		LL
Robert Lapin	Sherman Oaks	7-29-07	RL
David S. Larson	Brentwood Glen	9-23-07	DSL
Deborah W. Larson	Brentwood Glen	9-14-07	DWL
Jill Lasky	Sherman Oaks	7-23-07	JL
Michael Lasky	Sherman Oaks	7-23-07	ML
Sharon Marie Leahy	Sherman Oaks	9-28-07	SML
Eric and Catrina Lee	Sherman Oaks	6-14-07	ECL
Helene Levy	Encino	8-10-07	HL
Janet Levy	Sherman Oaks	8-8-07	JLe
David and Virginia Ludwick	Bel Air	7-3-07	DVL
T. Scott MacGillivray	West Los Angeles	8-29-07	TSM
Harry L. Macy	Westwood Hills	6-17-07	HLM
Harry and Shirley Macy	Westwood Hills	9-17-07	HSM
Richard C. Mahan	Brentwood Glen	9-28-07	RCM
Barry D. Maiten	Brentwood	6-11-07	BDM
Carla Malden	Brentwood Glen	9-22-07	CM
Cynthia Mandell	Brentwood Glen	9-21-07	CMa
Joan Marantz	Sherman Oaks	N/A	JM
Ray & Pamela Marin	Brentwood Glen	9-25-07	RPM
Dorothy Mark	Monrovia	11-10-07	DM
Douglas R. Marshall	Bel Air	6-5-07	DRM
June K. Martin	Bel Air	7-11-07	JKM
June K. Martin	Bel Air	8-9-07	JKM
June K. Martin	Bel Air	9-17-07	JKM
Janeice V. McConnell	Long Beach	11-26-07	JVM
William & Lisa McKnight	Brentwood Glen	9-26-07	WLM
Nick McNaughton	Los Angeles	11-10-07	NM
Judith L. Meadow	Brentwood Glen	9-14-07	JLM
David Medina, Esq.	Sherman Oaks	9-25-07	DMe
Laura & Neil Meyer	Encino	9-26-07	LNM
Alvin Milder	Westwood Hills	9-20-07	AM
Alvin Milder	Westwood Hills	9-28-07	AM
Harriet Miller	Westwood Hills	8-6-07	HM
Patricia L. Moore	Brentwood Glen	9-27-07	PLM
Marian Morse	Brentwood Glen	9-21-07	MM
Kevin Mottus	Los Angeles	8-19-07	KM
Patricia A. Nation	Bel Air	6-26-07	PN
Patricia A. Nation	Bel Air	7-29-07	PN
Howard & Mary Ann Nelson	Sherman Oaks	9-25-07	HMN
Allison Nies	Los Angeles	8-28-07	AN
David N. Norouzi	Los Angeles	10-1-07	DN
Deborah & Howard Nussbaum	Westwood Hills	9-24-07	DHN

Citizens	Community/ Affiliation	Date	Comment Reference
Brian O'Reilly	Los Angeles	11-6-07	BO
Mr. & Mrs. M. Olshan	North Hills	11-14-07	MO
Francine Oschin	Encino	7-19-07	FO
Kristina & Gary Palmer	Brentwood Glen	9-19-07	KGP
David and Claude Paulsen	Sherman Oaks	8-27-07	DCP
Bob Pettit	Westwood Hills	8-21-07	BP
Bob Pettit	Westwood Hills	9-27-07	BP
Joan Powers	Brentwood Glen	9-26-07	JP
Mary K. Pringle	Brentwood Glen	9-24-07	MP
Martin Recht	Brentwood Glen	8-22-07	MR
Linda Reimers	Brentwood Glen	9-25-07	LR
Kathryn Ridgley	Woodland Hills	11-14-07	KR
Russell J. Riopelle	Brentwood Glen	9-21-07	RR
Jill Rodewald	Los Angeles	11-5-07	JR
Stephen F. Rohde	Westwood Hills	N/A	SFR
Stephen F. Rohde	Westwood Hills	8-23-07	SFR
Shelby Roos-Arnold	Brentwood Glen	9-22-07	SRA
Barbara & Leon Rootenberg	Sherman Oaks	9-4-07	BLR
Howard Rosen	Bel Air	5-26-07	HR
Kenneth S. Rubin	Bel Air	6-21-07	KRu
Kenneth S. Rubin	Bel Air	11-19-07	KRu
Melvyn and Harolyn Sacks	Sherman Oaks	8-02-07	MHS
Kimberly R. Sandifer	Westwood Hills	8-15-07	KS
Irene Sandler	Mountaingate	9-29-07	IS
Irene Sandler	Mountaingate	9-30-07	IS
Fred E. Sands	Los Angeles	6-18-07	FES
Joan Schain-West, PhD	Bel Air	8-10-07	JSW
Scott and Leslie Schalin	Sherman Oaks	8-28-07	SLS
Janet Schell	Brentwood Glen	9-22-07	JS
Sandy Schmitz	Bel Air	6-13-07	SS
Jane Mintz Schwab	Westwood Hills	8-18-07	JMS
Jack Schwartz	Sherman Oaks	5-6-02 (Rec'd 9-25-07)	JaS
Julie Schwartz	Sherman Oaks	5-6-02 (Rec'd 9-25-07)	JuS
Steven J. Schweitzer	Brentwood Glen	9-28-07	SJS
Diane A. Scripps	Brentwood Glen	9-27-07	DAS
Cathy Sellitto	Glendale	11-14-07	CS
Teresa and Mark Senior	Westwood Hills	9-30-07	TMN
Leslie Shuman	Brentwood Glen	9-10-07	LS
Seymour & Dorothy Siegel	Brentwood Glen	9-19-07	SDS
Yvette Silvera	Brentwood Glen	9-28-07	YS
Hallett E. & Barbara I. Smith	Brentwood Glen	9-13-07	HBS
Teri Solomon	Brentwood Glen	9-28-07	TS

Citizens	Community/ Affiliation	Date	Comment Reference
John Song	Westwood Hills	9/07	JS
Anne Spackman	Westwood Hills	10-1-07	AS
Karen Sperling	Brentwood Glen	9-24-07	KSp
Steven Spitz	Brentwood Glen	9-18-07	SSp
M. Spour (sic)	Los Angeles	11-7-07	MS
June Standley	Sherman Oaks	9-22-07	JSt
Fred Stangl	Brentwood Glen	8-21-07	FS
Cami Starkman	Brentwood Glen	9-24-07	CSt
Ed Stein	Sherman Oaks	7-16-07	ES
Bernd and Lori Stephan	Westwood Hills	8-15-07	BLS
Bonnie Strangis	Brentwood Glen	9-19-07	BS
Julie Szende	Los Angeles	7-25-07	JS
Owen & Sharon Tang	Sherman Oaks	9-26-07	OST
Nancy P. Taylor	Westwood Hills	9-4-07	NPT
Charles S. Tigerman	Sherman Oaks	7-10-07	CST
Paul Tigue	Los Angeles	11-9-07	PT
Elaine Trogman (sic)	Los Angeles	7-17-07	ET
Delphine Trowleredge (sic)	Los Angeles	7-12-07	DT
John G. Trulio	Los Angeles	9-28-07	JGT
Ralph R. Turner	Sherman Oaks	9-23-07	RRT
Dick and Marcella Tyler	Sherman Oaks	7-17-07	DMT
Richard & Marcella Tyler	Sherman Oaks	9-26-07	RMT
Mary G. Tyler	Los Angeles	9-9-07	MGT
Ed Van den Bossche	Newport Beach	11-9-07	EV
G.G. Verone	Los Angeles	9-29-07	GV
Caroline von Weyher	Brentwood Glen	9-26-07	CVW
Eugen Weber	UCLA	7-28-07	EW
Kim R. Weiskopf	Encino	8-20-07	KRW
John B. & Ann M. Wessel	Brentwood Glen	9-27-07	JAW
Marsha Posner Williams	Sherman Oaks	9-20-07	MPW
Wayne Williams	Sherman Oaks	7-10-07	WW
Wayne Williams	Sherman Oaks	8-22-07	WW
Jan Wilson	Long Beach	11-6-07	JW
Dennis Woo	Sherman Oaks	7-24-07	DW
Janett Woo	Sherman Oaks	7-24-07	JWo
Betty Yates	Sherman Oaks	9-22-07	BY
Meredith Yates	Brentwood Glen	9-13-07	MY
William R. Zame	UCLA	7-31-07	WZ
William R. Zame	UCLA	8-17-07	WZ
Hector & Alicia Zuniga	Brentwood Glen	9-25-07	HAZ

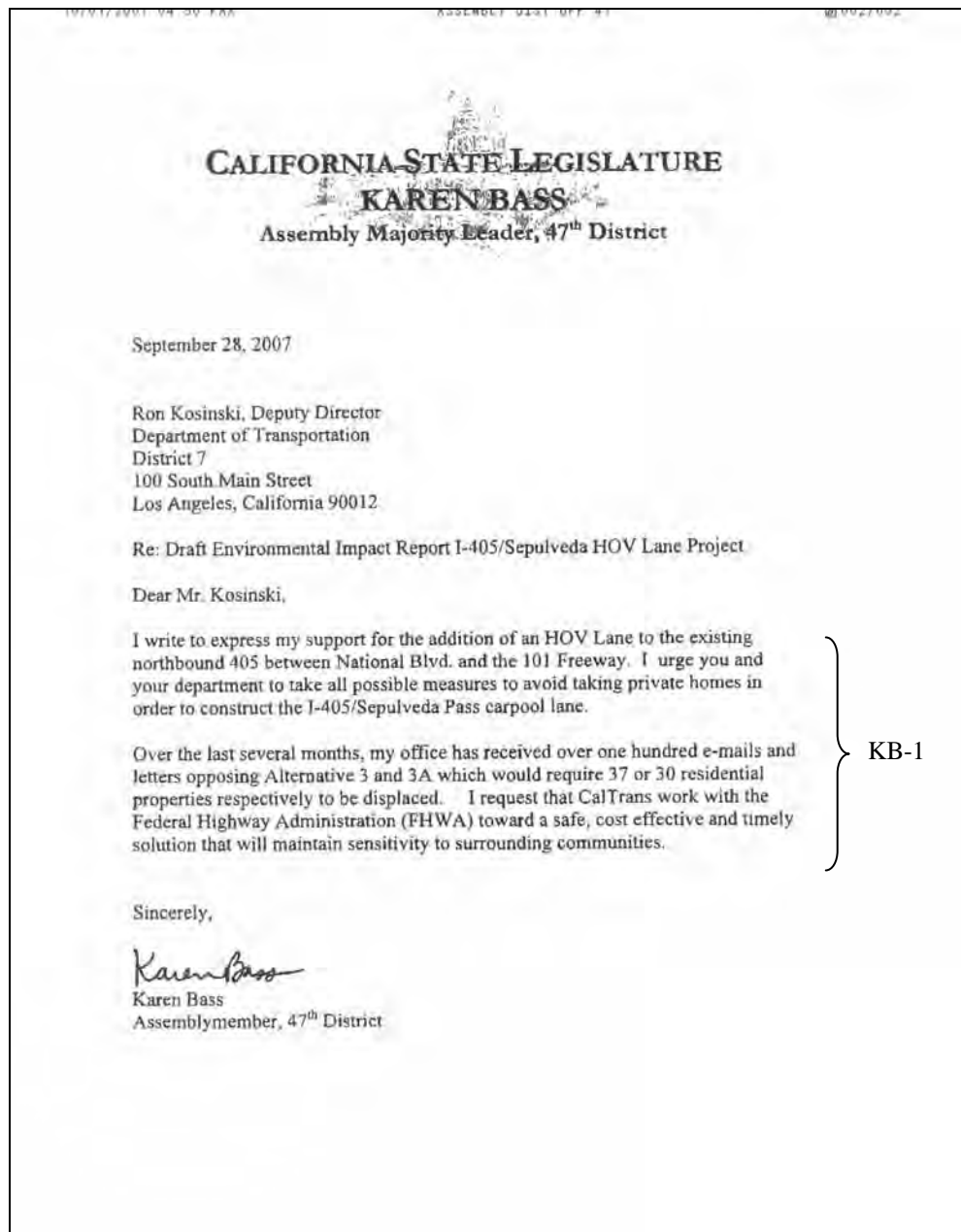
Table 5.8-8: Group Letters Received

Citizens	Community/ Affiliation	Date	Comment Reference
John and Jill Donaty Helen Symons Allen Edelist Leticia and Manual Espinosa Michael and Joy Bergin	Sherman Oaks	6-6-07	
Jim Hoffbauer Reuben Carranza Barbara and Earl Barret		8-10-07	
Joe Trock Mira Trock Yael Trock Etan Lorant		7-12-07	
Markley Lumpkins Gary Rosengarten	Brentwood Glen	5-24-07	
Donald S. Chang Margaret H. Lee	Bel Air Knolls	9-17-07	
Victor Sohagi Yvette Melvin	Brentwood Glen	9-16-07	
Fandra Monkarsh Leslie Shuman		9-10-07	
Kristen Lo Eric Drucker	Brentwood Glen	9-23-07	
Cori Solomon Ken Bornstein	Brentwood Glen	9-23-07	
Charles A. Lagreco Marta Rallis	Brentwood Glen	9-23-07	
Kathy A. Foley Susan M. Steen	Brentwood Glen	9-28-07	
Andrew Lazar Erica Zodtner	Brentwood Glen	10-2-07	
Polly Chu Phoebe Chu Steve Chivas (sic) Isabella D'Agnenica Jill D'Agnenica	Los Angeles	11-9-07	
Dr. Mha Atma S. Khalsa Martha Oaklander	Los Angeles	12-6-07	

Table 5.8-9: Comment Cards Received

Comment Cards Received	Date
Anonymous	
Jean Bartel	8-23-07
Eric Beck (web submission)	10-9-07
Janice Bernstein	9-5-07
William Compton	8-22-07
Eli B. Dubrow	8-24-07
Dorothea Frederking	8-22-07
Katayon Ghazi	9-1-07
Linda Goodman	8-25-07
Stan Goodman	8-28-07
Valerie Henderson	9-26-07
Barbara Hillman	8-26-07
Ursula Gunter Hirschfeld	8-22-07
Wendy L. Kaysing	8-28-07
Michael Lasky	9-26-07
Ronald & Katherine Okun	9-27-07
Gary Palmer	8-22-07
Kristina Palmer	8-22-07
Asho Ruotselainer	9-28-07
Melvin Schwartz	8-28-07
Giovany Torres	8-22-07

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Response to Karen Bass, Assembly Majority Leader, 47th District:

KB-1

Minimizing the acquisition of private property remains a high priority in reducing impacts within the project corridor. This factor has lead Caltrans to select Alternative 2, which minimizes impacts.

Caltrans has been and continues to work with the FHWA to select a design that is sensitive to the needs of the community as well as meets federal safety standards.

CALIFORNIA STATE LEGISLATURE
KAREN BASS
Assembly Majority Leader, 47th District

October 4, 2007

Ron Kosinski, Deputy Director *EK*
Department of Transportation
District 7
100 South Main Street
Los Angeles, California 90012

Addendum: Draft Environmental Impact Report I-405/Sepulveda HOV Lane Project

Dear Mr. Kosinski,

This letter elaborates on my comment letter of October 1, 2007, wherein I expressed my support for the addition of an HOV Lane to the existing northbound 405 between National Blvd. and the 101 Freeway. I would like to eliminate any possible ambiguity regarding my strong opposition to alternative 3 and 3A which would standardize the south bound side of the freeway and add a mixed flow lane to Skirball Center Drive and Waterford Avenue.

Furthermore, I urge you to heed the expert comments and stakeholders reasoned arguments that every effort should be made to select the design that will avoid the taking of private homes or destroying of the Brentwood Glen, Westwood Hills and Bel-Air neighborhoods to construct the I-405/Sepulveda Pass carpool lane.

Thank you for giving me the opportunity to clarify my comments on this important project. I look forward to continued work with Caltrans, City of Los Angeles and the Federal Highway Administration (FHWA) to ensure an alternative that will justify the benefits and mitigate expense and negative impacts to the freeway adjacent communities.

Sincerely,

Karen Bass
Karen Bass
Assemblymember, 47th District

} KB-2

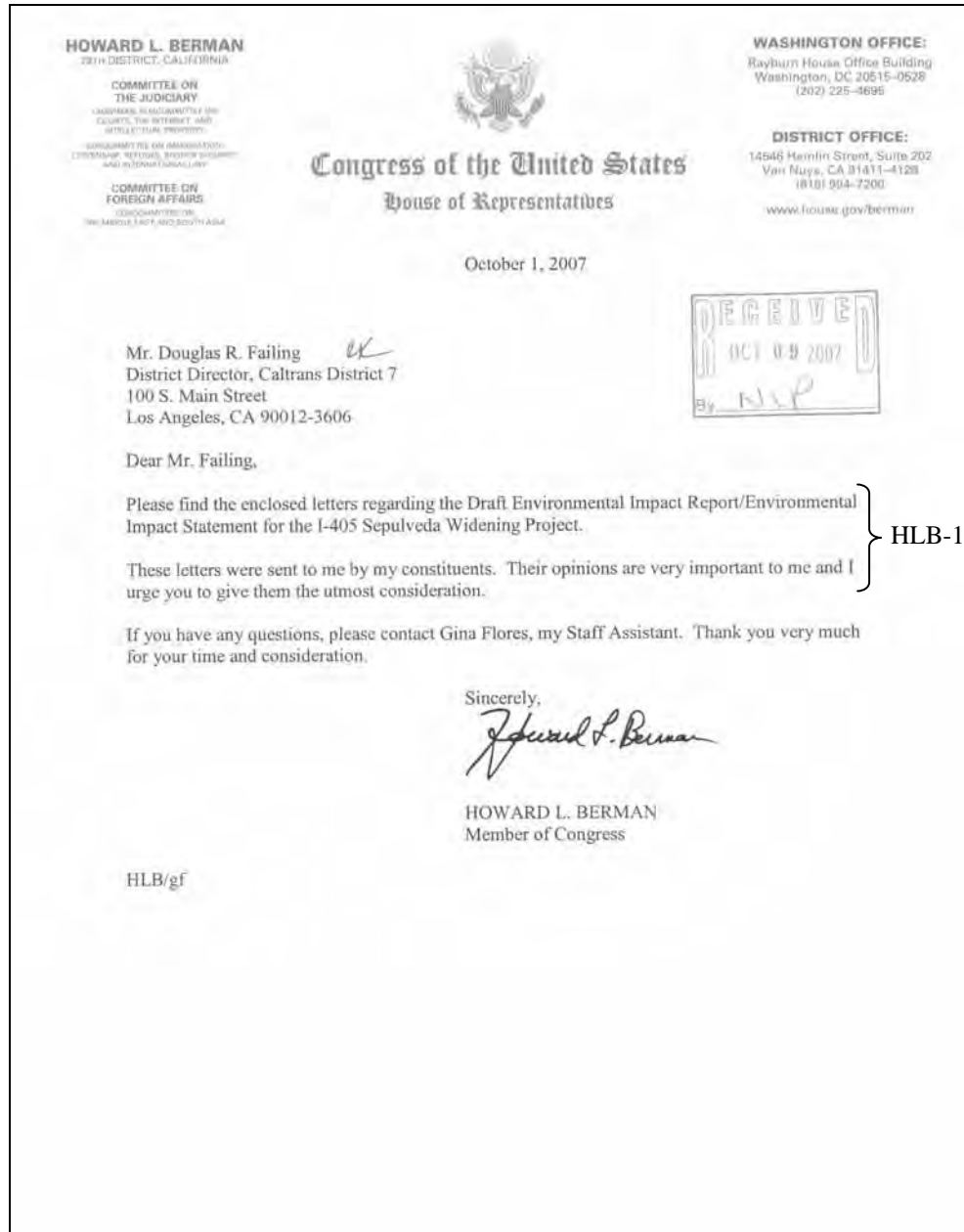
Response to Karen Bass, Assembly Majority Leader, 47th District:

KB-2

Alternative 3 and Alternative 3 Modified have not been not identified as Preferred.

Caltrans has reviewed every comment that was received during the DEIR/EIS comment period. Technical review of the comments from the Caltrans' Noise Unit, Traffic Unit, Landscape Architecture, Design and Environmental has also taken place for each comment and suggestion. Responses to all comments are addressed in the Final EIR/EIS.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts. There will be no property acquisitions in Brentwood Glen, Westwood Hills or Bel Air.



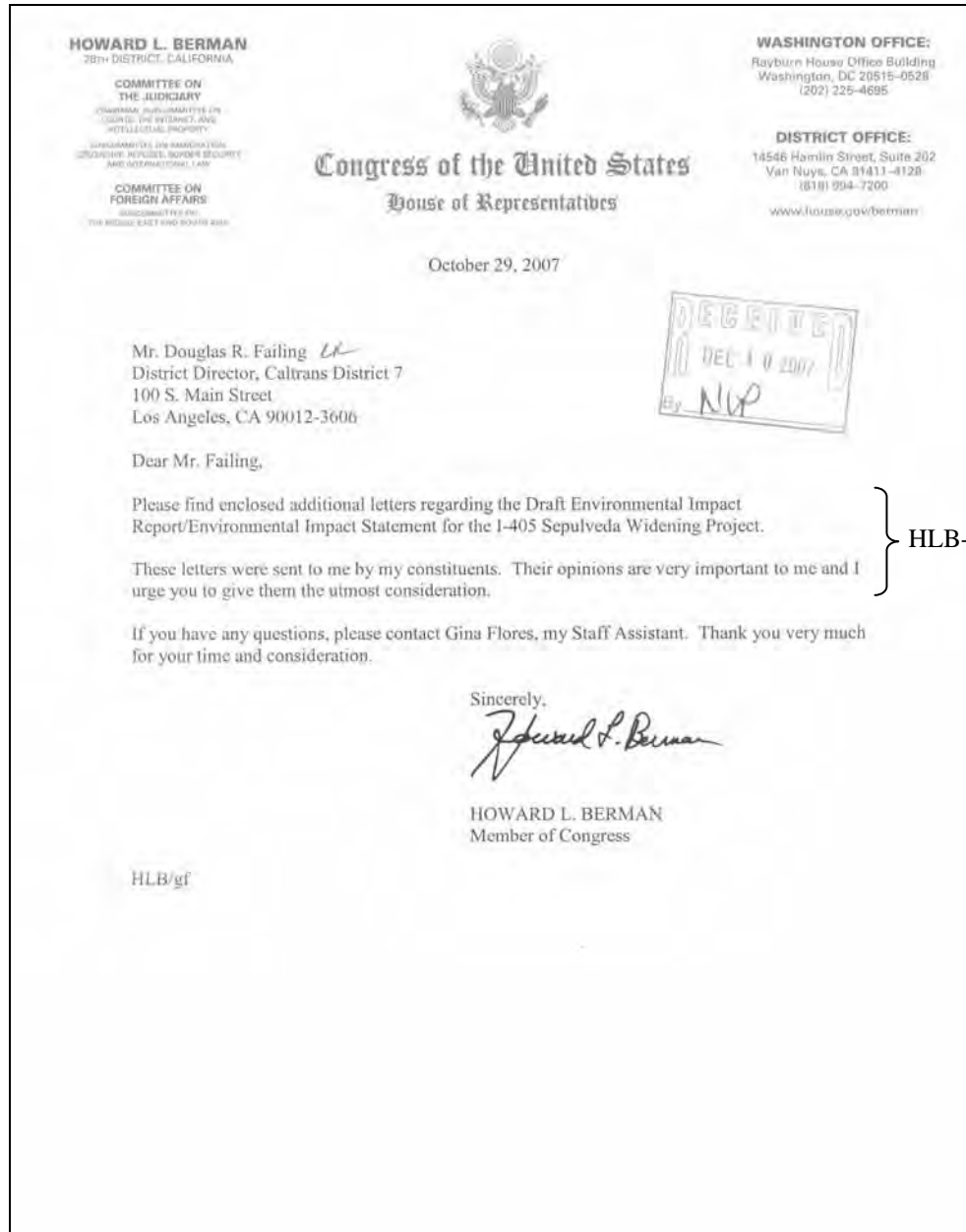
Response to Howard L. Berman, Member of Congress, 28th District:

HLB-1

Please see response to comment KB-2 regarding comments received from constituents.

The following letters were enclosed with your letter and can be referenced in the following sections in responses to comments received from citizens:

- 8/20/07 - Barbara Barrett, Earl Barrett, Reuben Carranza, Jim Hoffbauer
- 8/23/07 - Beth Green
- 9/26/07 - John F. Cutter and Nancy K. Cutter
- 7/24/07 - Dennis Woo
- 8/23/07 - Jeffrey M. Green
- 9/25/07 - Howard and Mary Ann Nelson
- 8/2/07 - Melvyn Sacks and Harolyn Sacks
- 8/28/07 - Scott Schalin and Leslie Schalin
- 9/4/07 - Barbara Rootenberg and Leon Rootenberg
- 8/21/07 - Robert De Stefano and Teresa De Stefano
- 8/24/07 - Bill Brademan
- 9/26/07 - Owen Tang
- 9/26/07 - Sharon Tang
- 7/26/07 - Lawrence Kaplow

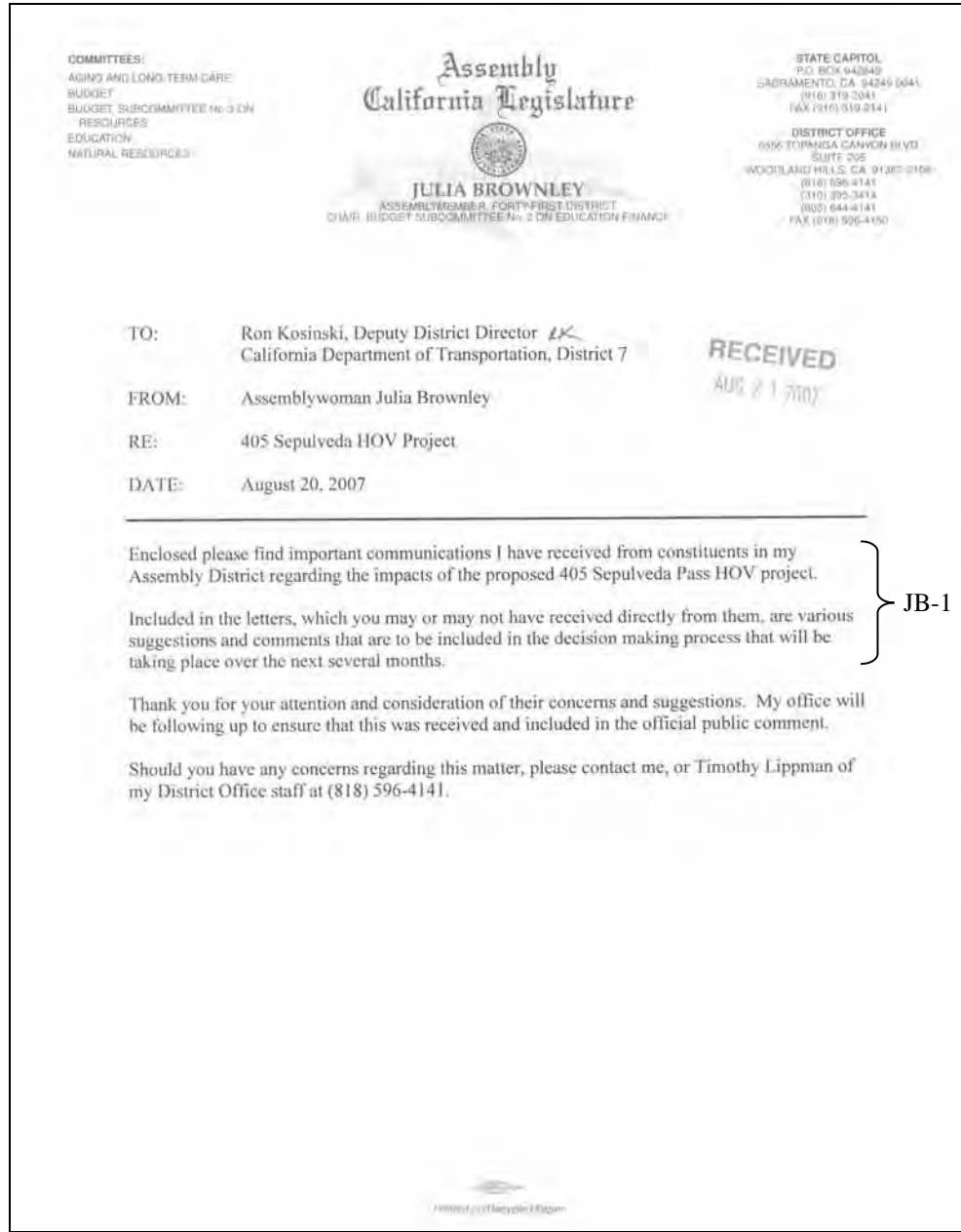


Response to Howard L. Berman, Member of Congress, 28th District:

HLB-2

The following letters were enclosed with your letter and can be referenced in the following sections in responses to comments received from citizens:

- 7/18/07 - Donald Kanne
- 7/26/07 - Caren Kaplow
- 7/26/07 - Caren Horwitz
- 7/23/07 - Jill Lasky
- 7/23/07 - Michael Lasky
- 7/16/07 - Carlotta Brademan
- 7/25/07 - Dick Tyler and Marcella Tyler
- 7/29/07 - Nancy Cohen
- 7/24/07 - Janet Woo
- 7/10/07 - Charles S. Tigerman
- 7/16/07 - Ed Stein

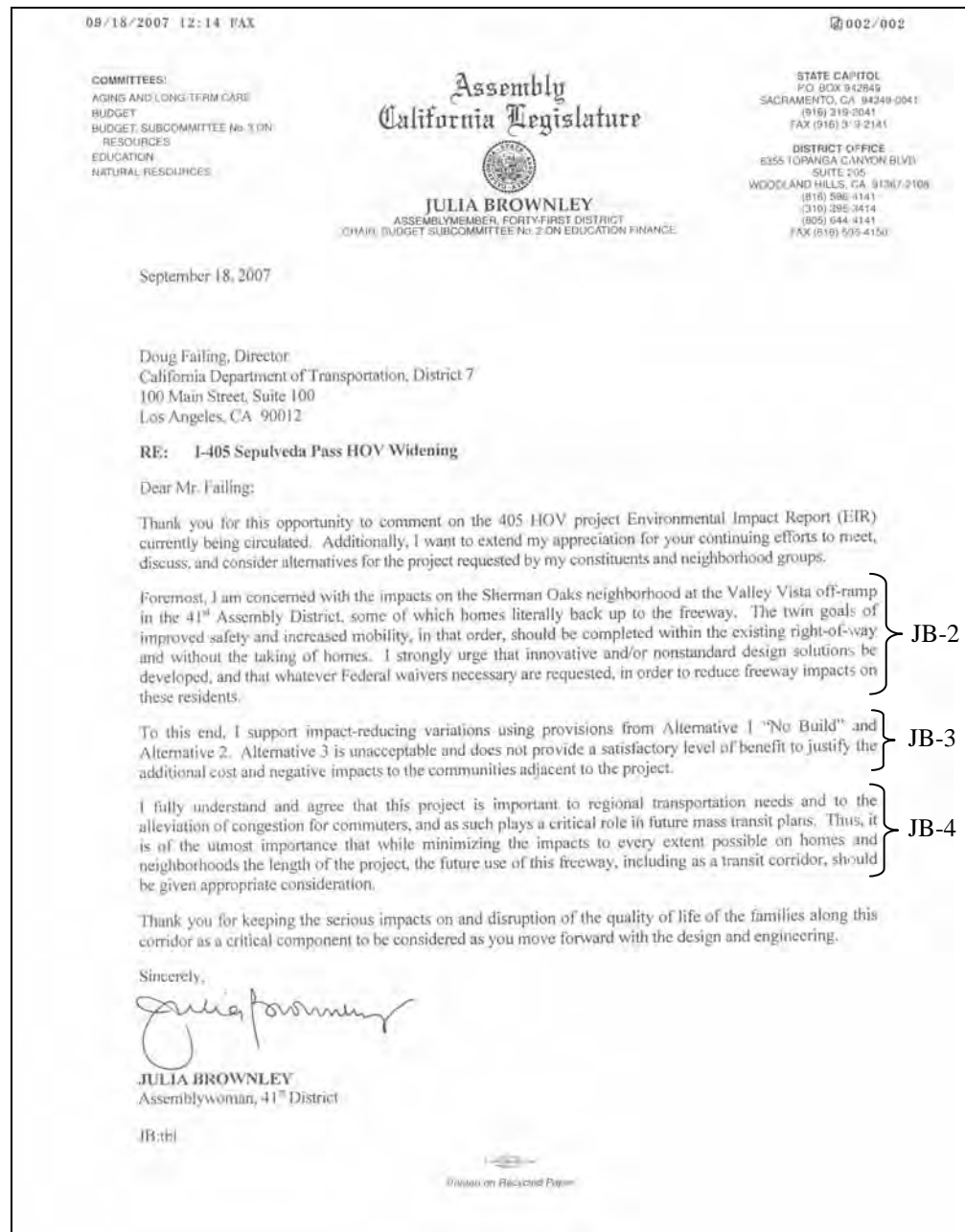


Response to Julia Brownley, Assemblymember, 41st District:

JB-1

The following letters were enclosed with your letter and can be referenced in the following sections in responses to comments received from citizens:

- 7/18/07 - Donald Kanne
- 7/26/07 - Caren Kaplow
- 7/26/07 - Caren Horwitz
- 7/23/07 - Michael Lasky
- 7/16/07 - Carlotta Brademan
- 7/25/07 - Dick Tyler and Marcella Tyler
- 7/29/07 - Aaron Cohen and Nancy Cohen
- 7/25/07 - Janet Woo
- 7/10/07 - Charles S. Tigerman
- 7/16/07 - Ed Stein
- 4/11/07 - Wayne Williams
- 8/2/07 - Melvyn Sacks and Harolyn Sacks
- 8/20/07 - Barbara Barrett, Earl Barrett, Reuben Carranza, Jim Hoffbauer
- 6/6/07 - Michael Bergin, Joy Bergin, John Donaty, Jill Donaty, Helen Symons, Alen Edelist
- 7/22/07 - Ellis Katz
- 8/20/07 - Margery Grossman



Response to Julia Brownley, Assemblymember, 41st District:

JB-2

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway.

Exceptions to state and federal freeway design standards have been considered. However, Caltrans has determined that improvements to I-405 need to be constructed with standard 12-foot wide lanes and 10-foot wide shoulders. Standard lane widths and shoulders serve to improve safety and freeway operations as well as reduce traffic delays.

THE 11' median and 10' shoulder proposed for the I-405 Sepulveda Pass Project have multiple benefits:

1) Minor Traffic Incidents - When there are minor incidents involving breakdowns and disabled cars/trucks or minor accidents, if the vehicles can get to the median or shoulder, traffic can continue to flow on all the freeway lanes. In locations without a median and shoulder, all these minor incidents will block freeway lanes, lead to immediate congestion, have the potential to trigger chain reaction accidents, and divert traffic onto Sepulveda and the adjacent communities.

2) Major Traffic Incidents - When there are major accidents, the medians and shoulders are used by emergency vehicles (CHP and our Maintenance vehicles) to access the accident quicker. This allows for faster traffic control, removal of vehicles and clean-up activities. As a consequence, related congestion is shorter in duration. The time savings involved can make all the difference between life and death to those involved in major accidents. Sometimes during major incidents, we run traffic on the median or right shoulder to get folks around the impacted area. The time savings to the freeway users resulting from prompt emergency response times, due to the availability of medians and shoulders can be substantial.

3) Construction Work Areas - The additional right-of-way required for medians and shoulders also doubles as "construction work areas" when minimal right of way is available. In most cases, especially when performing soundwall or retaining wall construction, about 20 feet of work area is necessary. Without this work area, lane closures and longer construction timeframes are needed. These undesirable lane closure options impact traffic and the adjacent community.

4) Maintenance Areas - The additional right of way required for medians and shoulders makes periodic maintenance activities (sweeper trains, graffiti clean up, pavement repair, trash removal, etc) more manageable and less disruptive without the temporary closure of freeway lanes.

5) Future Improvements - Medians and shoulders allow space for future improvements. Caltrans and FHWA consider long term mobility needs especially on Interstate facilities. Future needs through this this corridor are speculative at this time, but could include a transitway (for rail or buses), High Occupancy Toll (HOT) lanes, or restriping for an additional mixed flow lane. This flexibility is protected by construction of a continuing 11' median and 10' shoulder.

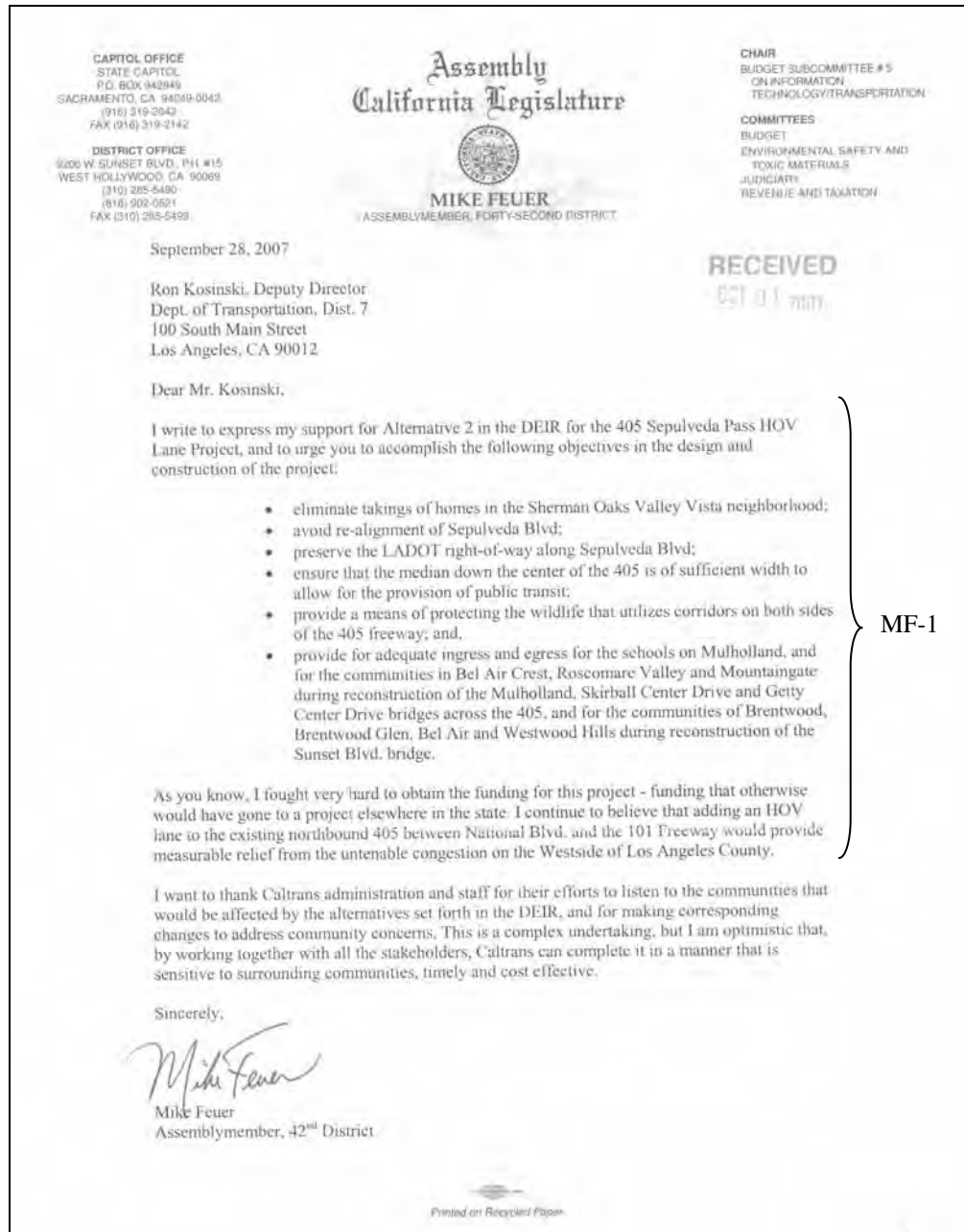
Overall, the benefit of medians and shoulders translate into reduced congestion on the freeway, less diversion onto Sepulveda, a shorter construction timeframe, and less short term as well as long term impacts to the adjacent community.

JB-3

Please see response to comment KB-1 regarding the minimization of impacts.

JB-4

Throughout most of the length of the project corridor, both alternatives include an 11-foot wide half-median that would provide room to build columns to support a future elevated transitway.



Response to Mike Feuer, Assemblymember, 42nd District:

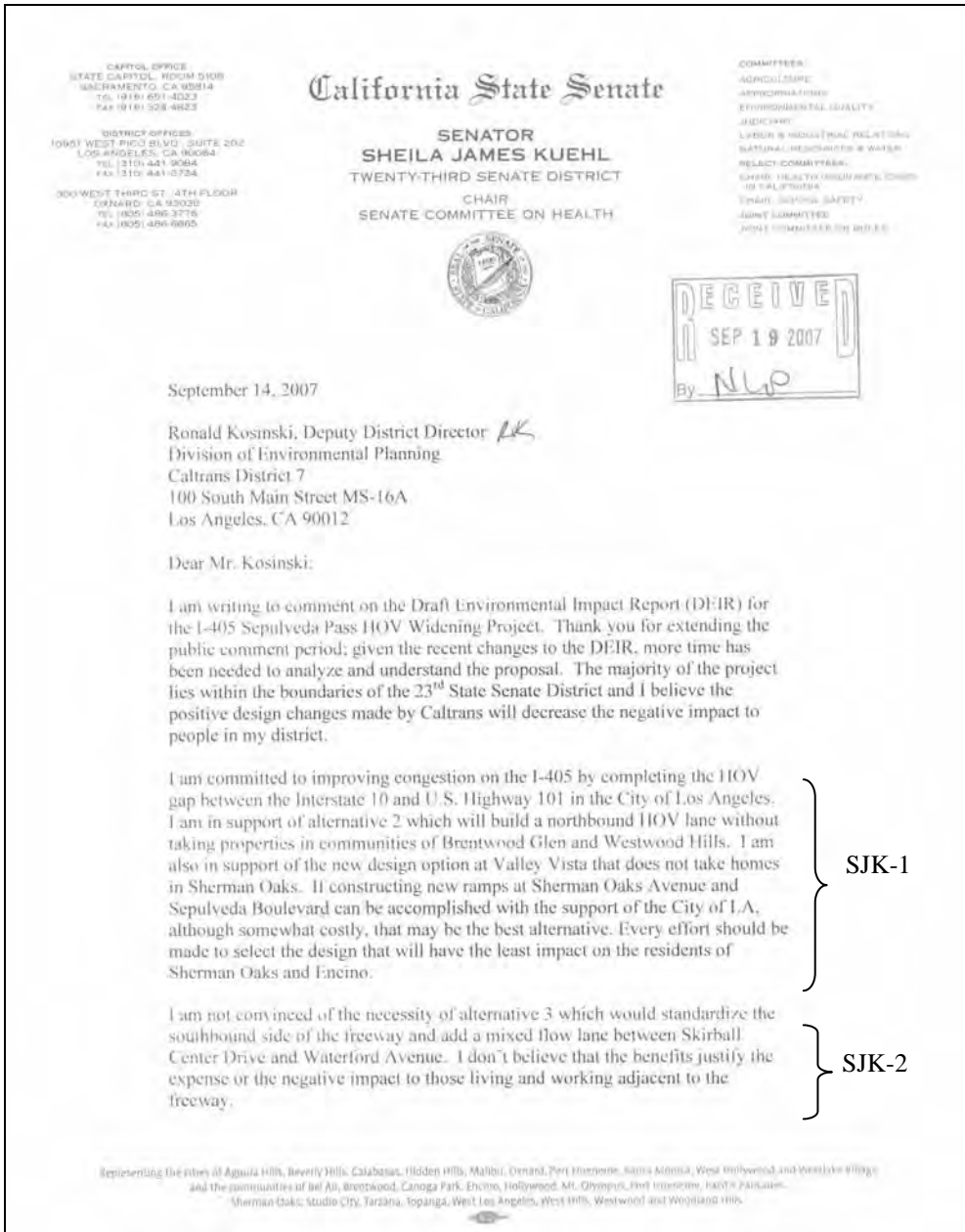
MF-1

Please see response to KB-1, JB-1, JB-3, BR-8 and LADOT-3 regarding the overall minimization of impacts and during reconstruction of the Mulholland, Skirball and Sunset overcrossings.

Due to widening of I-405, it will be necessary to realign Sepulveda Blvd. at a few locations. The existing right-of-way of this major arterial will be maintained by construction of retaining walls. In some cases, Sepulveda Blvd. will be improved as mitigation.

Caltrans will maintain and protect the wildlife crossings identified by the Santa Monica Mountains Conservancy within the project limits.

Reconstruction of the Sunset Blvd., Skirball Center Dr. and Mulholland Dr. overcrossings will be staged so that commuters in the surrounding communities can use a portion of the existing bridges during construction. Thus, local residents will continue to have access across these structures during construction.



Response to Sheila James Kuehl, Senator, 23rd District:

SJK-1
 Alternative 2, which has been identified as the Preferred Alternative, will require six property acquisitions. Only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

Please also see response to comments KB-1 and JB-1 regarding the minimization of impacts.

SJK-2
 The addition of a southbound mixed-flow lane between Skirball Center Dr. and Waterford Ave. would remove the existing bottleneck at Skirball Center Dr. caused by the reduction from five to four mixed-flow traffic lanes. This lane is an element of Alternative 3, which has not been identified because of excessive community impacts.

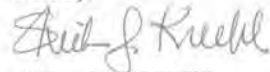
SJK-3
 Please see response to comment JB-4 regarding future support for an elevated transitway.

I am in support of preserving the option to construct transit in the median of the I-405 for the future. The construction of this HOV project must be looked at as one strategy for reducing congestion; the addition of transit for this corridor is an important future consideration in our efforts to provide comprehensive congestion relief through the Sepulveda Pass.

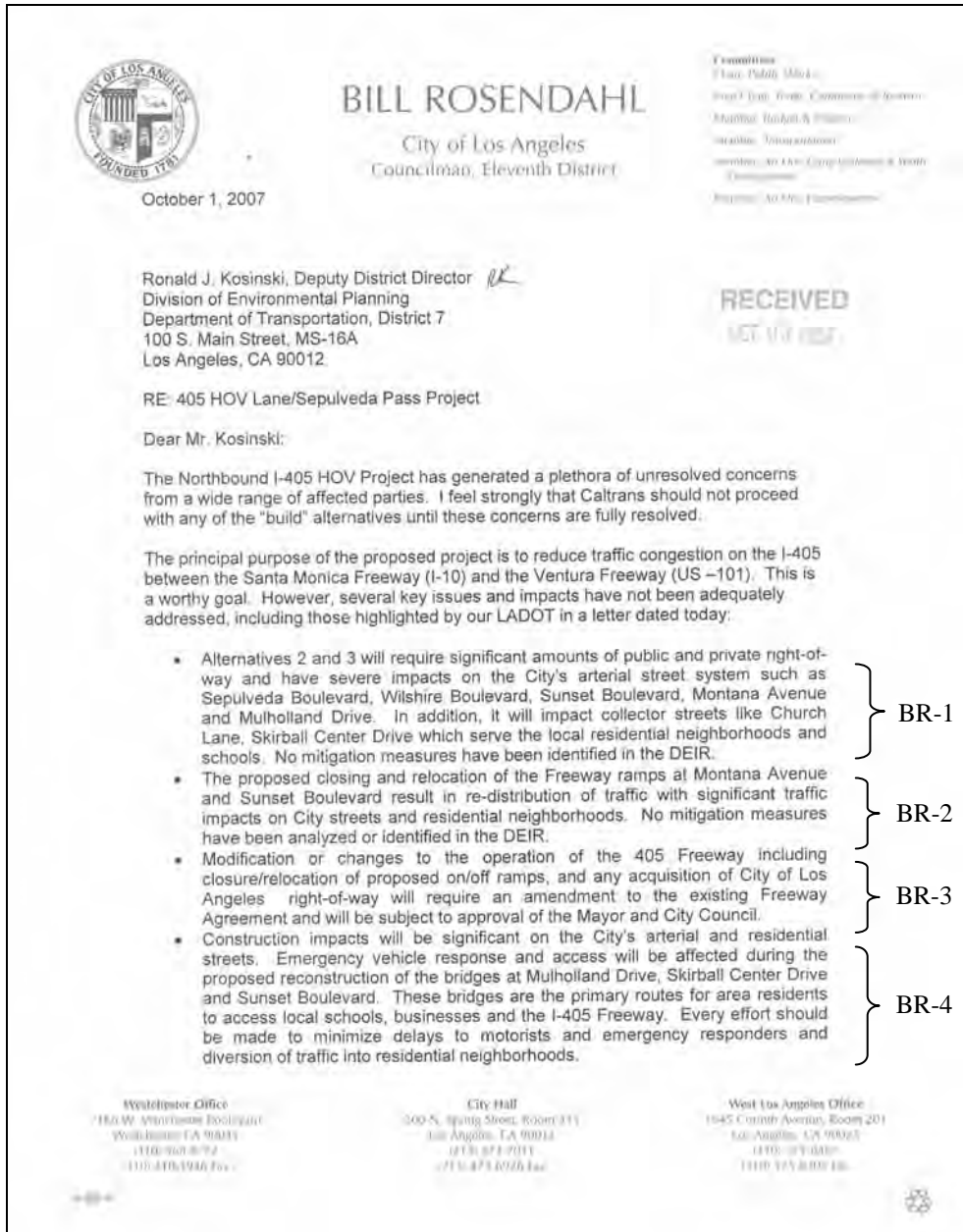
} SJK-3

Thank you for giving me the opportunity to comment on this important project. I remain committed to working with Caltrans on the specific design options identified in the DEIR. I applaud you for working with elected officials, the two cultural institutions along this stretch of the freeway, my constituents, the City of Los Angeles and the Federal Highway Administration to design the best possible project with the least negative impacts.

Sincerely,



SHEILA JAMES KUEHL
Senator, 23rd District



Response to Bill Rosendahl, Councilman, 11th District:

BR-1

A more complete reply to this comment can be found in the response to comment LADOT-1. In that response, the impacts to the streets noted in the comment are discussed. Also, as noted in the response to comment LADOT-1, mitigation concepts are in discussion between LADOT and Caltrans officials, the intent of which is to result in an acceptable combination of improved freeway and local street facilities.

BR-2

The eastbound Sunset Blvd. to southbound I-405 on-ramp would remain open in Alternative 2. Alternative 3 would require the closure of the eastbound Sunset Blvd. to southbound I-405 on-ramp. Keeping the on-ramp open in Alternative 3 would cost over \$30 Million and require the acquisition of 10 homes.

Please also see response to comment BR-1 regarding the proposed closure of Montana Ave.

BR-3

Caltrans is preparing updated Freeway Agreements and will work with the City of Los Angeles to secure their approval.

BR-4

Maintenance of continuous emergency response access during the construction period will be maintained at all locations in the construction zone. A more complete response to the general concern regarding construction-related impacts is provided in the response to comment LADOT-3. In that response, it is noted that a staged construction process will need to be developed and executed, the dual purpose of which are: (a) construct the project in the most expeditious and cost effective manner possible, while at the same time (b) minimizing disruptions to normal traffic flow, to the extent practicable.

I am particularly concerned about the unmitigated severe impact of Alternative 3 upon the Brentwood Glen community, including taking of public and private property, the movement west of the existing boundary with the 405, the narrowing of Church Lane, the elimination of parking on Church Lane, the closing of the Montana off ramp, the elimination of the southbound on ramp onto the 405 for eastbound traffic on Sunset, and the overall substantial adverse impact on the neighborhood.

BR-5

I also request additional evidence supporting the need for moving downhill the southbound 405 off ramp/on ramps at Skirball to 800 feet from Mountaingate Drive. If both the Skirball and Mulholland overpass bridges must be rebuilt to accommodate the new 405 HOV Northbound Lane, I urge the design of these new bridges be revisited to determine if a redesign can avoid moving traffic further away from Mulholland, a primary destination point for the existing Skirball southbound off ramp/on ramps.

BR-6

I am also concerned about the adverse impact of all build alternatives upon Sepulveda Blvd. The 405 HOV project should preserve Los Angeles' Sepulveda right-of-way for future growth to accommodate bikeways, sidewalks and future lanes.

BR-7

A wildlife corridor is a worthy objective. However, I am not persuaded that sufficient analysis has been performed to ensure the best design or location for the corridor necessary to promote or preserve migratory patterns for wildlife native to the Santa Monica Mountains. I strongly urge that such study be undertaken and that any wildlife corridor to be incorporated into the roadway design be consistent with the recommendations of such evaluation.

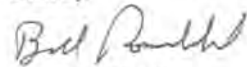
BR-8

Additionally, the J. Paul Getty Trust has expressed various concerns, including the possible adverse impact upon slope stability of Alternative 3. Slope instability is a major concern in hillside areas, which I am sure you would agree must be given the highest level of scrutiny.

BR-9

I encourage you to work collaboratively with LADOT and our neighborhood representatives in conjunction with myself, and my staff, to fully develop an alternative plan with adequate mitigation measures to resolve all such concerns.

Sincerely,



BILL ROSENDAHL
Councilmember, 11th District

BR: nk

BR-5

Caltrans has taken measures to avoid the acquisition of private property in the community of Brentwood Glen. The closure of the Montana Ave. off-ramp is necessary in order to add the northbound HOV lane without the taking of homes and other property in this area.

BR-6

The southerly relocation of the southbound off- and on-ramps at Skirball Center Drive was requested by the City of Los Angeles in order to mitigate the problems caused by the close proximity of the intersection of Sepulveda Blvd. and the existing Skirball Center Drive off- and on-ramps.

The Skirball Center Drive and Mulholland Drive overcrossings are being reconstructed in order to accommodate the northbound HOV lane, not due to the relocation of the Skirball Center Drive ramps.

BR-7

Caltrans will maintain the existing width, number of lanes, and right-of-way for Sepulveda Blvd. Some improvements are being made to sections of Sepulveda Blvd. as mitigation. However, the scope of the project does not prevent future city street expansion.

BR-8

The I-405 freeway is sufficiently long and broad to make it nearly impossible to provide a truly regional, broad access for animals to move past it, at a reasonable cost. However, it may be possible to provide improvements at selected locations that would allow for animal movement to still occur, similar to how it is now occurring. The project would potentially restrict movement of wildlife more than already occurs by incorporating a new on-ramp for north-bound traffic at the Getty View Trailhead. The project design already includes a walkunder (of size and dimensions yet to be determined) explicitly arranged to sustain "existing wildlife movement patterns." (EIS/EIR; pp. 240). While those patterns have not been thoroughly documented, as to frequency of use by various individuals, it is known that local, native animal species which currently are able to traverse are sufficiently behaviorally agile that they would quickly adapt to the "walk under" Caltrans plans at this location.

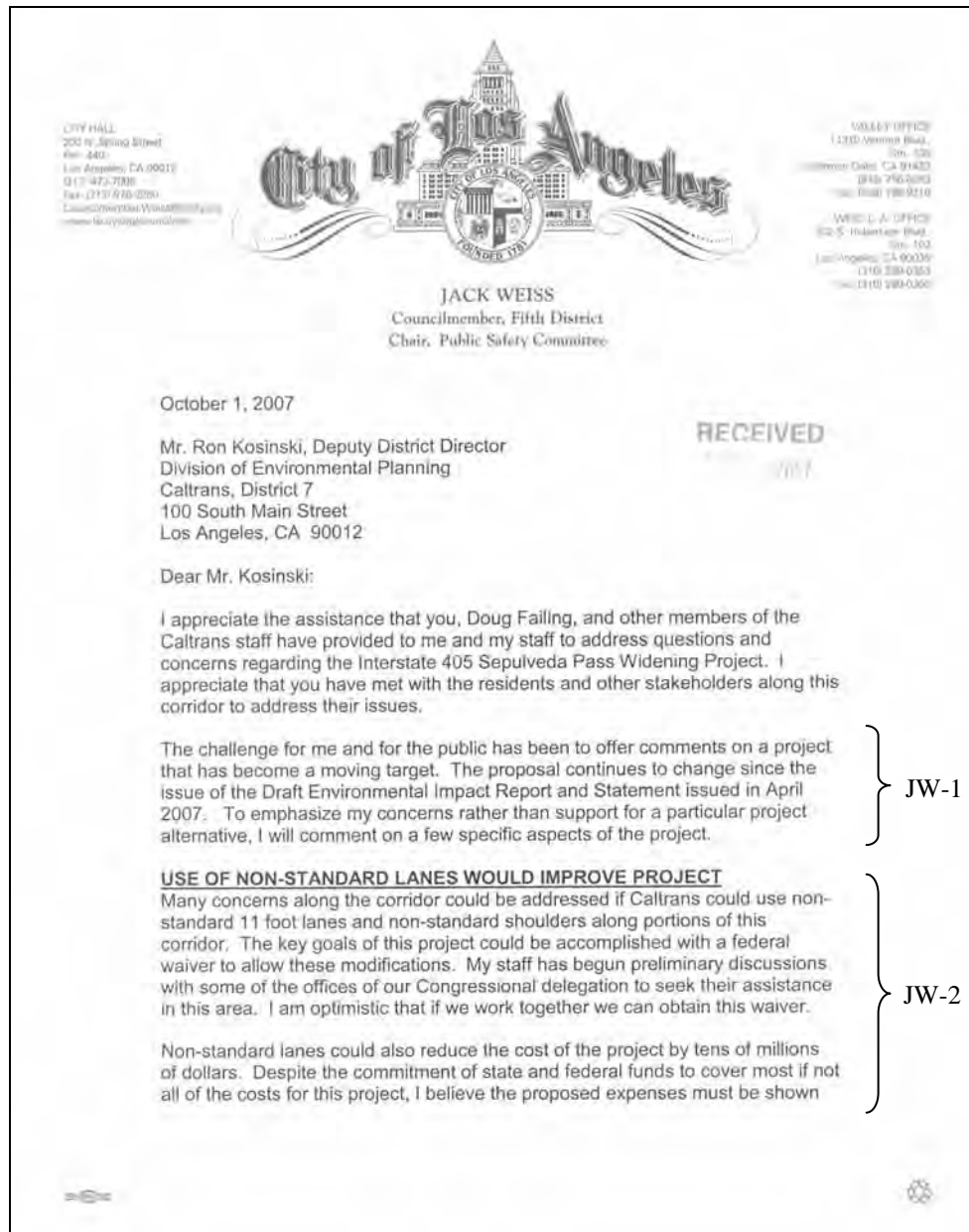
BR-8 cont'd

General empirical guidelines learned from wildlife crossing features placed in many other locations in urban areas should suffice in this circumstance because animals have already learned how to go back and forth where Sepulveda Boulevard crosses under I-405. Further study of how the several species native to the Santa Monica Mountains which can cross here would not likely lead to any better design of a "walk under" beneath this new on ramp.

Please also see the response to comment SMMC-1 which addresses the wildlife corridor issue in more detail.

BR-9

Caltrans geotechnical staff have reviewed the impacts of construction work in the slopes below the Getty Center to ensure that the proposed work will maintain slope stability.



Response to Jack Weiss, Councilmember, 5th District:

JW-1

As a result of extensive community outreach, Caltrans made an attempt to solicit and incorporate the concerns of the local community during the circulation of the DEIR/EIS. This has resulted in a process that incorporated public comments resulting in changing design parameters to ultimately reflect the priorities of the community.

The refinements to the proposed plans did in effect reduce the extent of right-of-way impacts associated with the Project. Any reduction in right-of-way impacts associated with proposed project(s) is considered beneficial.

JW-2

Please see response to comment JB-1 regarding the benefits of the 11' median and 10' shoulder proposed for the I-405 Sepulveda Pass Project.

<p>405 Widening Project 10/1/07</p> <p>to be truly necessary to complete the 405 HOV lane project. Non-standard lanes may help to avoid land acquisition costs. I would suggest that cost savings be used to increase capacity on Sepulveda Blvd.</p> <p><u>AVOID BRIDGE REPLACEMENTS TO REDUCE DISRUPTION</u> I request that Caltrans give the greatest scrutiny to the recommendation to replace bridges at Mulholland and Skirball Center. Preserving the bridges seems possible with a waiver for non-standard lanes, and I am confident that Caltrans engineers can find a way to preserve these bridges. Although the bridge abutments present challenges, I request that the demolition and replacement of these bridges be avoided. This would also result in a huge cost savings.</p> <p>If the bridges are replaced, my constituents and I are very concerned about staging during construction. If either of these bridges were taken out of service for any significant amount of time, the results would be disastrous for commuters along this corridor. With many schools and community institutions in this area, thousands of families, students and staff would be significantly disrupted by bridge closures. I also have public safety concerns. Closed bridges could impair evacuations during a fire or another emergency or impede first responders' efforts to reach hillside communities in an emergency.</p> <p>Members of the Caltrans staff have given assurances that the replacement of these bridges would be staged to avoid closures. Despite these assurances, significant problems as a result of the nearby 405/101 project in the Sherman Oaks area raise concerns. The delay in reopening the Sepulveda/Greenleaf on-ramp to the 101 has caused difficulty for residents and businesses. These delays seem to be the result of a lack of cooperation between the project contractor and Caltrans, and such delays could impact this project as well.</p> <p><u>LAND ACQUISITION SHOULD BE MINIMIZED</u> I appreciate your efforts to protect the Brentwood Glen community. However, I am concerned about the impact of widening the freeway upon the Westwood Hills community and Sepulveda Blvd. I believe that non-standard lanes for this portion of the project would avoid many of these issues. I encourage Caltrans to avoid a greater intrusion into the Westwood Hills community. I fear that this project could turn Sepulveda Blvd. into a very narrow dark canyon.</p> <p>The Los Angeles Department of Transportation (LADOT) staff is concerned that the widening of the freeway Right-of-Way could eliminate the ability to widen Sepulveda Blvd in the Westwood Hills area. The City's General Plan calls for Sepulveda Blvd. corridor to be a major artery through this region. A project to increase capacity on the 405 should not result in the elimination of future capacity expansion on Sepulveda Blvd.</p> <p>I have concerns about significant changes being recommended for the southbound 405 at the Valley Vista off-ramp. The creation of new hook-ramps</p>	<p>2</p> <p>JW-2</p> <p>JW-3</p> <p>JW-4</p> <p>JW-5</p> <p>JW-6</p> <p>JW-7</p> <p>JW-8</p>
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JW-3
 Caltrans engineers have studied the option of preserving the existing Skirball Center Drive and Mulholland Drive overcrossings in place. It was determined that the addition of a northbound HOV lane with non-standard 11-foot-wide lane widths would still impact the existing bridge columns creating structural deficiencies, thus necessitating the complete replacement of the overcrossings.

Another study explored a design that threaded some of the northbound lanes between the existing bridge columns and abutments, but was rejected because of safety concerns with the freeway alignment, additional impacts to environmentally sensitive areas, additional right-of-way requirements, and the probable increase in accidents due to the addition of curves to the freeway.

JW-4
 Please see the response to comment LADOT-3 which addresses the general concerns regarding construction period impacts.

JW-5
 Please see response to LADOT-3 regarding the minimization of impacts during reconstruction of the Mulholland, Skirball and Sunset overcrossings.

JW-6
 The freeway widening will be 22 feet for the addition of the northbound HOV lane. Applying non-standard lane widths would still require the realignment of Sepulveda in several locations. The existing width of Sepulveda Blvd. will be maintained and adjacent visual enhancement will be provided with landscaping on the retaining walls.

JW-7
 Please see response to comment BR-7 regarding the future expansion of Sepulveda Blvd.

JW-8
 Please see response to comment JB-1 and SJK-1 regarding the Valley Vista off-ramp.

405 Widening Project
10/1/07

3

farther south with direct access to Sepulveda appears to require the taking of more residential property than originally discussed and will likely create a greater problem of cut-through traffic for this neighborhood. I encourage you to avoid any significant dislocation of residents. I hope that the goals of this project can be accomplished without significant acquisitions of residential property.

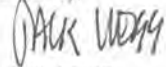
JW-8

Residents raised a number of other issues that will make it difficult to convince stakeholders that your proposal is the best possible option. Specifically, they are skeptical about moving the freeway ramps at Skirball Center to the south with access from Sepulveda. The community needs to be convinced that this proposal will improve traffic flow on the service streets in this immediate vicinity. This is a significant change from the current configuration, and Caltrans and LADOT must demonstrate the need for this change to gain community support.

JW-9

The issues that I have raised are among the most critical that I believe need to be addressed. I understand that there are deadline pressures impacting funding for this project, but if you give due consideration to these issues and make appropriate changes you can count on my support for this critical project. Thank you for your attention.

Sincerely,

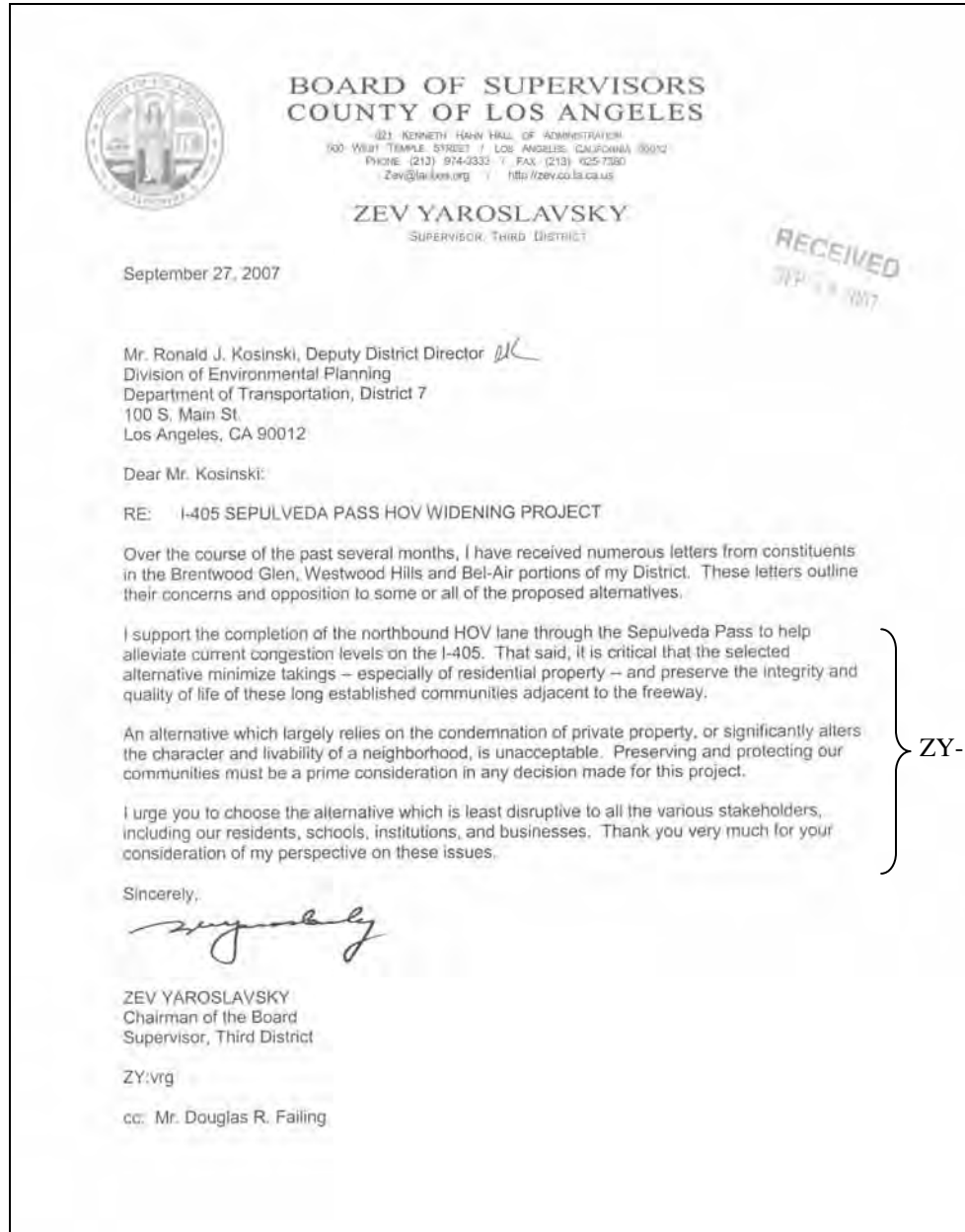


JACK WEISS

cc: Mayor Antonio Villaragosa
Councilmember Bill Rosendahl
Senator Sheila Kuehl
Assemblymember Mike Feuer
Assemblymember Karen Bass
Assemblymember Julia Brownley
Supervisor Zev Yaroslavsky
Los Angeles Department of Transportation

JW-9

As is noted in the response to comment CC-1, relocation of the Skirball ramps to the south would address a critical existing traffic operations issue posed by the current configuration. LADOT officials, based on analysis conducted by its staff, has concluded that the ramp relocation would be beneficial to traffic conditions in the immediate vicinity and have urged Caltrans to consider this proposal. This project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

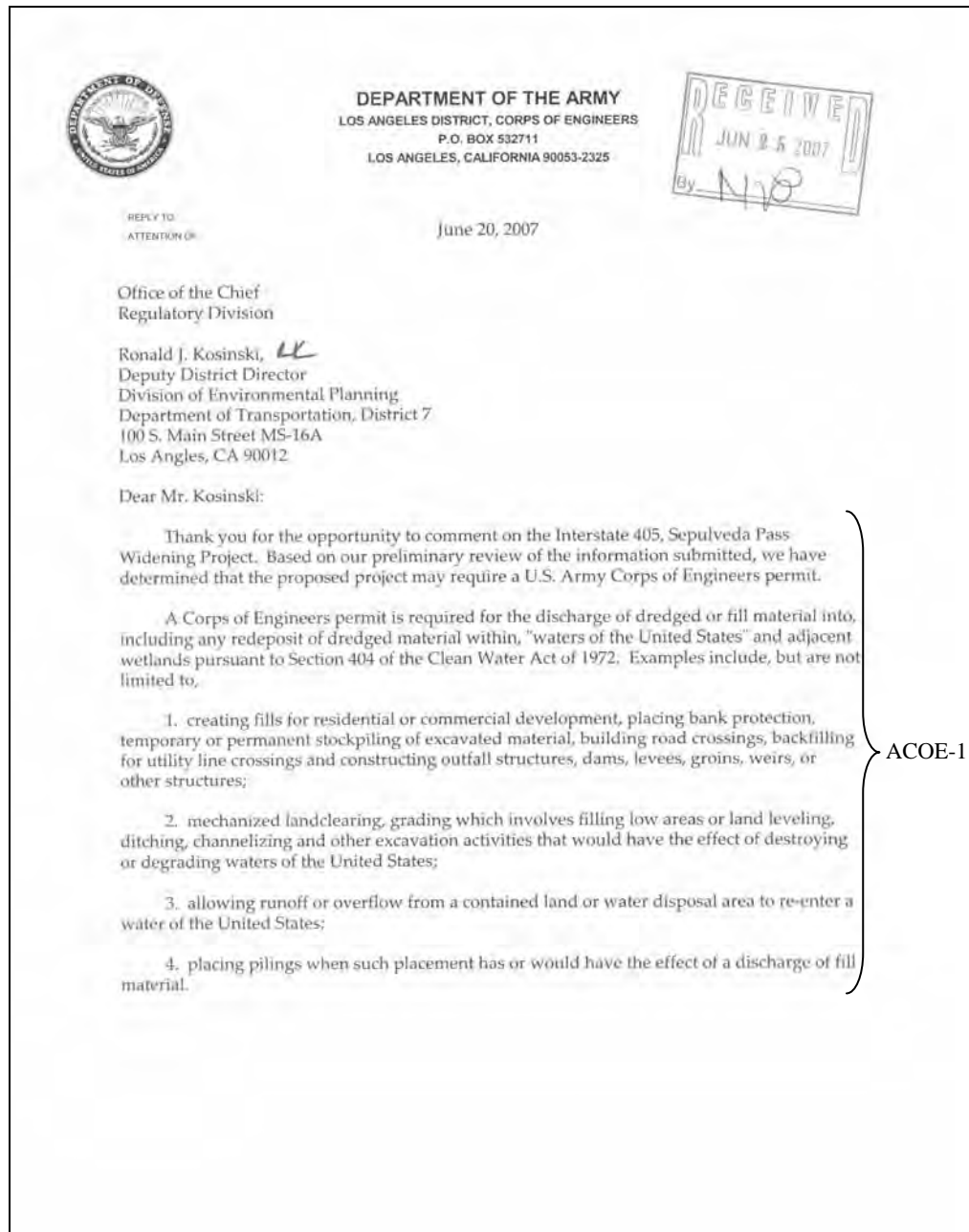


Response to Zev Yaroslavsky, 3rd District:

ZY-1

Please see response to comment KB-1 and KB-2 regarding the minimization of impacts.

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Comments from the Army Corps of Engineers (ACOE):

ACOE-1

Please refer to Section 3.10.4 of the DEIR/EIS which states that Caltrans would obtain necessary permits pursuant to Section 404 and comply with all permit conditions.

-2-

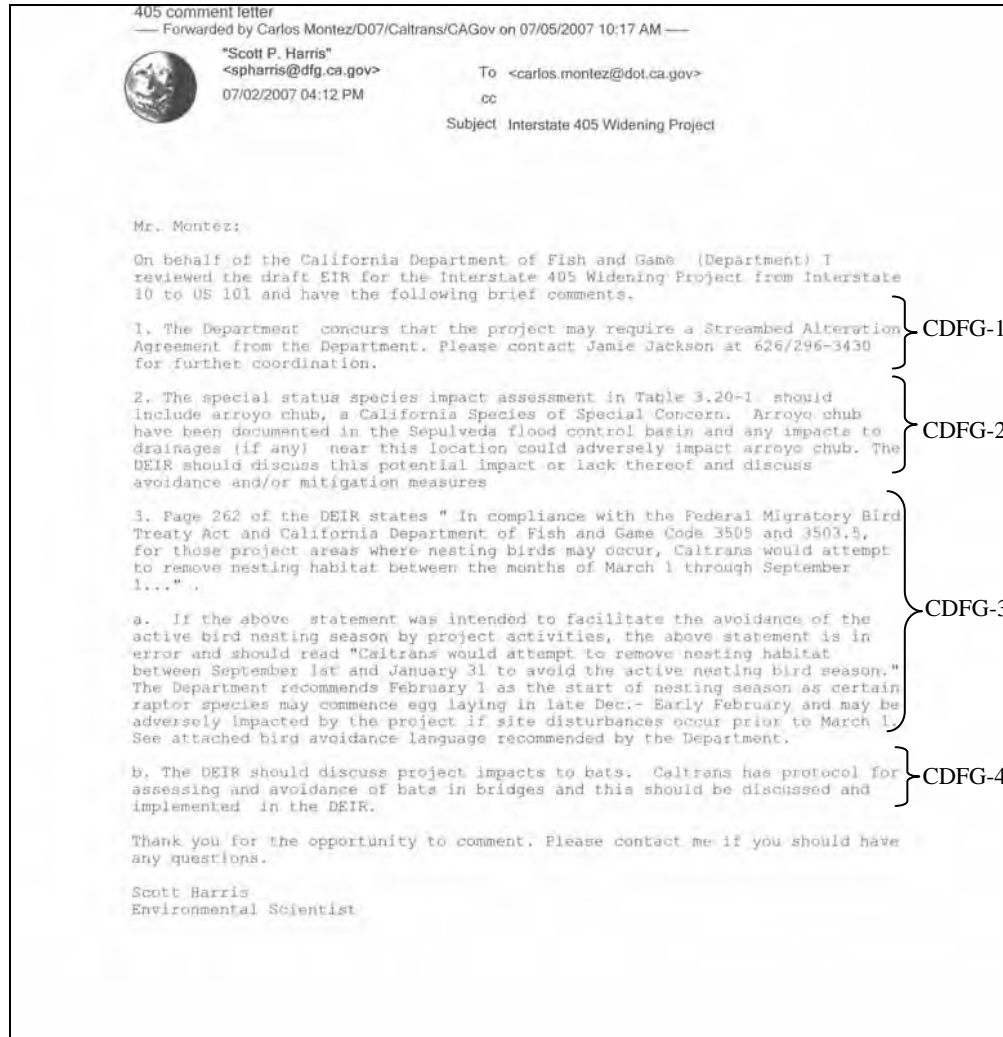
Enclosed you will find a permit application form and a pamphlet that describes our regulatory program. If you have any questions, please contact me at (213) 452-3413. Please refer to this letter and SPL-2007-724 in your reply.

Sincerely,



Mark D. Cohen
Senior Project Manager
Regulatory Division

Enclosures



Comments from the California Department of Fish and Game (CDFG):

CDFG-1

Please refer to Section 3.10.4 of the DEIR/EIS which states that Caltrans would obtain necessary permits pursuant to CDFG Code 1601 and comply with all permit conditions.

CDFG-2

Table 3.20.1 has been revised to include Arroyo Chub as a California Species of Special Concern.

CDFG-3

Section 3.19.4 of the DEIR/EIS has been corrected to read "Remove nesting habitat between September 1-January 31 to avoid the active bird -nesting season."

CDFG-4

Biological surveys were conducted and it was determined that there was no presence of bats in the project area. Further surveys will be conducted prior to construction.

- a. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- b. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- c. If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect protected native birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

California Native Plant Society
Los Angeles/Santa Monica Mountains Chapter
15811 Leadwell St.
Van Nuys, CA 91406
July 21, 2007

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

Mr. Kosinski:

On behalf of the California Native Plant Society, Los Angeles/Santa Monica Mountains Chapter, I am writing to provide you with input concerning plans for the Preliminary Plant Palette for the proposed I405 widening project in Sepulveda Pass which passes through the Santa Monica Mountains. The California Native Plant Society (CNPS) is a non-profit organization of over 10,000 laypersons and professional botanists with 32 statewide chapters. Our mission is to increase the understanding and appreciation of California's native plants and to conserve them and their natural habitats through education, science, advocacy, horticulture and stewardship.

In reviewing the proposed plant palette, we commend you for including native trees such as coast live oak and sycamore. However, we are dismayed and even alarmed that many of the plants on the palette are non-native, invasives and are on state lists as pests that should never be planted in any setting. In particular we note Mexican fan palm, iceplant, eucalyptus, and myoporum as being included in the California Invasive Plant Council "Don't Plant a Pest" pamphlet (see enclosed).

The 405 freeway in Sepulveda Pass transects an area of natural habitat in the Santa Monica Mountains which would be very sensitive to attack by invasion by the non-native plants proposed in the Preliminary Plant Palette. We recommend that any Plant Palette for construction projects in or near the Santa Monica Mountains be limited to California native plants that are found naturally in that geographic location. Planting with native plants will support the local ecology, invite wildlife, save water, and reduce maintenance. We would be happy to suggest plants that would be more suitable for this proposed project. Please contact me at the phone or email below for further information.

Sincerely,

Snowdy Dodson
Chapter President
818-782-9346 email: snowdy.dodson@csun.edu

CNPS-1

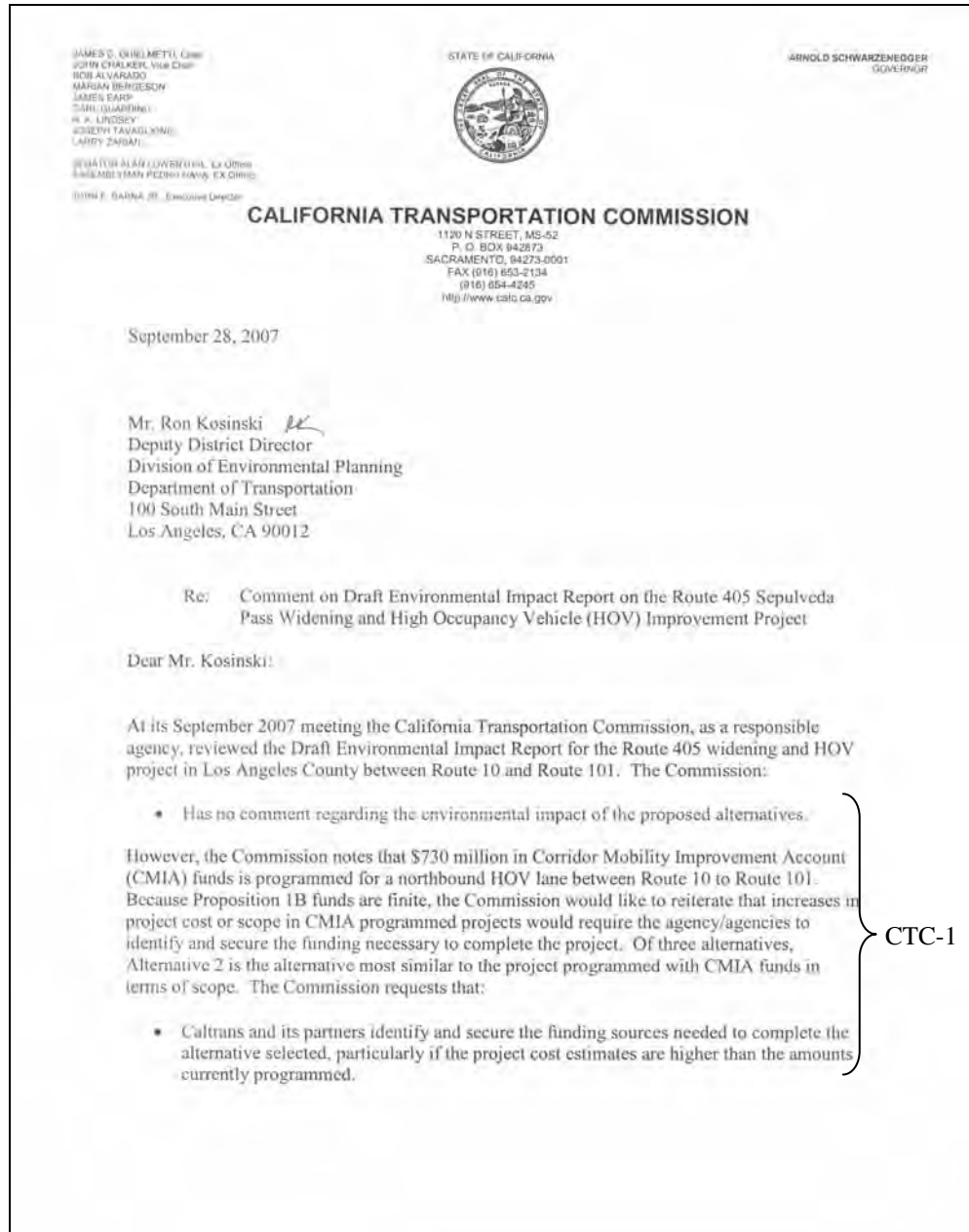
Comments from the California National Plant Society (CNPS):

CNPS-1

Plant species are selected based upon their growth habits as well as the type of environment necessary for them to thrive. In addition, other criteria are also considered in plant selection, such as setback requirements in regard to public safety, Maintenance effort and surrounding environment and local community.

Plant species that have aggressive growth habits, such as Ice Plant, will be planted where appropriate in contained urban areas, not adjacent to natural open space or wild lands. Caltrans follows the California Department of Food & Agriculture's Noxious Weed List and those appropriately defined by the Invasive Species Council which includes CalIPC to define invasive plants.

The landscape design intent for that portion of Route 405 near the Santa Monica Mountain area is to use indigenous native plant species whenever feasible while still considering the other criteria identified above.



Comments from the California Transportation Commission (CTC):

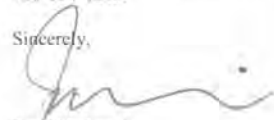
CTC-1

In addition to the \$730 Million in CMIA funds, there is \$90 Million in TCRP funds and \$130 Million in SAFETEA-LU funds. The total amount programmed for the project is \$950 Million. Caltrans is confident that Alternative 2 can be constructed with the programmed funds. If the total amount is not enough, Caltrans may have to downscope the project.

Mr. Ron Kosinski
September 28, 2007
Page Two

If you have questions, please call Robert Chung, Commission Deputy Director, or me at
916-654-4245.

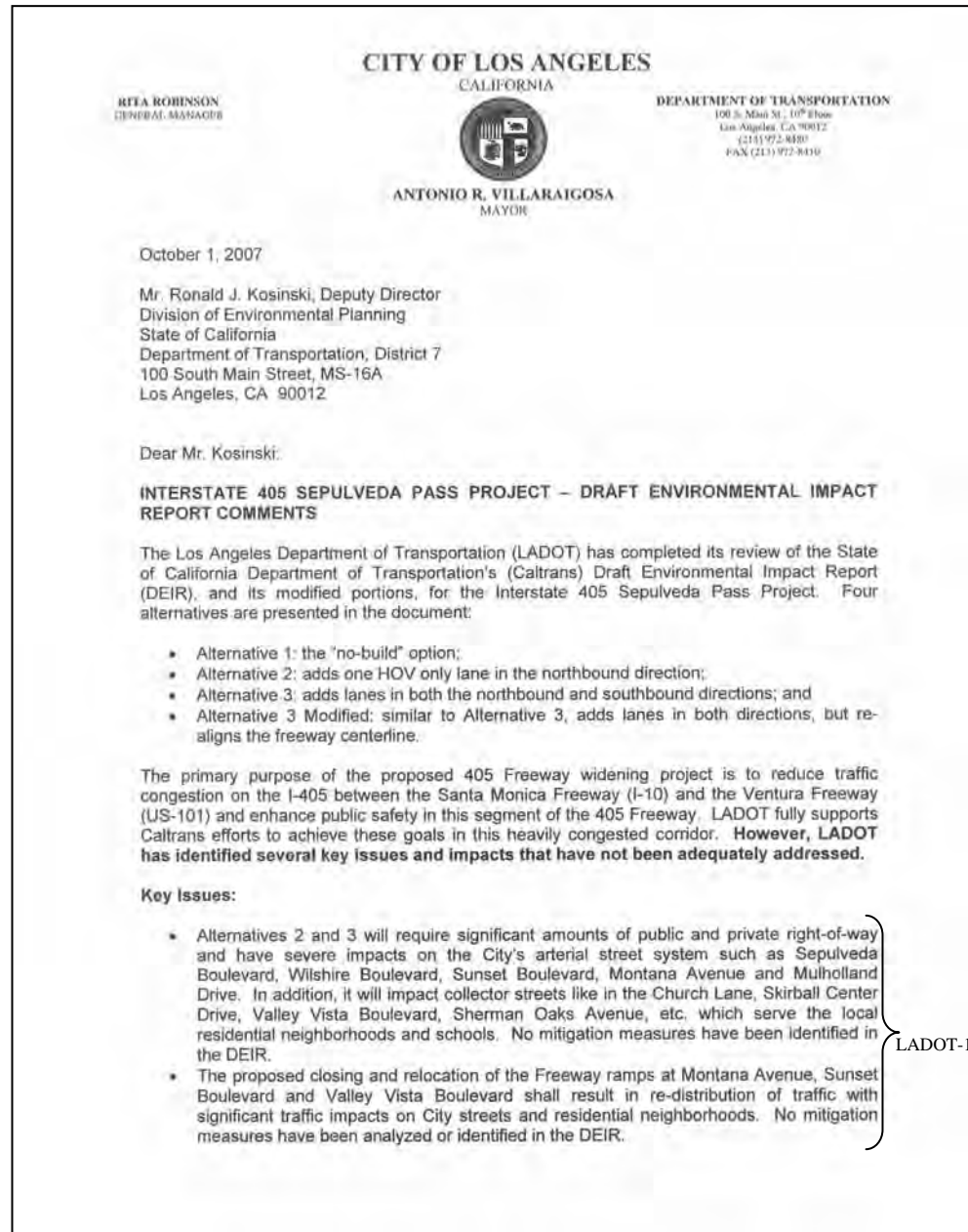
Sincerely,



Jim Ghielmetti
Chairman

cc: Commissioners
Doug Failing, Caltrans District Director

LA10405SepulvedaPassDraftEIRcomment.doc



Comments from the City of Los Angeles Department of Transportation (LADOT):

LADOT-1

Under Alternative 2, one standard northbound HOV lane would be added to the existing I-405 cross section. Standard freeway profiles for northbound I-405 would be provided within the project limits except through the I-405/I-10 interchange. Most of the freeway widening required for the project would occur along the east side of I-405 along Sepulveda Boulevard between Montana Avenue and Moraga Drive, and between Getty Center Drive and the northbound Getty Center off-ramp, and Sepulveda Boulevard would be slightly realigned. Some widening would also occur along the west side of the freeway within the following segments: between Ohio Avenue and Waterford Street; between Bel Air Crest and Mulholland Drive; and between the southbound on-ramp from Sepulveda/Valley Vista to the north end of the project (just south of Ventura Boulevard).

The traffic analysis report for the project (*I-405 HOV Lane over Sepulveda Pass (10 to 101) Project Traffic Analysis Report*, IBI Group, July 2006) evaluated the potential impacts of the project on key intersections on the surrounding arterial system including intersections along Wilshire Boulevard, Sunset Boulevard, Montana Avenue, and Sepulveda Boulevard. It also included analysis of arterial intersections with key collector streets that serve local residential neighborhoods such as Church Lane, Skirball Center Drive, Valley Vista Boulevard, Cotner Avenue, and Sherman Oaks Avenue.

The anticipated impacts of Alternative 2 are limited and localized to the areas in which ramp closures or relocations are proposed, and generally result in improved operations. However, there are several intersections which would experience significant adverse impacts based on the level of service and volume-to-capacity CEQA impact significance thresholds typically used by the City of Los Angeles Department of Transportation:

- Montana Avenue at Veteran Avenue
- Sunset Boulevard at I-405 Northbound off-ramp
- Sunset Boulevard at Veteran Avenue
- I-405 Northbound on/off ramps at Greenleaf Street and Sepulveda Boulevard
- Ventura Boulevard at I-405 Southbound on/off ramps

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October 1, 2007

- Modification or changes to the operation of the 405 Freeway including closure/relocation of proposed on/off-ramps, and any acquisition of City of Los Angeles right-of-way will require an amendment to the existing Freeway Agreement and will be subject to approval of the Mayor and City Council.
- Construction impacts will be significant on the City's arterial and residential streets. Emergency vehicle response and access will be affected during the proposed reconstruction of the bridges at Mulholland Drive, Skirball Center Drive and Sunset Boulevard. These bridges are the primary routes for area residents to access local schools, businesses and the I-405 Freeway. Every effort should be made to minimize delays to motorists and emergency responders and diversion of traffic into residential neighborhoods.

LADOT-2

LADOT-3

While LADOT agrees with the goals of this project and supports efforts to improve existing and future mobility, Caltrans must work closely with the City agencies (including LADOT, Bureaus of Engineering and Street Services, City Planning and Fire Department) and the adjacent homeowners associations to resolve and address these critical issues before finalizing any alternative.

LADOT-4

After a careful review of the proposed alternatives, there appears to be considerable deficiencies in each of the alternatives. LADOT has the following comments to mitigate the adverse impacts of the proposed project:

Alternative 1 – "No-Build" Option

The I-405, between the I-10 and the US-101, is one the most congested transportation corridors in the state and LADOT recognizes that it would be detrimental if no improvements were made to the existing transportation network.

Alternative 2 – Northbound Freeway Improvements

Alternative 2 proposes to widen only the northbound (NB) direction of the 405 Freeway to accommodate an HOV lane and standard lane, median and shoulder widths. This will require widening the east side of the freeway and the acquisition of a significant amount of public and private right-of-way in the City of Los Angeles. This proposal also reconfigures the Wilshire Boulevard interchange, closes the Montana Avenue off-ramp; widens and extends the bridges at Sunset Boulevard, Skirball Center Drive and Mulholland Drive; re-configures and re-aligns the Freeway ramps at Moraga Drive, Getty Center Drive, Skirball Center Drive, and Sepulveda Boulevard/Valley Vista Drive. These proposals, aimed at improving the Freeway operation, will have significant impacts on the City's arterial street system and require further analysis to develop appropriate mitigation measures.

LADOT-5

Sepulveda Boulevard

Alternative 2 would re-align Sepulveda Boulevard along various segments, require a up to 36' of the City's right-of-way and adversely impact traffic flow on the arterial street network. Sepulveda Boulevard is the primary alternate for the I-405 Freeway and is classified as a Major Highway – Class II with a minimum of 104 feet of roadway including six travel lanes and 12 feet wide sidewalks in the City's Transportation Element of the General Plan. Any amendment to City's General Plan will trigger California Environmental Quality Act clearance under State law. It is imperative that the future capacity of Sepulveda Boulevard not be compromised since it is a vital link between the Valley and West Los Angeles.

LADOT-6

Opportunities for physical improvements at these locations are severely constrained by existing development. Caltrans has identified a number of improvements to mitigate potential traffic-related impacts including installation of a traffic signal on Sepulveda Boulevard at Homedale Street to facilitate redistribution of traffic expected with the Montana Avenue off-ramp closure, widening the north side of Wilshire Boulevard to provide an additional lane between the northbound I-405 off-ramp to westbound Wilshire Boulevard and the I-405 southbound on-ramp to improve traffic flow along Wilshire Boulevard through the interchange area, and widening the Skirball Center Drive bridge to accommodate three through lanes and a 5-foot bike lane in each direction to improve through-traffic flow and safety on Skirball Center Drive. Caltrans will continue to work with the LADOT to identify feasible mitigation for these locations. The following describes each of the impact locations.

The closure of the I-405 northbound off-ramp at Montana Avenue is anticipated to result in a redistribution of traffic to the I-405 northbound ramps at both Wilshire Boulevard and Sunset Boulevard. In particular, the substantial volume of traffic destined for UCLA that currently exits I-405 northbound at Montana Avenue, was assumed in the traffic analysis to divert to the I-405 northbound off-ramp at Sunset Boulevard, traveling eastbound on Sunset Boulevard then southbound on Veteran Avenue, to again reach Montana Avenue. The improvements to the Wilshire Boulevard interchange proposed as part of this project will improve traffic flow from the northbound off-ramp to eastbound Wilshire Boulevard; it is therefore reasonable to expect that some of the traffic currently exiting I-405 northbound at Montana Avenue would divert to Wilshire Boulevard. Caltrans will install additional signing, incorporated into the improvements at Wilshire Boulevard, that would further encourage motorists destined for Westwood and the UCLA campus to use the Wilshire Boulevard interchange as an alternative to the out-of-direction travel that would result from using the Sunset Boulevard off-ramp. By diverting some of the Montana Avenue ramp traffic to Wilshire Boulevard, the impacts at Sunset Boulevard and at Montana Avenue/Veteran Avenue would be reduced. It should also be pointed out that closure of the Montana off-ramp would greatly reduce traffic flowing through the residential communities to the west of the UCLA Campus.

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Wilshire Boulevard Interchange

The proposed modifications to the interchange will improve the safety and operation of the Freeway by eliminating the current weaving conflicts for the NB traffic trying to exit and enter Wilshire Boulevard. However, the proposed improvements will be adversely impacted by the diverted traffic from the proposed elimination of Montana Avenue off-ramp to the intersection of Sepulveda Boulevard and Wilshire Boulevard, one of the most congested intersections in the City of Los Angeles. LADOT recommends the following mitigation measures (as shown on the attached plan):

- Grade separation of Sepulveda Boulevard and Wilshire Boulevard to improve the operation of the intersection.
- Widen Sepulveda Boulevard at its intersection with Wilshire Boulevard to 104 feet of roadway to provide additional capacity in both the NB and southbound (SB) directions.
- Widen the south side of Wilshire Boulevard to 1) provide an additional lane in the eastbound (EB) direction on Wilshire Boulevard for traffic exiting the I-405 NB off-ramp to go east on Wilshire Boulevard. This lane would allow traffic to exit the freeway more effectively without an abrupt merge and would be in addition to the existing four eastbound lanes on Wilshire Boulevard; 2) provide an additional lane between the overpass and the NB on-ramp for traffic entering the I-405 NB on-ramp from EB Wilshire Boulevard. Currently, the EB curb lane operates as a "trap" lane which forces traffic to enter the on-ramp or abruptly merge into the adjacent lane; and 3) provide an additional lane between Federal Avenue and the I-405 SB on-ramp to provide additional capacity.
- Widen the north side of Wilshire Boulevard to 1) provide an additional lane between the NB I-405 off-ramp for westbound (WB) Wilshire Boulevard and the I-405 SB on-ramp.

LADOT-7

Sunset Boulevard/405 Freeway Interchange

Under Alternative 2, the Sunset Boulevard Bridge will be widened to three EB through lanes and two exclusive right-turn lanes for the NB I-405 on-ramp. However, no access is provided to the NB 405 Freeway for the WB traffic on Sunset Boulevard. LADOT recommends the following improvements at the Sunset Boulevard/405 Freeway interchange.

- Build a new slip-ramp for the NB 405 Freeway at this location for WB traffic on Sunset Boulevard or provide access to the current NB I-405 on-ramp on Sunset Boulevard by widening Sunset Boulevard at the intersection to allow access for WB motorists on Sunset Boulevard as shown in the attach plan. Currently, motorists traveling west on Sunset Boulevard and trying to access the NB 405 Freeway have to divert to Sepulveda Boulevard at Moraga Drive via Sepulveda Way. This traffic pattern contributes to the extensive queuing at that intersection.
- Widen Sunset Boulevard to accommodate bus bays which will improve transit access and safety.
- Explore creating a single point urban interchange at this location to improve traffic flow.

LADOT-8

Skirball Center/Mulholland Drive Area

Alternative 2 proposes to re-locate the existing SB 405 Freeway on/off ramps at Skirball Center Drive, approximately 1,000 feet southerly on Sepulveda Boulevard. LADOT supports the proposed relocation of these ramps which will improve traffic flow on the mainline SB 405 Freeway and also relieve the current severe traffic congestion at the Sepulveda Boulevard/Skirball Center Drive intersection. A detailed analysis of the proposed improvements indicates a significant reduction of delay on Sepulveda Boulevard between the Sepulveda Boulevard Tunnel and Mountaingate Drive. LADOT recommends the following improvements with the relocation of these on/off ramps (see attached plan):

LADOT-1 cont'd

The closure of the I-405 southbound on-ramp from eastbound Sunset Boulevard is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

The new Valley Vista Boulevard ramps previously proposed as part of Alternative 2 have been eliminated. The improvements currently identified for the Valley Vista Boulevard ramps consist only of modifying the existing southbound off-ramp and northbound ramps to accommodate the freeway widening. Eliminating the relocation of the Valley Vista Boulevard ramps would also eliminate the resulting traffic-related impact at the intersection of Ventura Boulevard at I-405 southbound on/off ramps. Relocation of the Valley Vista Ramps to the south (as previously proposed) would cause motorists to/from the neighborhood west of I-405, south of Ventura Boulevard to divert to the I-405 southbound ramps at Ventura Boulevard, thereby creating an impact at this location. By not relocating the ramps and rather improving the existing ramps, no traffic-related impacts will result.

LADOT-2

Caltrans is preparing updated Freeway Agreements and will work with the City of Los Angeles for approval.

LADOT-3

The traffic impacts caused by construction of the bridges at Mulholland Drive, Skirball Center Drive, and Sunset Boulevard would be managed through a staged construction process that would be executed with two objectives in mind: (1) complete construction in as expeditious a manner as practicable and (2) maintain local circulation options during the construction period. Given the scale of construction required for this project, there will likely be travel inconveniences to be experienced by motorist traveling through the construction zones. This effect cannot be eliminated, but it can be managed with sensitivity to the surrounding neighborhoods. In order to maintain current travel routes, all bridges would be re-constructed with at least one half of their existing lanes remaining open to traffic during construction.

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- Widen Sepulveda Boulevard at the intersection of the proposed on/off-ramps to accommodate two SB left-turn lanes. The current design proposes only a single left-turn pocket. A single left-turn pocket would not adequately accommodate the left-turn volume entering the on-ramp.
- Widen Sepulveda Boulevard to accommodate an exclusive NB right-turn lane between the relocated on/off-ramps and Skirball Center Drive. This will allow the heavy off-ramp traffic volume to access Skirball Center Drive without impacting the through traffic on Sepulveda Boulevard.
- Widen Sepulveda Boulevard to provide a SB transition lane for traffic exiting the proposed Skirball Center Drive off-ramp. This will allow SB Sepulveda traffic to operate within a free-flow condition without impedence from the traffic exiting the Freeway.
- Widen the Skirball Center Drive Bridge to accommodate three 12 feet wide through lanes and a 5 feet wide bike lane in each direction.
- Install a wildlife crossing for Sepulveda Boulevard near Skirball Center Drive.
- Develop and implement a neighborhood traffic management plan. The existing traffic patterns will change for both commuters and residents during the construction phase which may lead to neighborhood cut thru traffic. LADOT offers complete assistance to Caltrans to develop comprehensive neighborhood mitigation plans.

} LADOT-9

Sepulveda Boulevard/Valley Vista Drive Area
 Per the DEIR, the Sepulveda Boulevard/Valley Vista Drive SB off-ramp will be either re-aligned or re-located. Either option will cause traffic impacts on the adjacent communities. LADOT recommends the following:

- Widen Sepulveda Boulevard to accommodate two SB left-turn lanes at these ramps.
- Widen Sepulveda Boulevard to accommodate a NB right-turn lane at the ramps.
- Widen the east side of Sepulveda Boulevard between Fiume Walk and the proposed on/off-ramps for an additional through lane for traffic exiting the freeway.
- Install medians to limit access to the Sherman Oaks Avenue.
- Contribute towards a trust fund to pay for neighborhood traffic management mitigation measures in the Sherman Oaks area. These measures may include additional signage, speed humps, medians, striping changes and any other appropriate improvements to deal with cut-thru traffic.

} LADOT-10

Alternative 3 – Southbound Freeway Improvements

Both Alternative 3 and Alternative 3 Modified have the design elements of Alternative 2, but also standardize the SB 405 Freeway lanes and add an additional fifth mixed flow lane between Skirball Center Drive and Waterford Street. Alternative 3 Modified has all of the same elements of Alternative 3, but includes a re-alignment of both the freeway centerline and also Sepulveda Boulevard between Constitution Avenue and Moraga Drive. This will require closing the existing Sunset Boulevard on-ramp for SB 405 Freeway and Church Lane between Chenault Street and Kiel Street will be reduced from 32-feet to 24-foot roadway width with no street parking.

} LADOT-11

Sunset Boulevard Area
 The Alternative 3 design proposals do not effectively mitigate the impacts from the closure of the Sunset Boulevard I-405 SB on-ramp located east of Church Lane. With the closure of this ramp, traffic will have to be re-directed to the on-ramp located on Church Lane north of Sunset Boulevard. LADOT recommends the following mitigation measures (see attached plan):

} LADOT-12

LADOT-3 cont'd

This is typically done in three stages: (1) closing one half of the bridge to traffic and building one half of the new bridge, (2) diverting traffic onto the new half-bridge and constructing the remaining new half-bridge and (3) restriping and opening the new full bridge to traffic. This approach would be employed at both the Mulholland and Skirball Center Drive bridges. A vast majority of the freeway widening and ramp modifications or other construction activities would be staged separately from the bridge work. Skirball Center Drive, Sepulveda Boulevard and Mulholland Drive would all be used as alternative routes during some portion of the construction period.

The Sunset Boulevard bridge and ramp work would be staged in a similar fashion, but at this location, an opportunity may exist to maintain two-thirds (i.e., 4 lanes of traffic) open for use during the bridge reconstruction period. This would be accomplished by removing and reconstructing one-third of the existing bridge in each stage. At this location, Sepulveda Boulevard and the Wilshire Boulevard and Moraga Drive ramps would be used as alternate routes.

It should be understood that these (and other) construction staging scenarios are based upon only broad concepts as to how the construction process will be carried out. The construction contractor will be selected, in part, based upon his/her detailed approach to the construction process, keeping in mind the dual objectives of expeditious and cost effective construction coupled with impact minimization. Impacts would be reduced to below the level of significance, through the use of a detailed Traffic Management Plan, although there would still be disturbances to normal traffic flow that many will find a nuisance until construction has been completed.

LADOT-4

Caltrans has coordinated with City agencies and adjacent homeowner associations throughout the environmental process and the selection of the Preferred Alternative was based upon the careful consideration of all interested parties' concerns.

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- Widen the west side of Sunset Boulevard at Church Lane to accommodate a third EB left-pocket.
- Widen the west side of Church Lane at Sepulveda Boulevard to accommodate an additional left-turn pocket.
- Widen WB Sunset Boulevard between the I-405 NB on/off-ramps and Thurston Avenue to accommodate two WB left-turn pockets for traffic to enter the I-405 NB on-ramp and to accommodate bus bays.
- Widen and extend the existing SB on-ramp on Church Lane located north of Sunset Boulevard to accommodate an additional lane and increase storage capacity on the ramp.

LADOT-13

Sepulveda Boulevard between Constitution Avenue and Moraga Drive
 Alternative 3 and Alternative 3 Modified would re-align Sepulveda Boulevard and require more extensive acquisition of City right-of-way than called for in Alternative 2. As mentioned earlier, this will adversely impact traffic on this vital City arterial street. The future traffic capacity of Sepulveda Boulevard must be accommodated.

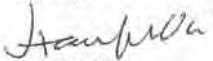
Based on a careful analysis of all the proposed alternatives, LADOT recommends:

1. Caltrans prepare and analyze a modified version of Alternative 2 that provides for the proposed NB HOV lane on the 405 Freeway with minimum impacts on public and private right-of-way. This may be feasible by eliminating elements like the standard lane, median and/or shoulder widths along critical areas of the project particularly between Wilshire Boulevard and Gatty Center Drive.
2. Caltrans must provide for extensive residential neighborhood traffic mitigation plans, particularly during the lengthy construction period of the I-405 Freeway Widening Project. Some of these neighborhoods include Sherman Oaks, Encino, Roscomare Valley, Mountaingate, Bel Air, Bel Air Crest, Brentwood Glen and Westwood Hills.

LADOT-14

LADOT fully supports the proposed 405 Freeway Widening Project aimed at improving this vital transportation corridor and looks forward to working with Caltrans in developing an alternative with adequate mitigation measures. Should you have any questions, please contact Ken Husting at (213) 972-5008 or Edward Yu at (213) 972-5009 of my staff.

Sincerely,


 Hanpal S. Vir
 Principal Transportation Engineer
 Bureau of Capital Programming

c: Deputy Mayor Jaime De La Vega, Mayor's Office
 Councilmember Jack Weiss, District 5
 Councilmember Bill Rosendahl, District 11

Attachments

LADOT-5

The traffic analysis report for the project (*I-405 HOV Lane over Sepulveda Pass (10 to 101) Project Traffic Analysis Report*, IBI Group, July 2006) evaluated the potential impacts of the project at 53 intersections along the I-405 corridor from south of I-10 (National Boulevard) to north of the Ventura Freeway (Burbank Boulevard), on the surrounding roadway system, including including all ramp intersections. It also included analysis of arterial intersections with key collectors such as Church Lane, Skirball Center Drive, Valley Vista Boulevard, Cotner Avenue, and Sherman Oaks Avenue that serve local residential neighborhoods.

The anticipated impacts of Alternative 2 are limited and localized to the areas in which ramp closures or relocations are proposed (Montana Avenue) and generally result in improved operations. However, as described previously (see the response to LADOT-1) there are several intersections which would experience a significant adverse impact based on the CEQA impact significance thresholds for level of service and volume-to-capacity used by the City of Los Angeles Department of Transportation. Opportunities for physical improvements at these locations are severely constrained by existing development. Caltrans has identified a number of improvements to mitigate potential traffic-related impacts including installation of a traffic signal on Sepulveda Boulevard at Homedale Street to facilitate redistribution of traffic expected with the Montana Avenue ramp closures, widening the north side of Wilshire Boulevard to provide an additional lane between the northbound I-405 off-ramp to westbound Wilshire Boulevard and the I-405 southbound on-ramp to improve traffic flow along Wilshire Boulevard through the interchange area, and widening the Skirball Center Drive bridge to accommodate three through lanes and a 5-foot bike lane in each direction to improve through-traffic flow and safety on Skirball Center Drive. Caltrans will continue to work with the LADOT to identify feasible mitigation for these locations.

LADOT-6

Sepulveda Blvd. would be realigned up to 30' and would require a portion of the City's right-of-way. Caltrans has designed to minimize right-of-way impacts to the greatest extent possible within this highly constrained area. Caltrans believes that sufficient city-owned property will remain at this location for future city widening of Sepulveda Blvd. Caltrans will replace the existing width of Sepulveda Blvd. and replace the east side retaining wall at a location which will allow for a southbound left-turn pocket and signal at Homedale St. Caltrans would also like to highlight that the City of Los Angeles Transportation Element of the General Plan is consistent with the purpose and need of the preferred alternative as stated in *Chapter 4: Objectives and Policies Objective 2: Work with Caltrans to implement its Freeway HOV Program and HOV System Integration Plan, and support timely completion of HOV projects on the I-5 and the I-405 freeways within Los Angeles County.*

LADOT-7

As part of Alternative 2, Caltrans proposes improvements to the I-405/Wilshire Boulevard interchange in both the northbound and southbound directions. The northbound on-ramp from eastbound Wilshire Boulevard would be grade-separated from the northbound off-ramp to westbound Wilshire Boulevard and also from Sepulveda Boulevard. The southbound off-ramp to eastbound Wilshire Boulevard would be grade-separated from the southbound off-ramp to westbound Wilshire Boulevard. The analysis included in the project traffic analysis report shows that the proposed project is not expected to cause a significant adverse impact on Wilshire Boulevard and, therefore, mitigation is not required within this corridor. However, recognizing that LADOT has a desire to improve traffic flow along Wilshire Boulevard, and through discussions with LADOT representatives, Caltrans has agreed to include the widening of the north side of Wilshire Boulevard to provide for an additional lane between the I-405 northbound off-ramp for westbound Wilshire Boulevard and the I-405 southbound on-ramp. This improvement provides a benefit to traffic flow along Wilshire Boulevard and to the operation of the ramps as well.

LADOT-8

A slip-ramp to provide westbound Sunset Boulevard traffic access to the 405 northbound freeway is not possible due to the dangerous condition it would create. There are currently two merging movements on northbound I-405 just north of the Sunset Boulevard overpass - traffic entering from the eastbound Sunset Boulevard on-ramp and traffic exiting at the Moraga Drive off-ramp. Adding more merging traffic within this ~1,000-foot area via the slip-ramp would introduce a third weaving movement within a short distance, thereby creating a potentially more hazardous traffic condition.

LADOT-8 cont'd

LADOT has also suggested providing dual left-turns onto the northbound I-405 on-ramp at this location, as an alternative to the slip-ramp suggestion. While this may seem a worthy option at first glance, providing left turns onto the northbound on-ramp for westbound Sunset Boulevard traffic would have substantial negative consequences on eastbound Sunset Boulevard traffic. The current design, developed in response to high traffic volume conditions, would provide exclusive dual-right turn lanes from eastbound Sunset Boulevard onto the northbound I-405 on-ramp, with no left-turns for westbound Sunset Boulevard traffic. Providing left-turn movements for westbound Sunset Boulevard traffic would significantly increase eastbound Sunset Boulevard delay times.

The concept of constructing Bus Bays (generally known as On-Street Bus Turnouts) for Fixed Route Bus Service at this location would need to be forwarded to the Metro Stops and Zones Department for review and approval. The Metro Stops and Zones Department has purview over any requests for physical changes at bus stop locations or any requests for relocations of bus stops.

Metro Service Planning staff have indicated that they are generally not in favor of the creation of "on-street" Bus Turnouts (Bus Bays) at locations where there are high traffic volumes because the use of such facilities creates a situation where buses often get trapped in the Turnout for unspecified periods of time and fall behind schedule. The preference is for a stop zone to be on-street wherever possible.

The single-point interchange proposal would be a complete interchange replacement project with construction and cost implications far beyond the interchange modification proposed by the current Caltrans project. Such a project would require the complete demolition of the existing interchange.

The following provides a more detailed discussion on the challenges that would be faced with the construction and operation of a single-point interchange for Sunset Boulevard.

- Single-point interchanges are atypical and unfamiliar to drivers, which could cause confusion and higher accident rates than normal. While local drivers would likely adjust to the new interchange flow and signal phasing, Sunset Boulevard is a tourist attraction and could see a fresh influx of drivers unfamiliar with the area and this type of interchange on a daily basis. Furthermore, the longer free-flow vehicle movements across the longer bridge deck required to bring all traffic to one signal (which increases this interchange's capacity) and lack of pedestrian crossing phases are not as safe for bicyclists and pedestrians to use as the proposed interchange.

LADOT-8 cont'd

- Given the longer bridge deck, longer times would be needed for vehicles to cross the bridge, which requires longer yellow and “all-red” times. Additional analysis would be required to determine if this would cause a problem for Sunset Boulevard traffic, but such an effect would initially be expected.
- Single-point interchanges are more efficient at handling left-turn traffic so long as storage is provided by the receiving roadway. Storage capacity for the on-ramps to the freeway may be an issue, especially at the northeast quadrant. A new on-ramp may trigger right-of-way takes and structure demolition. The close proximity of Church Lane to the mainline may preclude consideration of a single-point interchange due to its limiting effect on storage capacity. Additionally, single-point interchange on-ramps typically provide three movements - two left turn lanes and a free-flowing right-turn lane. Caltrans policy is to provide one lane of traffic merging onto the mainline. Further investigation would be required to determine if sufficient right-of-way is available for what would be relatively long merge lanes.
- The construction impacts to traffic flow and emergency vehicle access would likely be worse when compared to the interchange modification work currently proposed. Lane takes and detours on the mainline would be required for longer distances to construct the new elevated single-point on and off ramps, complete shut-downs may be needed for Sunset Boulevard while the new elevated ramps and bridge are constructed, and the elevated construction would last longer than the work currently proposed.

The one consistent fact when considering a single-point interchange compared to a traditional interchange is that the single-point is significantly more costly. The construction of larger, elevated structures is the primary cost contributor. This impact would be even grater in the present case since the improvements being contemplated at this time are not complete replacement scenarios, but only modifications of an existing interchange.

LADOT-9

Caltrans has met with mixed response to the proposed relocation of the I-405 southbound ramps at Skirball Center Drive. Some parties are supportive of the relocation, whereas others are not. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated.

LADOT-9 cont'd

However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

With respect to the additional improvements suggested by LADOT, Caltrans intends to widen the Skirball Center Drive bridge to accommodate three 12-foot wide through-lanes and a 5-foot wide bicycle lane in each direction of travel, and also to install a wildlife crossing on the Skirball Center Drive overcrossing. Caltrans will assist LADOT in the development and implementation of a neighborhood traffic management plan, which would be used in conjunction with Caltrans construction staging and traffic management plans for the project to address localized issues under the control of LADOT.

LADOT-10

The new Valley Vista Boulevard ramps previously proposed as part of Alternative 2 have been eliminated. The improvements currently identified for the Valley Vista Boulevard ramps consist only of modifying the existing southbound off-ramp and northbound ramps to accommodate the freeway widening. Eliminating the relocation of the Valley Vista Boulevard ramps would also eliminate the resulting traffic-related impact at the intersection of Ventura Boulevard at I-405 Southbound on/off ramps. Relocation of the Valley Vista Ramps to the south (as previously proposed) would cause motorists to/from the neighborhood west of I-405, south of Ventura Boulevard to divert to the I-405 southbound ramps at Ventura Boulevard, thereby creating an impact at this location. By not relocating the ramps and instead improving the existing ramps, no traffic-related impacts will result. Since the improvements recommended by LADOT relate to the impacts that would result with the realignment or relocation of the Valley Vista Drive ramps, and since the ramps are no longer to be realigned or relocated, Caltrans will not be implementing the improvements recommended by LADOT.

LADOT-11

Alternative 2 has been identified as the Preferred Alternative. LADOT's concerns regarding impacts associated with Alternative 3 and Alternative 3 Modified are no longer an issue.

LADOT-12

Please see response to comment LADOT-11 regarding impacts associated with Alternative 3.

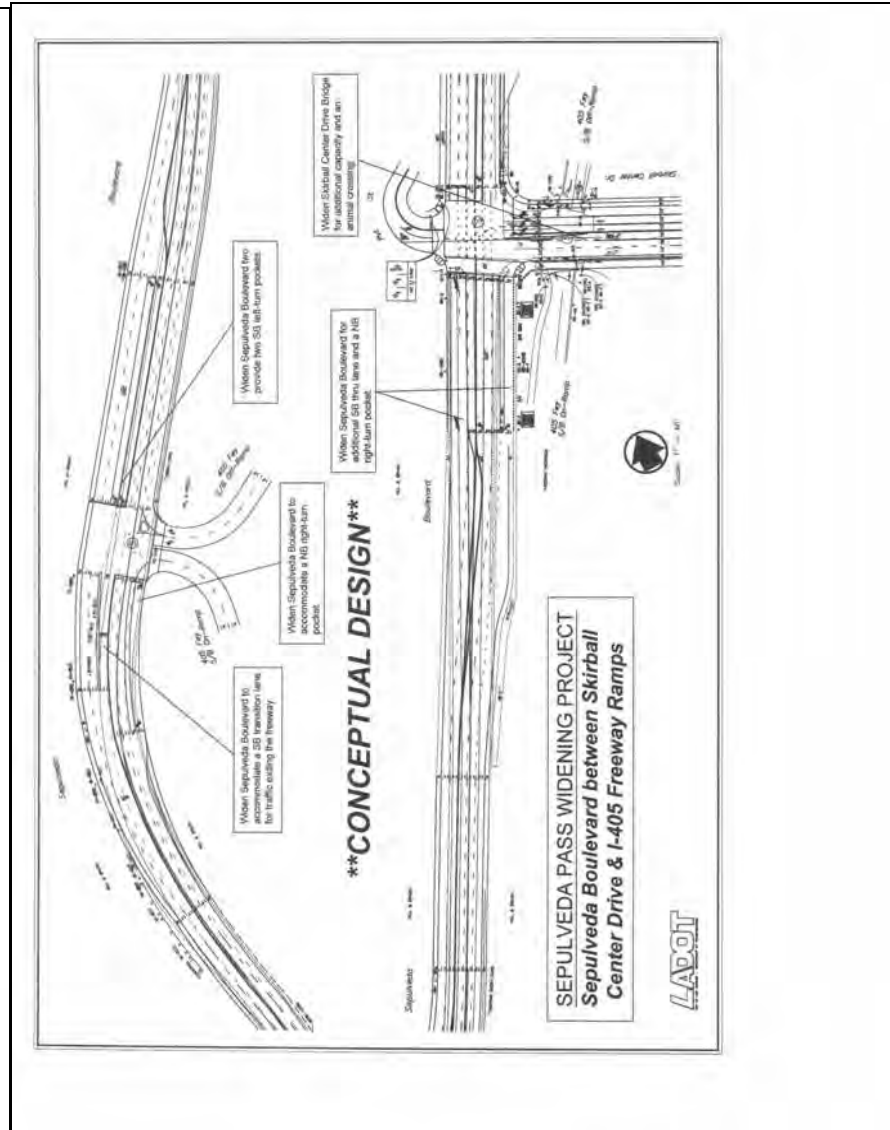
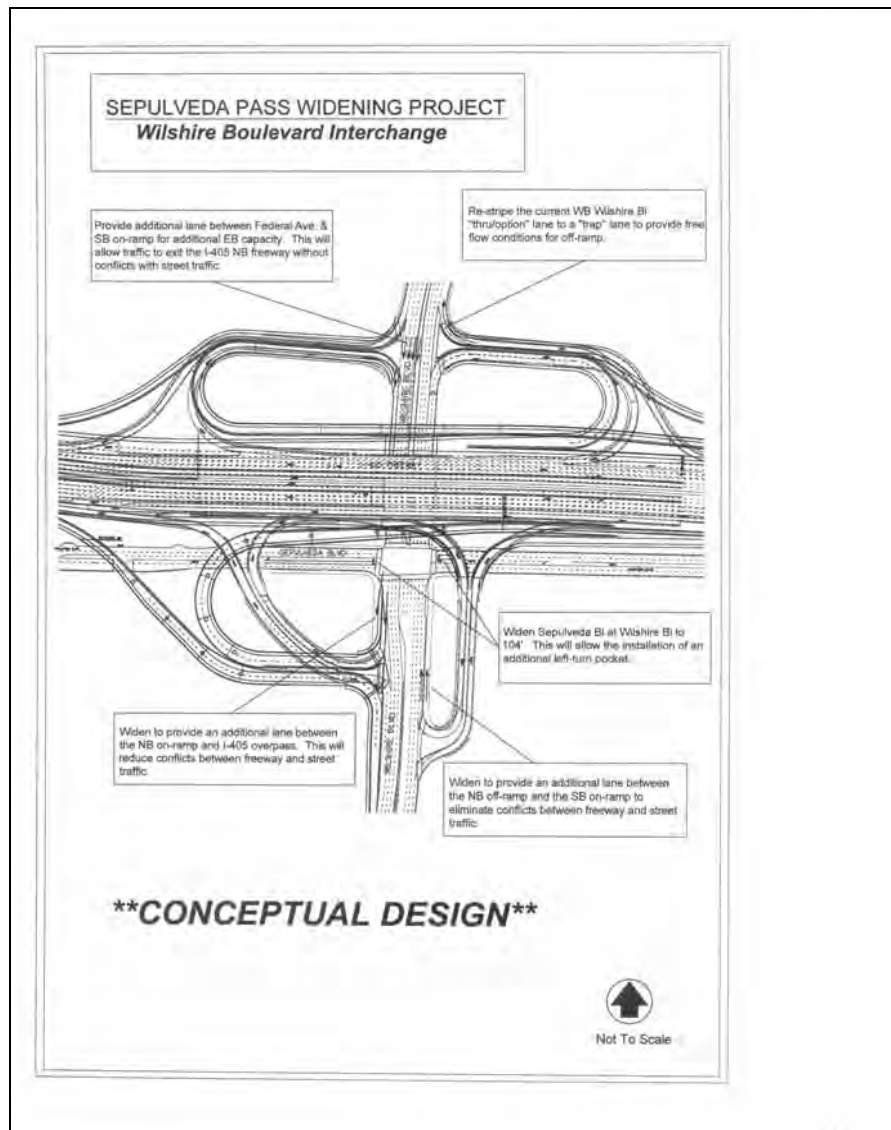
LADOT-13

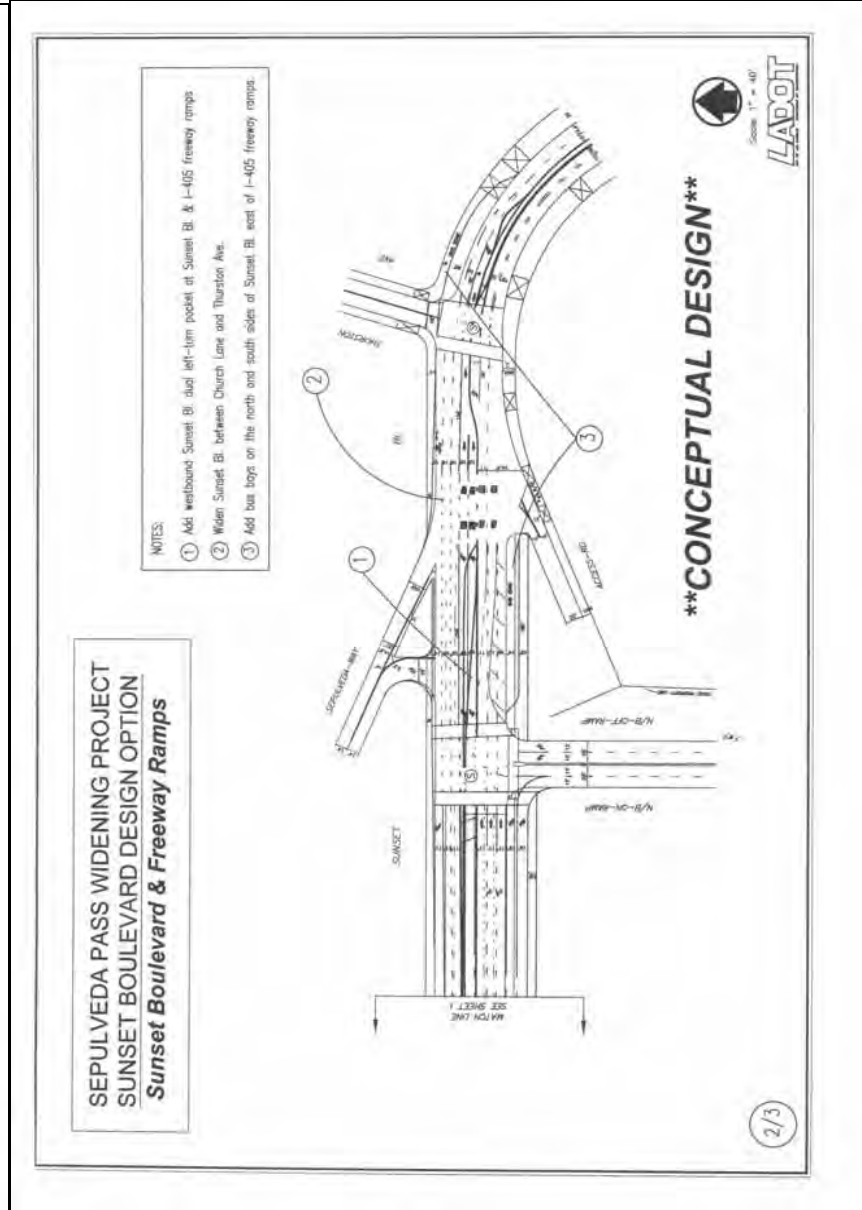
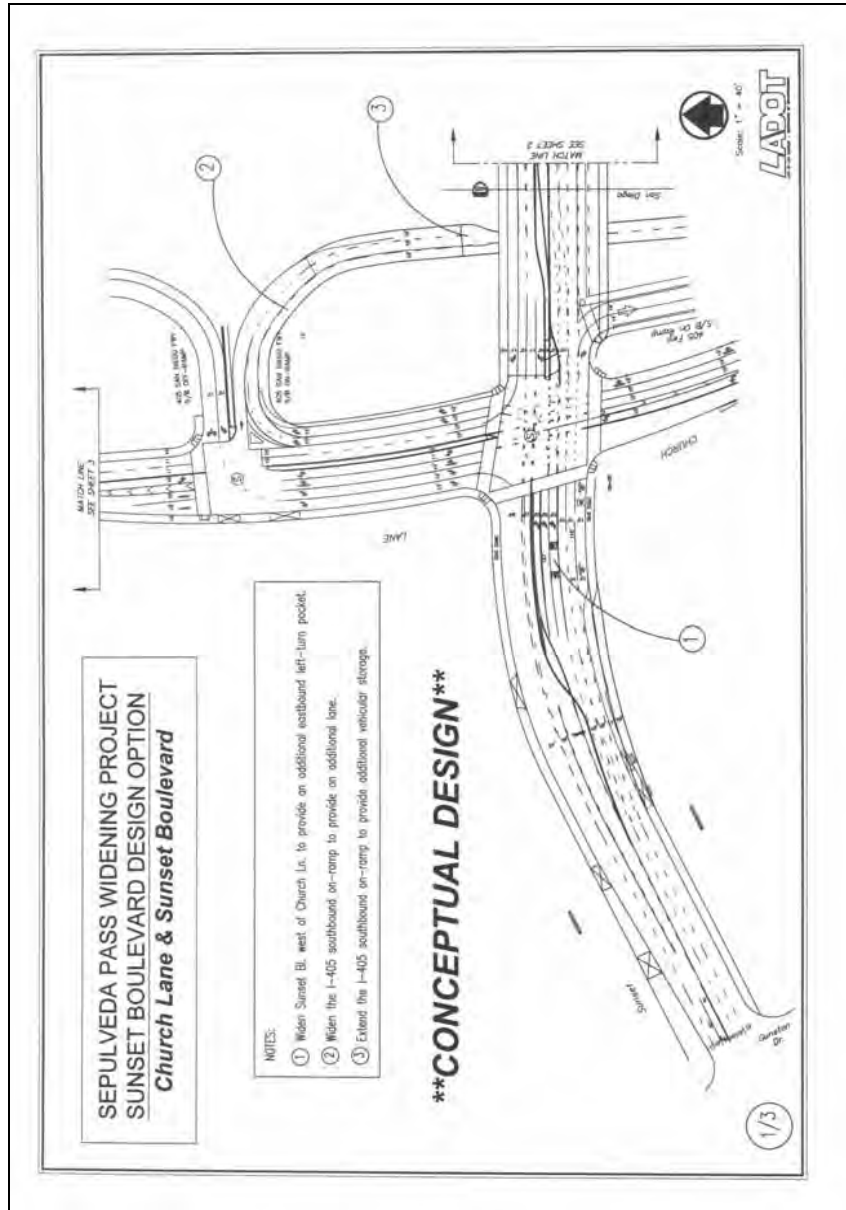
Please see response to comment LADOT-11 regarding impacts associated with Alternative 3.

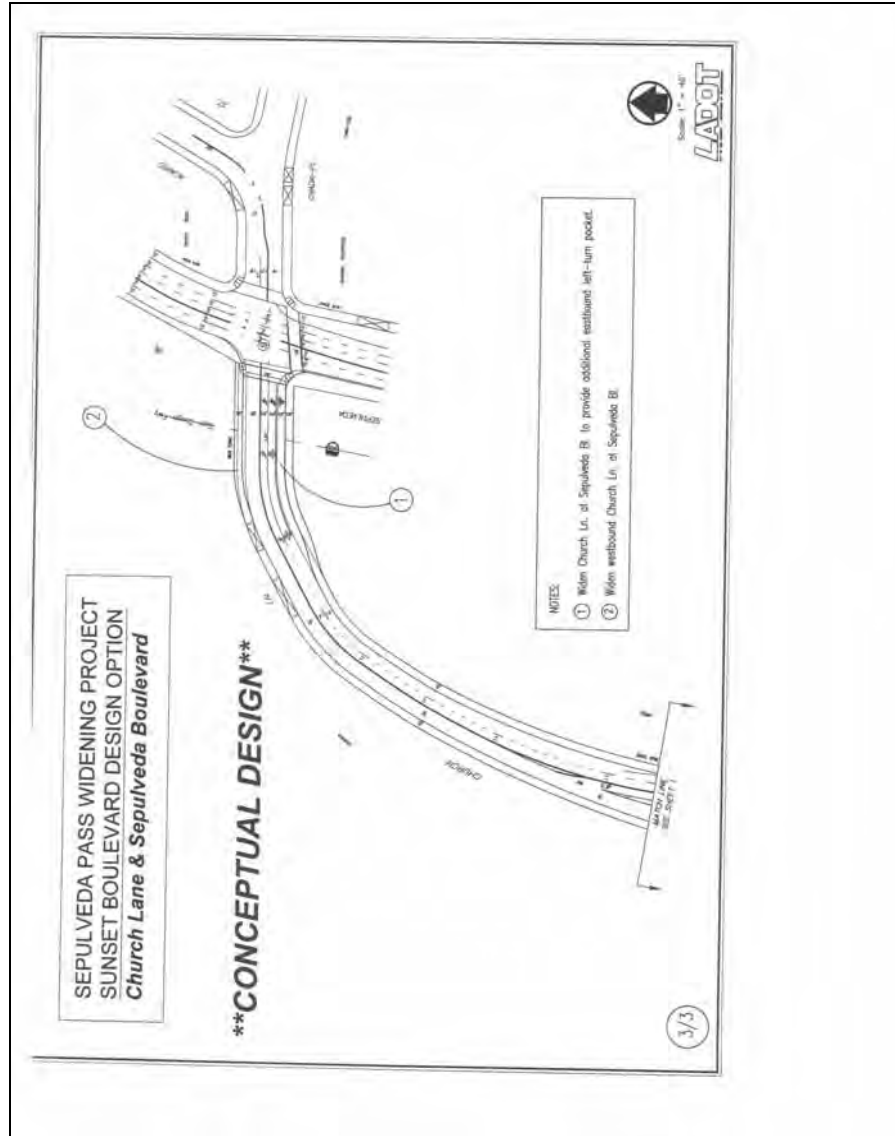
LADOT-14


As the project construction timeframe/schedule is finalized, a Traffic Management Plan (TMP) will be formalized, in coordination with LADOT and MTA. The TMP will establish the working perimeters for construction activities to ensure that traffic diversion is minimized. The TMP will include adequate budgeting to mitigate costs associated with diversion onto local streets. So the project budget will include financial resources for congestion mitigation and pavement rehabilitation on impacted adjacent city streets, during project construction of the project.

The TMP will be developed in close partnership with the affected communities. Signage for detours and alternate routes during construction will be designed according to Highway Design Manual Standards. Additional signage to further enhance public awareness of alternate routes and detours can be implemented during TMP development. Up-to-date information regarding construction-related detours will also be made available on the internet.










**CITY OF
LOS ANGELES**

**ENCINO
NEIGHBORHOOD
COUNCIL**
(A CERTIFIED NEIGHBORHOOD COUNCIL)
MAIL: P. O. BOX 260439
ENCINO, CA 91426-0439
OFFICE: 4933 BALBOA BLVD.
(818) 255-1040
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GERALD R. SILVER
SERGEANT AT ARMS

July 17, 2007

California Dept. of Transportation; District 7
Ron Kosinski – Deputy District Director *ek*
Division of Environmental Planning (405 HOV)
100 S. Main St. MS-16A
Los Angeles, CA 90012



MOTION ON THE I-405 EIR/EIS EXPANSION IN THE SEPULVEDA PASS:

The Encino Neighborhood Council supports Alternative #1, opposes Alternatives #2 and #3. The harm to the communities impacted by this project is not outweighed by the potential long term benefits to the public. CalTrans stated that the amount of travel time saved would be minimal, one cannot understand how a few minutes improvement of traffic flow justifies the environmental impact of major construction, taking of homes, traffic nightmares for the five year duration of the project and ruining the quality of life for families not compensated whose homes will be in close proximity to the freeway not to mention the loss in value of those homes.


Sincerely,
Laurie Kelson
Laurie Kelson
Chair, Traffic & Transportation Committee
Encino Neighborhood Council

ENC-1


Comments from the City of Los Angeles Encino Neighborhood Council (ENC):

ENC-1

Caltrans acknowledges your support for the No Build Alternative, however Alternative 2 has been identified as the Preferred Alternative. Alternative 2 was identified as the Preferred Alternative from a commuter benefit standpoint while having reduced community impacts.



WESTSIDE NEIGHBORHOOD COUNCIL
 P.O. Box 64970 Los Angeles, CA 90064
 www.wnc-la.org (310) 474-2326



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August 3, 2007

Ron Kosinski, Deputy District Director
 Division of Environmental Planning
 Caltrans District 7
 100 South Main Street
 Los Angeles, CA 90012

RECEIVED
AUG 17 2007

Re: Comments on Sepulveda Pass Widening project, SCH # 2002011017

Dear Mr. Kosinski:

The Westside Neighborhood Council (WNC) voted at our August meeting to submit these comments on the proposed project. Our boundaries extend to the east side of the 405 between National and Santa Monica Blvds. and include the area from the 405 to Century City. The WNC understands and agrees with the need to "close the gap" in the HOV network by building this project; however, we have the following concerns:

1. The current construction of the southbound HOV lane and the recently completed Santa Monica Blvd. project have adversely affected traffic in our area for years. The simultaneous widening of the bridges over Venice, Palms, National, Pico, and Olympic Blvds. significantly and adversely affected east/west travel for our residents and commuters. If this project is constructed, a construction plan must be developed to avoid simultaneous construction impacts on parallel streets blocking east/west movement. Mitigation must also be found for all construction-related impacts that are by now NOT temporary but are cumulative and considerable (traffic, air quality, noise, etc.)
2. Given the prospect of extensive construction, the ever increasing population of the Los Angeles area, the current failing levels of service on our streets, and the lack of public transit infrastructure, we consider it a mistake that the project designs do not include a dedicated right-of-way for public transit (bus or train – the specifics to be determined at a later time). If the Westside is to put up with the impacts of disruption and property acquisition, there should at least be a lasting public benefit. The EIR/EIS is incomplete without such an alternative.
3. While the WNC understands the safety benefits of Alternative 3 (fully standardized lanes, etc.), we cannot support the taking of property that this would entail, especially since there would be no increase in capacity such as would be provided by transit. Modified Alternative 3 addresses some of the taking concerns.

WNC-1
 WNC-2
 WNC-3

Comments from the City of Los Angeles Westside Neighborhood Council (WNC):

Mitigating traffic impacts to adjacent east/west thoroughfares can be accomplished with proper staging of the construction within this stretch of the project. The majority of work from National to Santa Monica Boulevards consists of widening the freeway at the easterly shoulder and modifications of the ramps that cross the areas that are widened. In analyzing each of these, the following conclusions can be stated:

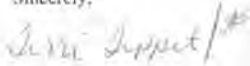
- National Boulevard is the only arterial in the immediate vicinity and would not be directly affected, because all work would be occurring overhead. There would be some degree of increased congestion due to motorists slowing as they pass through the falsework in the construction zone.
- Exposition and Pico Boulevards, while close to each other, also would not be directly affected, as, again, all work would be occurring overhead.
- The work above Exposition and Pico Boulevards, modification of the on-ramp to northbound I-405 from Tennessee Avenue, and the overhead widening of the freeway at Olympic Boulevard would all occur at different stages.
- The work at Santa Monica Boulevard is envisioned, at a conceptual level, to be done in three stages. The widening of the overcrossing would occur at the same time as the modifications to the northbound off-ramp, with a separate "filler" stage at the off-ramp to ensure it is always operational. The third stage would occur north of the overcrossing and include the continuation of the freeway widening along with modifications to the northbound on-ramp. This area may require a short-term closure of three to four days to complete. In such a case, Tennessee Avenue or Wilshire Boulevard may be used as alternate access to the freeway, as they will be done in separate stages.

It should be noted that the final construction staging plan will be developed by the contractor selected to undertake the work. This latter plan may be similar to the concepts discussed herein or they may be quite different, depending upon the approach that the contractor will take to completing the work. Regardless of the specific staging plan that is ultimately developed, it will be reviewed and approved with the dual concepts of expeditious construction and reduced impacts being kept in mind.

4. The effects of ramp closures or construction at Montana, Wilshire, and Cotner (Olympic) on our area (including transferred traffic) are unclear and need to be elucidated and mitigated. The construction scenario, time frame, and other details need to be described. The availability of resources to mitigate impacts must be included in any project budget as was done with "post construction" mitigation funds for the Santa Monica Blvd. project. Declaring these impacts "temporary" does not address the cumulative years or decades of construction impacts.

WNC-4

Sincerely,



Terri Tippit,
Chair

cc: Councilman Jack Weiss, CD 5
Mike Feuer, State Assembly

WNC-2

In the long term, Caltrans feels that a high level transit facility should be considered to serve the ever growing travel demand in this segment of the I-405 corridor. However, a major grade separated transit facility of this type would be extremely expensive to construct and funding for such a facility is not currently programmed or being planned.

While the project design does not currently include a dedicated right-of-way for public transit, the most current version of Alternative 2 has sufficient space within the center area of the freeway (i.e., median, barrier and buffers) to accommodate the columns for an elevated busway at some future time. This available space is quite sufficient throughout the entire length of the project, with the exception of a narrow area extending from the I-405/I-10 interchange approximately one mile to the north. Here, the space is constrained and will require further engineering to create the space needed for an elevated transitway. As an example of a potential future facility, the I-110 Harbor Freeway-Elevated Transitway type concept can be accommodated by the most current Alternative 2 Design. The required column widths plus buffer area for such an elevated facility can be fit into the middle of the Alternative 2 design which has a variable edge-of-lane to edge-of-lane width in the center that generally ranges from 36 inches to 14 feet in the project area.

Although the current set of Caltrans alternatives for the I-405 corridor does not include any of the elements of a higher level transit facility such as an I-405 Busway, they will set the stage for the ultimate development of such a facility with the introduction of a new northbound HOV Lane in Alternative 2. This will allow the I-405 transit market to build through time. The addition of the northbound I-405 HOV lane will complete the system of HOV facilities in the area. Bus transit, as well as HOVs, will be eligible to use the new exclusive lane, thereby gaining a travel time benefit. Today, there are already six transit routes that use this stretch of the I-405 corridor - one Metro Rapid, two Commuter Expresses, two Santa Clarita Expresses and one Antelope Valley Express.

WNC-2 cont'd

The addition of the northbound HOV lane will allow transit vehicles in both directions of travel to assume travel time benefits from the HOV lanes. The HOV lane will also allow transit operators to explore other potential transit markets that would benefit from the initiation of higher levels of transit service through the corridor. Service expansion in the form of improved headways on existing routes as well as the introduction of new routes would increase the number of current transit users in the corridor. This would create new travel options for I-405 commuters and would generate air quality and energy benefits to the region.

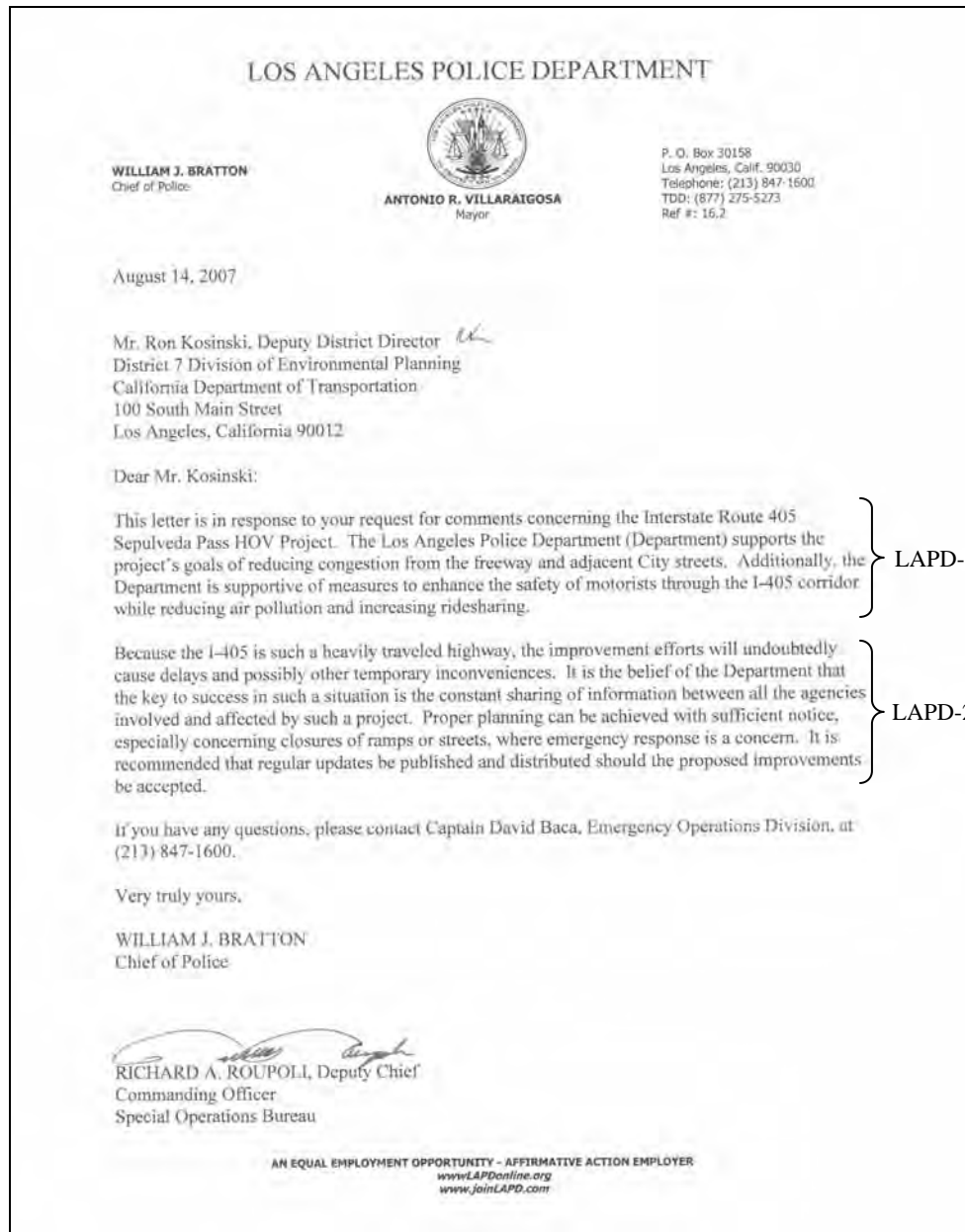
WNC-3

Alternative 2 has been identified as the Preferred Alternative. One of the factors in identifying Alternative 2 as the Preferred Alternative was the impact associated with residential acquisition compared to the other Alternatives. Alternative 2 has the least amount of full and partial property acquisitions overall, for the build alternatives.

WNC-4

For the impacts associated with the closure of the Montana Avenue off-ramp, please see the response to comment LADOT-1.

The improvements required at Wilshire Boulevard will be extensive, with all quadrants of the interchange being affected in different stages over the estimated four years this project may take to construct. There would be four distinct stages, each of which would have a completion step (called a "filler" stage) to complete the particular phase of the project and restore traffic. These stages may require temporary closures of particular locations, such as restoring ramp connections, for up to two weeks, to complete. When these closures occur, traffic would be directed to either Sunset or Santa Monica Boulevards.



Comments from the Los Angeles Police Department (LAPD):

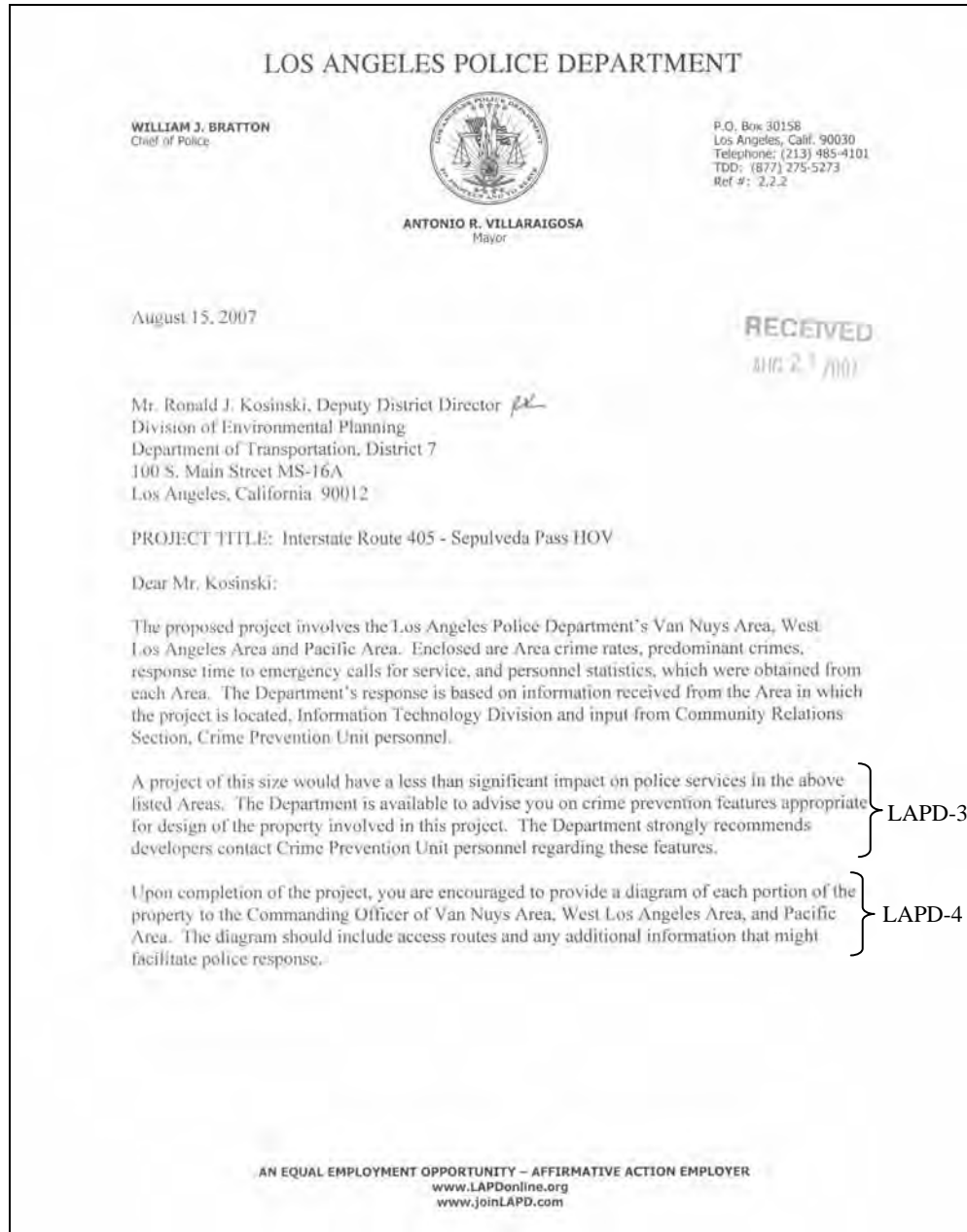
LAPD-1

Caltrans appreciates LAPD's support for the project's goal to improve safety and reduce congestion.

LAPD-2

As the project construction timeframe/schedule is finalized, a Traffic Management Plan (TMP) will be formalized, in close coordination with all appropriate agencies including the LAPD, LADOT and MTA. The TMP will establish the working perimeters for construction activities to ensure that traffic diversion is minimized.

The TMP will be developed in close partnership with the affected communities. Signage for detours and alternate routes during construction will be designed according to Highway Design Manual Standards. Additional signage to further enhance public awareness of alternate routes and detours can be implemented during TMP development. Press releases and up-to-date information regarding construction-related detours will be made available on the internet.



Comments from the Los Angeles Police Department (LAPD):

LAPD-3

Caltrans will continue to coordinate with LAPD's Crime Prevention Unit and appreciates your partnership in ensuring public safety through measures to facilitate timely response to emergency calls.

LAPD-4

A set of project plans will be provided to your agency once the project design becomes more finalized.

Mr. Ronald J. Kosinski
Page 2
2.2.2

Should you have any questions regarding this response, please contact Sergeant Karen Leong,
Crime Prevention Unit, Community Relations Section, at (213) 485-3134.

Very truly yours,

WILLIAM J. BRATTON
Chief of Police



DOUGLAS G. MILLER, Lieutenant
Officer in Charge
Community Relations Section
Office of the Chief of Police

Enclosures

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER
www.LAPDonline.org
www.joinLAPD.com

VAN NUYS AREA

The I-405 Sepulveda Pass Widening Project is located in Van Nuys Area, West Los Angeles Area and Pacific Area. Van Nuys Area covers 28.25 square miles and the station is located at 6240 Sylmar Avenue, Van Nuys, California, 91401, (818) 374-1970.

The service boundaries of Van Nuys Area are as follows: Roseoe Boulevard to the North, Mulholland Drive to the South, Coldwater Canyon Avenue to the East and White Oak Avenue to the West.

The average response time to emergency calls for service in Van Nuys Area during 2006 was 7.1 minutes. The Citywide average during 2006 was 6.9 minutes. There are approximately 322 sworn officers and 28 civilian support staff deployed at Van Nuys Area.

There were 30 crimes per 1,000 persons in Van Nuys Area in 2006. Individual Area crime statistics, population and crimes per 1,000 persons are listed on the attached information sheets. The predominant crimes in Van Nuys Area were burglary from vehicle, vehicle theft, and theft.

WEST LOS ANGELES AREA

West Los Angeles Area covers 64.62 square miles and the station is located at 1663 Butler Avenue, West Los Angeles, California, 90025, (310) 444-0710.

The service boundaries of West Los Angeles Area are as follows: Mulholland Drive to the North, Santa Monica Freeway to the South, La Cienega Boulevard to the East and Los Angeles City boundary to the West.

The average response time to emergency calls for service in West Los Angeles Area during 2006 was 9 minutes. The Citywide average during 2006 was 6.9 minutes. There are approximately 249 sworn officers and 18 civilian support staff deployed at West Los Angeles Area.

There were 24 crimes per 1,000 persons in West Los Angeles Area in 2006. Individual Area crime statistics, population and crimes per 1,000 persons are listed on the attached information sheets. The predominant crimes in West Los Angeles Area were burglary from vehicle, grand theft, and burglary from residence.

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www.LAPDonline.org
www.joinLAPD.com

PACIFIC AREA

Pacific Area covers 25.47 square miles and the station is located at 12312 Culver Boulevard, Pacific Area, California, 90066, (310) 482-6310.

The service boundaries of Pacific Area are as follows: Santa Monica Freeway to the North, Imperial Highway to the South, National Boulevard to the East and New Beach Line to the West.

The average response time to emergency calls for service in Pacific Area during 2006 was 7.1 minutes. The Citywide average during 2006 was 6.9 minutes. There are approximately 255 sworn officers and 23 civilian support staff deployed at Pacific Area.

There were 32 crimes per 1,000 persons in Pacific Area in 2006. Individual Area crime statistics, population and crimes per 1,000 persons are listed on the attached information sheets. The predominant crimes in Pacific Area were burglary from vehicle, grand theft, and burglary from residence.

Prepared by:

Officer Nina Preciado
 Community Relations Section
 Crime Prevention Unit

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www.joinLAPD.com

**LOS ANGELES POLICE DEPARTMENT
 CRIMES BY REPORTING DISTRICT OF OCCURRENCE**

PROJECT NAME: I-405 Sepulveda Pass Widening

Types of Crime	VAN NUYS	CITYWIDE
Burglary from Bus.	333	3,795
Burglary from Res.	846	13,499
Burglary Other	217	3,038
Street Robbery	425	10,072
Other Robbery	223	4,284
Murder	18	485
Rape	65	1,046
Aggravated Assault	623	14,416
Burglary from Veh.	1,579	20,483
Theft from Vehicle	750	10,079
Grand Theft	781	11,819
Theft From Person	32	869
Purse Snatch	17	374
Other Theft	1,091	15,898
Vehicle Theft	1,679	28,209
Bunco	13	342
Bike	0	270
TOTAL	8,692	136,978

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	POPULATION X 1000	CRIMES PER 1000 PERSONS
VAN NUYS	8,692	286,814	30/1000
CITYWIDE	136,978	4,097,340	33/1000

*All statistical information is based on 2006 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 reports.

LOS ANGELES POLICE DEPARTMENT
 CRIMES BY REPORTING DISTRICT OF OCCURRENCE

PROJECT NAME: I-405 Sepulveda Pass Widening

Types of Crime	WEST LOS ANGELES	CITYWIDE
Burglary from Bus.	207	3,795
Burglary from Res.	846	13,499
Burglary Other	136	3,038
Street Robbery	241	10,072
Other Robbery	123	4,284
Murder	3	485
Rape	23	1,046
Aggravated Assault	143	14,416
Burglary from Veh.	1,177	20,483
Theft from Vehicle	460	10,079
Grand Theft	935	11,819
Theft From Person	26	869
Purse Snatch	10	374
Other Theft	741	15,898
Vehicle Theft	569	26,209
Bunco	50	342
Bike	2	270
TOTAL	5,716	136,978

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	POPULATION X 1000	CRIMES PER 1000 PERSONS
WEST LOS ANGELES	5,716	241,742	24/1000
CITYWIDE	136,978	4,097,340	33/1000

*All statistical information is based on 2006 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 reports.

LOS ANGELES POLICE DEPARTMENT
 CRIMES BY REPORTING DISTRICT OF OCCURRENCE

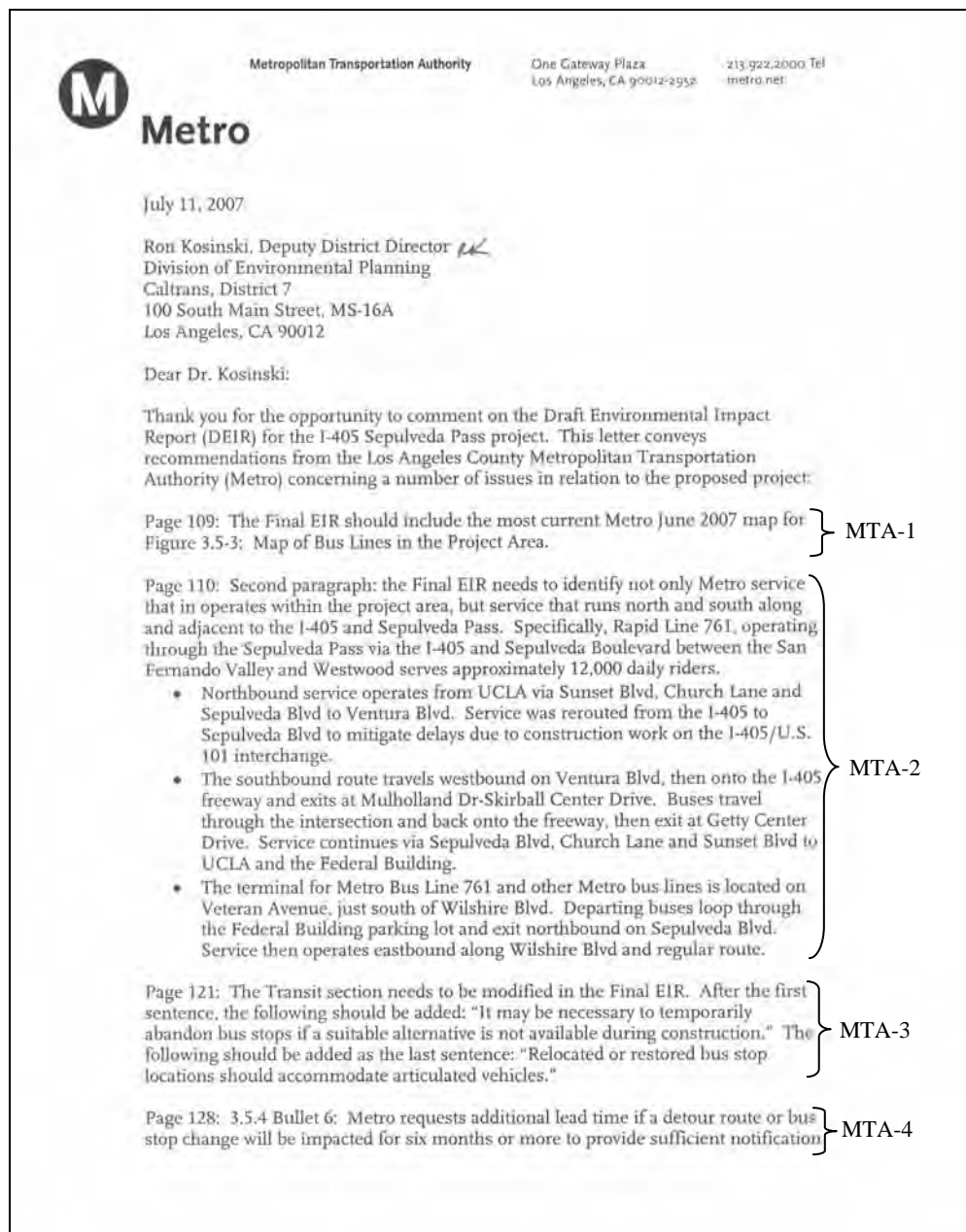
PROJECT NAME: I-405 Sepulveda Pass Widening

Types of Crime	PACIFIC	CITYWIDE
Burglary from Bus.	218	3,795
Burglary from Res.	752	13,499
Burglary Other	145	3,038
Street Robbery	342	10,072
Other Robbery	182	4,264
Murder	16	485
Rape	31	1,045
Aggravated Assault	345	14,416
Burglary from Veh.	1,240	20,483
Theft from Vehicle	465	10,079
Grand Theft	1253	11,818
Theft From Person	34	859
Purse Snatch	10	374
Other Theft	1,142	15,898
Vehicle Theft	1,045	26,209
Bunco	4	342
Bike	1	270
TOTAL	7,226	136,978

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	/	POPULATION X 1000	CRIMES PER 1000 PERSONS
WEST LOS ANGELES	7,226	/	225,355	32/1000
CITYWIDE	136,978	/	4,097,340	33/1000

*All statistical information is based on 2005 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 reports



Comments from the Metropolitan Transportation Authority (MTA):

MTA-1

Figure 3.5-3 has been updated to the current Metro June 2007 map of bus lines in the project area.

MTA-2

This transit discussion in Section 3.5.2 has been revised to include Rapid Line 761 in addition to other more specific information on bus ridership in the project area.

MTA-3

The transit discussion in Section 3.5.3 has been revised.

MTA-4

Section 3.5.4 has been revised to include additional lead time of one month for public outreach efforts to provide sufficient notification to bus riders that will be affected.

to passengers and relocate bus stops. Bus lines with high ridership such as the Rapid 761 will require significant public outreach efforts including possible brochure distribution which will require more than the one week notification which is proposed in the Draft EIR. Coordination with the other transit operators; Antelope Valley Transit, Los Angeles Department of Transportation (LADOT), Santa Clarita Transit, and Santa Monica's Big Blue Bus should also be identified in the Final EIR as their operations and patrons will be affected by construction of the project.

} MTA-4

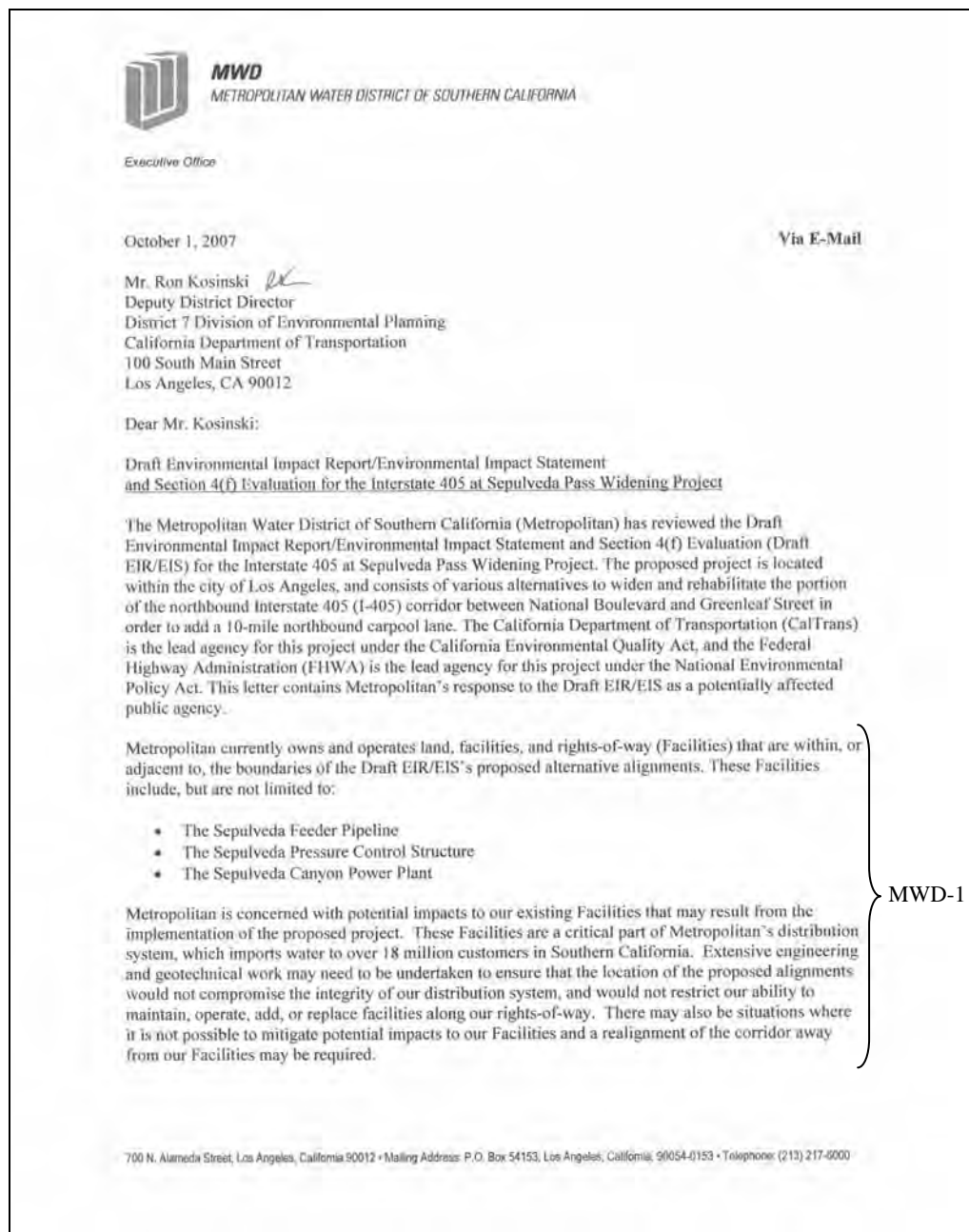
If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Final EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,



Susan Chapman
Program Manager, Long Range Planning



Comments from the Metropolitan Water District (MWD):

MWD-1

While utility lines do exist within the construction zone, at this point in time it is not known if their relocation is required. If at all possible, protection of any utility is desirable over relocation, and the aforementioned lines are no different. However, should they need to be relocated, the selected design-build contractor would have the requisite experience and resources to do so safely without interruption of service to the community. The owners of these facilities have stringent requirements for any work to be done on or around their facilities, and Caltrans will work closely with MWD to ensure all concerns and requirements are made a part of the Technical Provisions of the bid documents.

Caltrans communicates with utility companies during the design stage in order to identify any potential conflicts with existing utility lines.

Prior to construction, our surveyors meet on site with utility company workers to locate, mark and identify conflicting utility lines, a process known as "potholing." The utility company then relocates conflicting utility lines taking every precaution into consideration, with minimal interruption to residents and businesses and the surrounding community.

Caltrans has developed guidelines to address circumstances dealing with high-risk and low-risk facilities that are affected by Caltrans projects.

Standard safety protocols that are included in Caltrans contracts require the Contractor to contact DigAlert to mark out all known utilities before any digging begins.

Mr. Ron Kosinski
Page 2
October 1, 2007

In order to avoid potential conflicts, we request that Metropolitan be added as a responsible agency to this project and, as there is currently no mention of Metropolitan's Facilities in the Draft EIR/EIS, that Metropolitan's Facilities be identified in the Final EIR/EIS. The Final EIR/EIS should also include an assessment of potential impacts to Metropolitan's Facilities, along with proposed measures to avoid or mitigate any impact. A map identifying Metropolitan's Facilities that would be potentially impacted by the project is attached for your review.

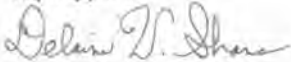
MWD-2

We also request that any design plans for any activity in the area of Metropolitan's Facilities be submitted for our review and written approval. Metropolitan must be allowed to maintain its rights-of-way and access to all of its Facilities at all times in order to repair and maintain the current condition of those Facilities. CalTrans and the FHWA may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist you in preparing plans that are compatible with Metropolitan's Facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's Facilities.

MWD-3

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation on this project. If we can be of further assistance, please contact Ms. Raeanne Murphy of the Environmental Planning Team at (213) 217-6319.

Very truly yours,



Delaine W. Shane
Interim Manager, Environmental Planning Team

RM/rm
(Public Folders/EPL/Letters/I-OCT-07B.doc - Ron Kosinski)

Enclosures: Planning Guidelines
Map

MWD-2

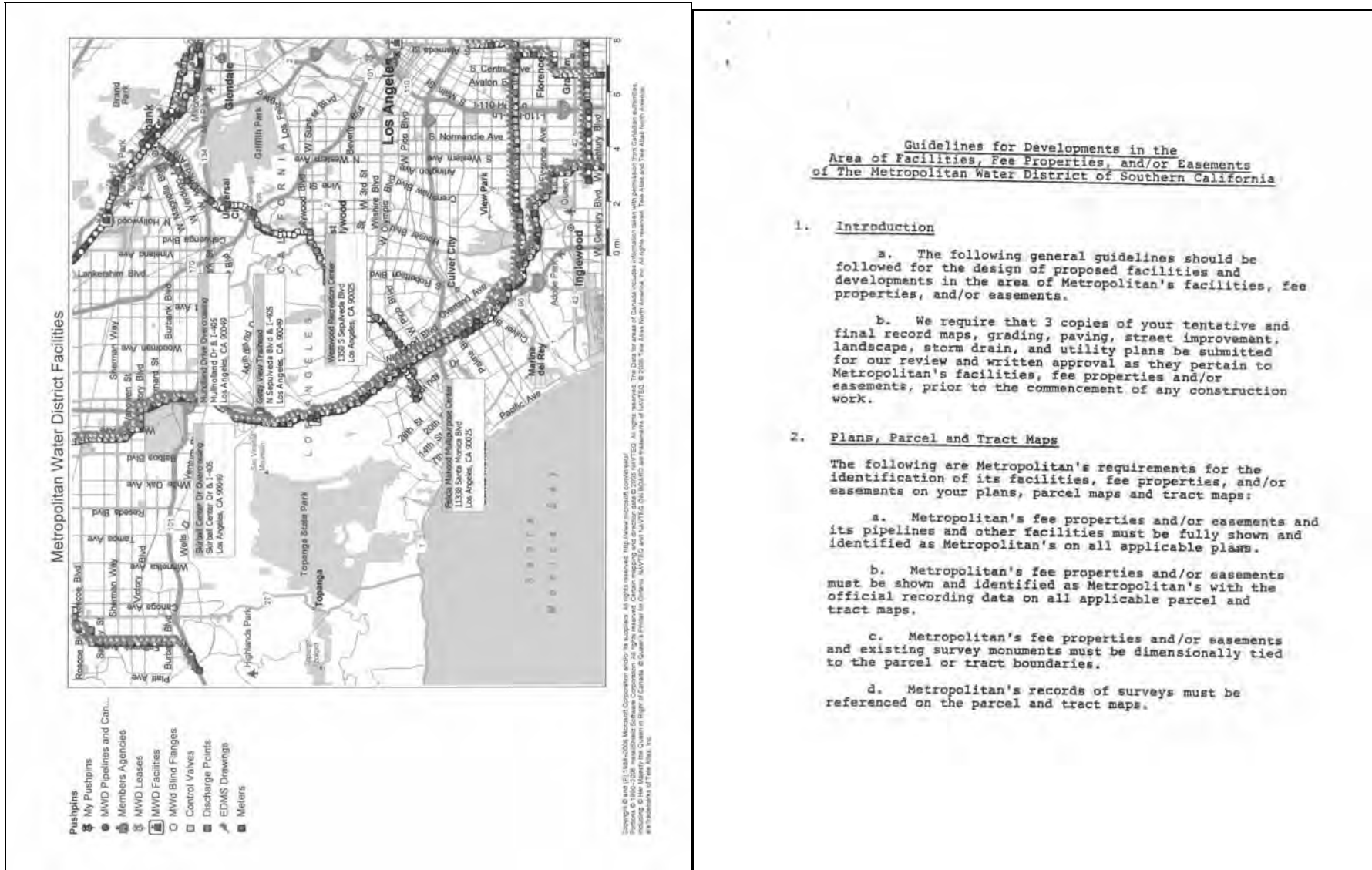
Public and private utility service providers are referenced in Section 3.4.2. MWD is listed as one of the utility providers in the project area.

MWD-3

Caltrans has obtained "as-built" drawings from MWD, and has plotted all known MWD facilities on Caltrans Utility Plan Sheets throughout the project limits. These Plan Sheets have been overlaid over the project Layout Sheets to identify potential conflicts.

Caltrans will coordinate with MWD 3rd Party Group to include MWD technical requirements in the Project's technical provisions.

The Project's contract requirements will include requirements for the Design/Build contractor to obtain all necessary permits and approvals from MWD for any part of the Design/Build that affects MWD facilities.



- 2 -

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-foot-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

- 3 -

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

- 4 -

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO E-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

- 5 -

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alinement as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

- 6 -

g. Overhead electrical and telephone line requirements:

- 1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.
- 2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.
- 3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.
- 4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.
- h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.
- i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

- 7 -

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

- 8 -

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

- 9 -

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

- 10 -

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _____ of Metropolitan's Operations Services Branch, telephone (213) 250-_____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

- 11 -

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

- 12 -

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

- a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.
- b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.
- c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.
- d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

- 1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.
- 2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

- a. An engineering review of your proposed facilities and developments and the preparation of a letter response

- 13 -

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

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17. Additional Information

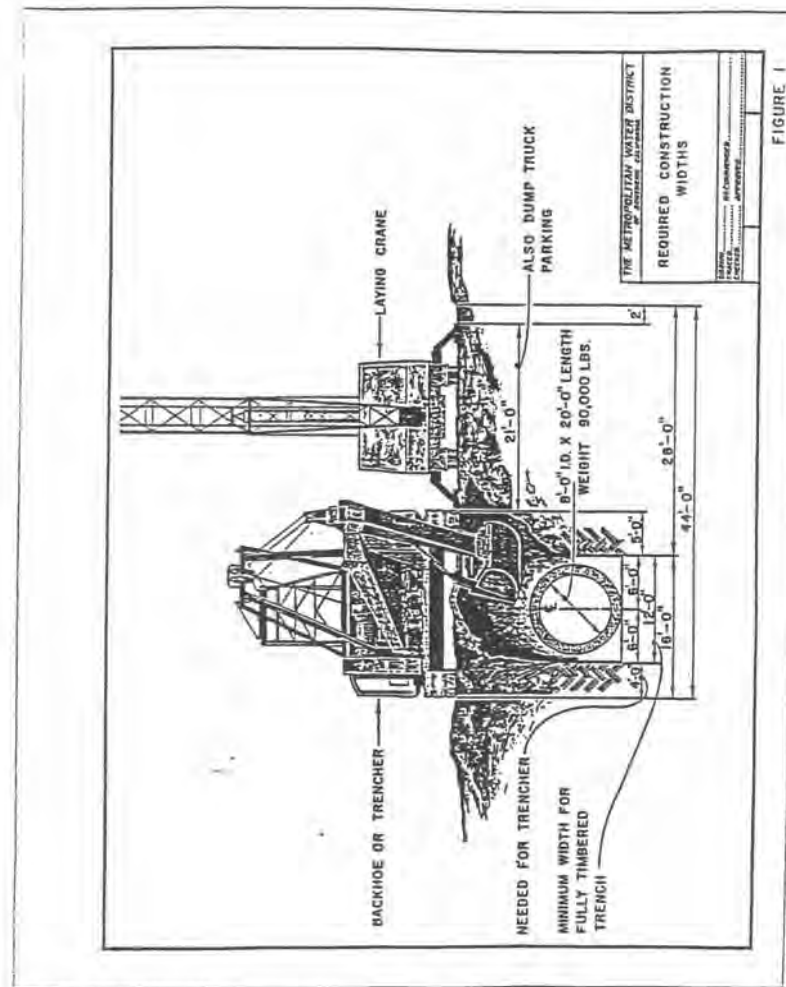
Should you require additional information, please contact:

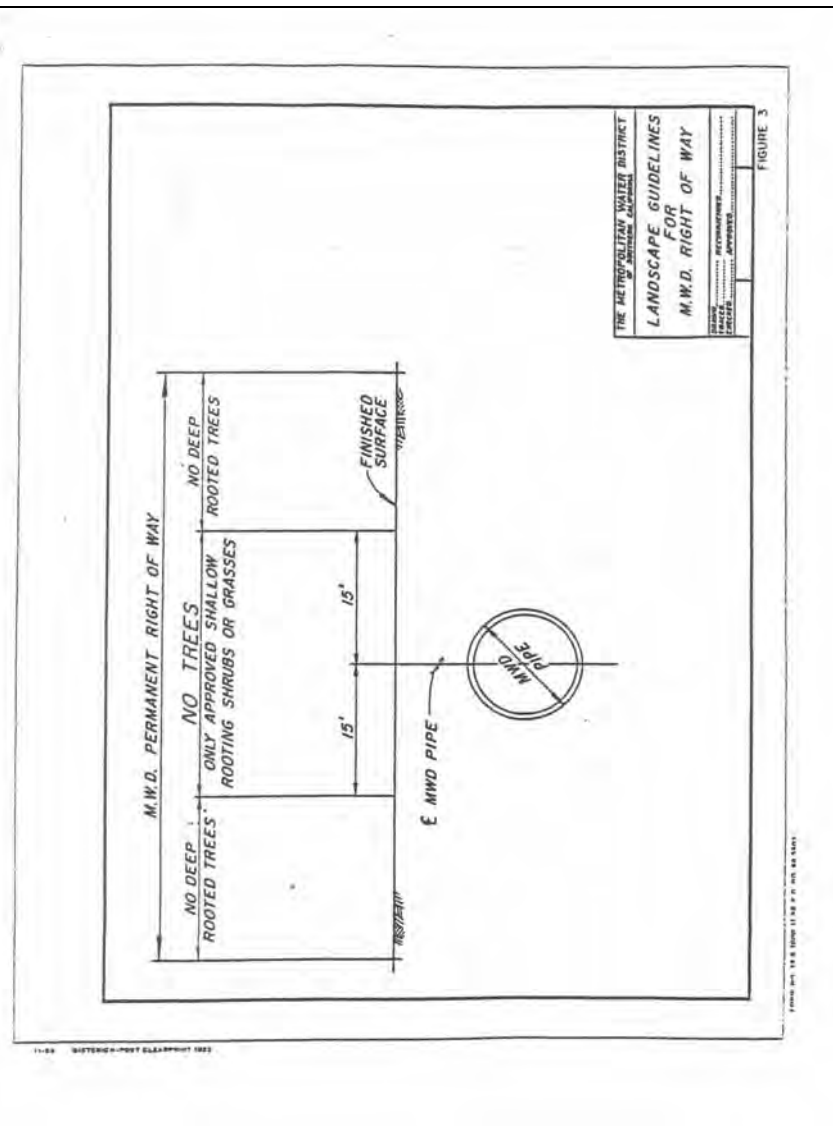
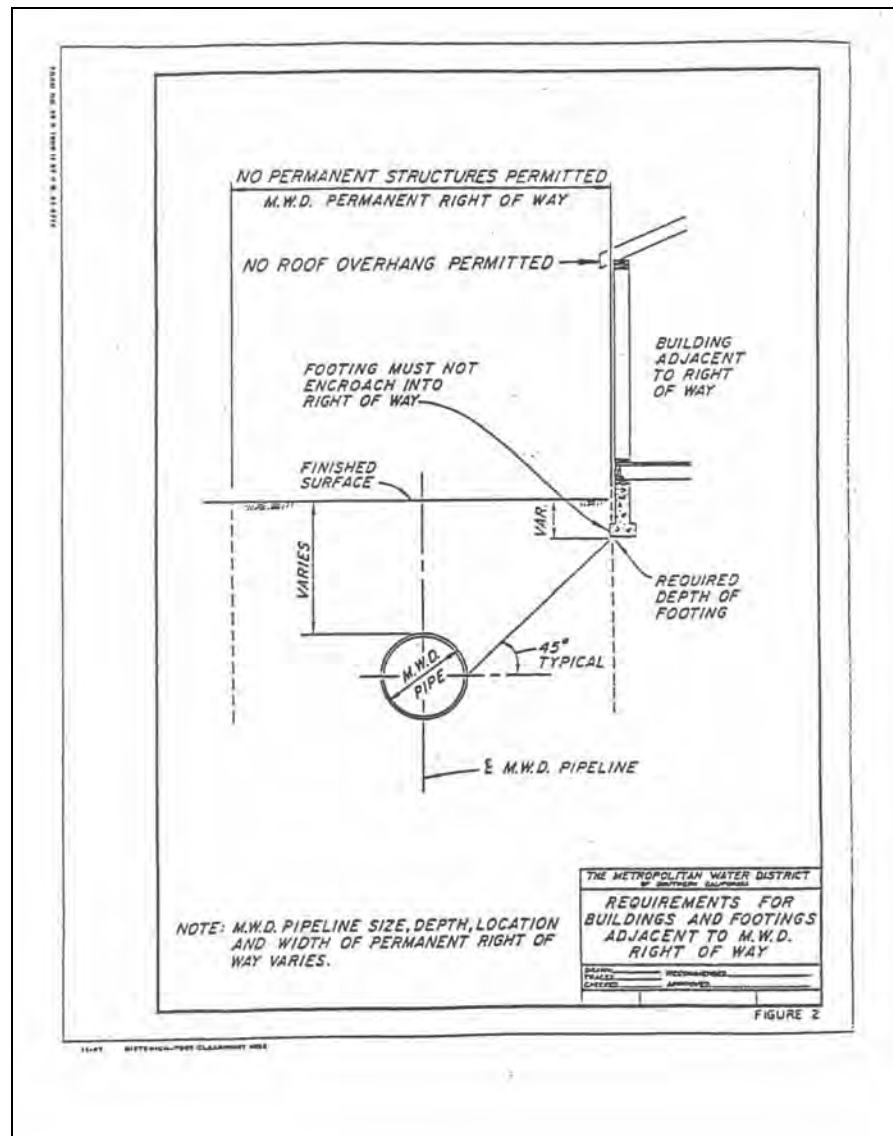
Civil Engineering Substructures Section
 Metropolitan Water District
 of Southern California
 P.O. Box 54153
 Los Angeles, California 90054-0153
 (213) 217-6000

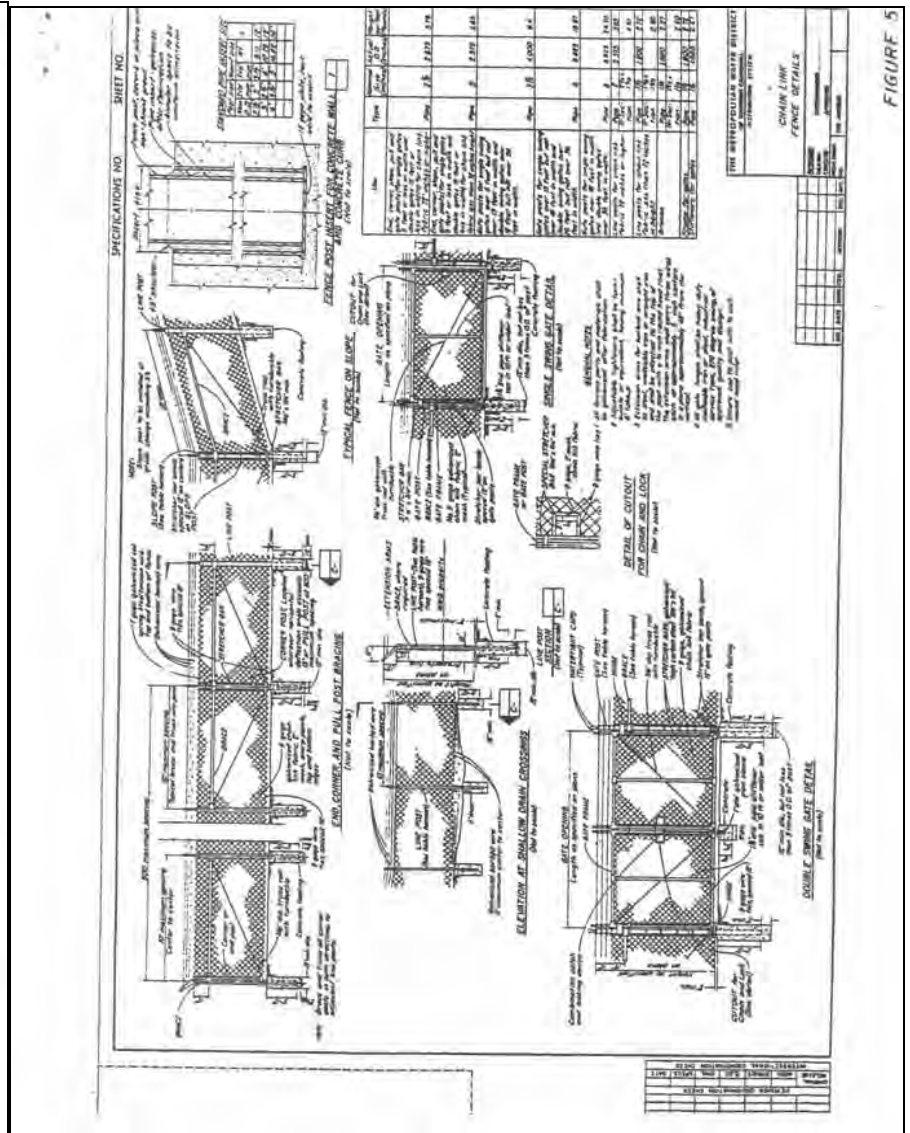
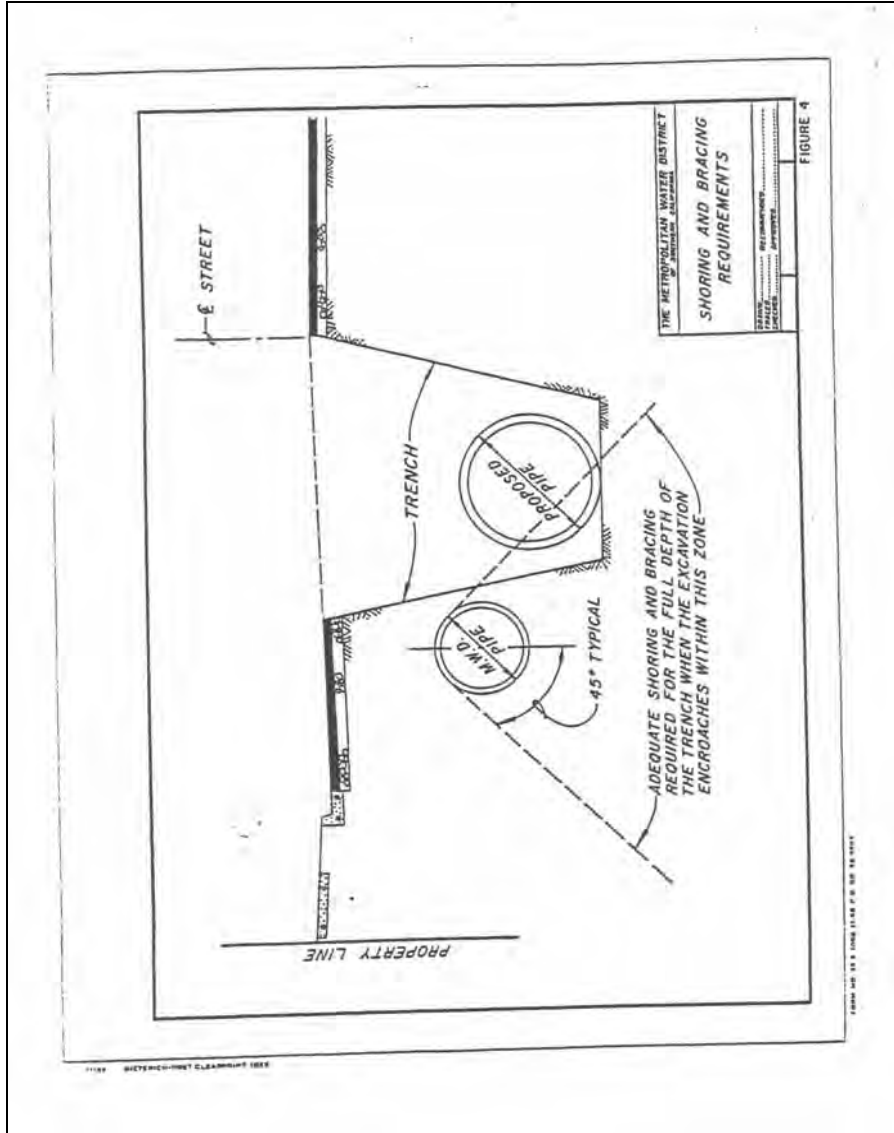
JEH/MRW/lk

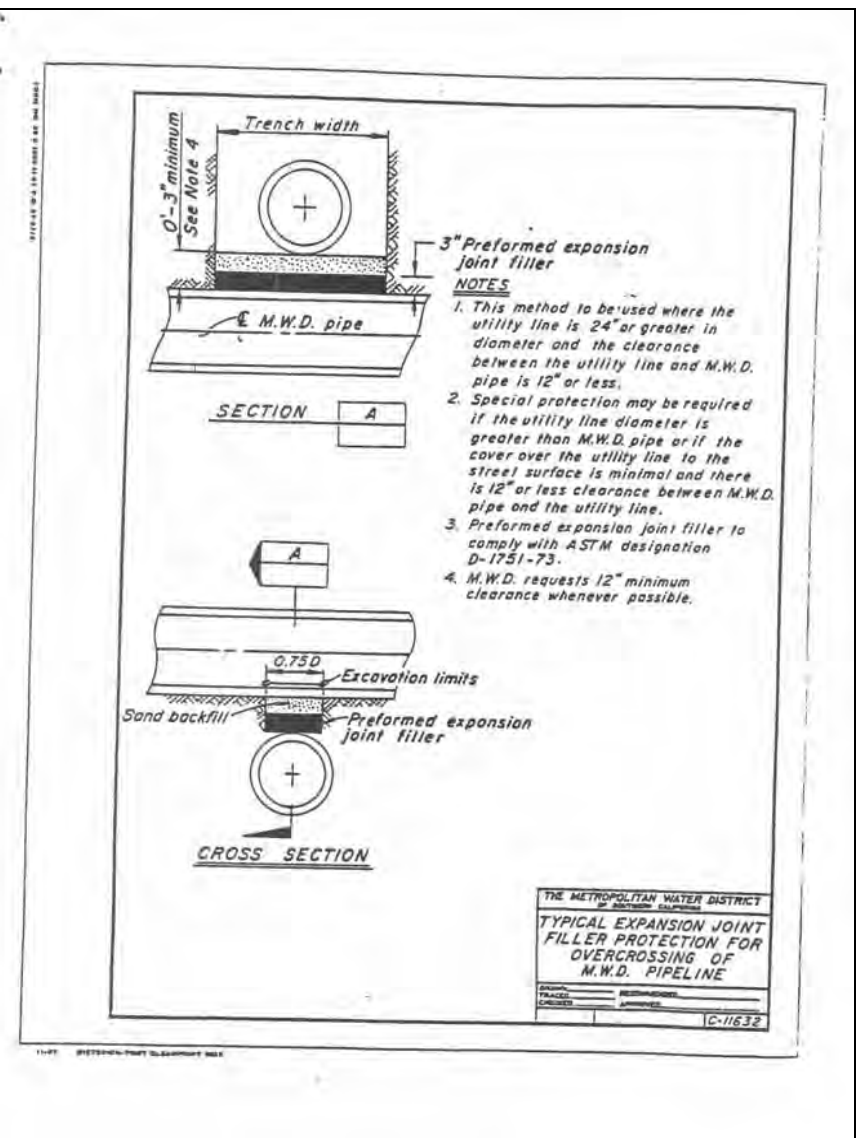
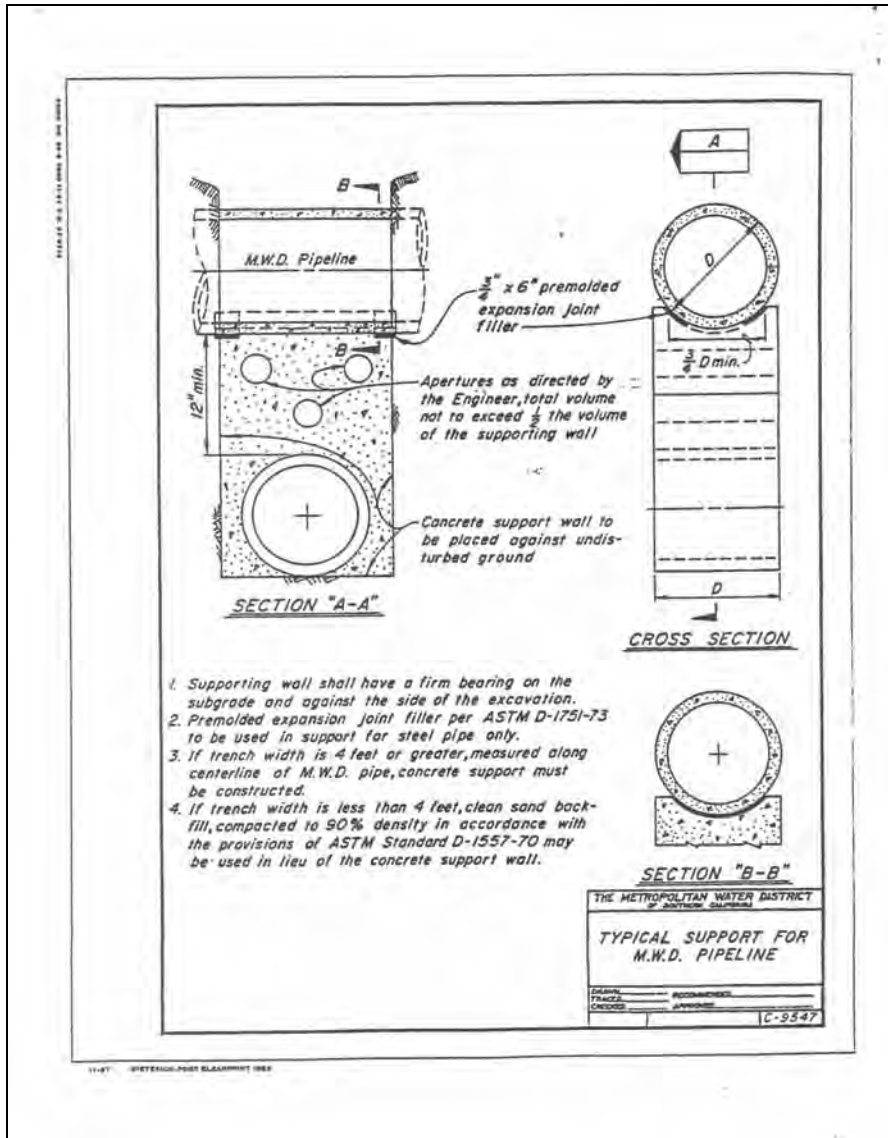
Rev. January 22, 1989

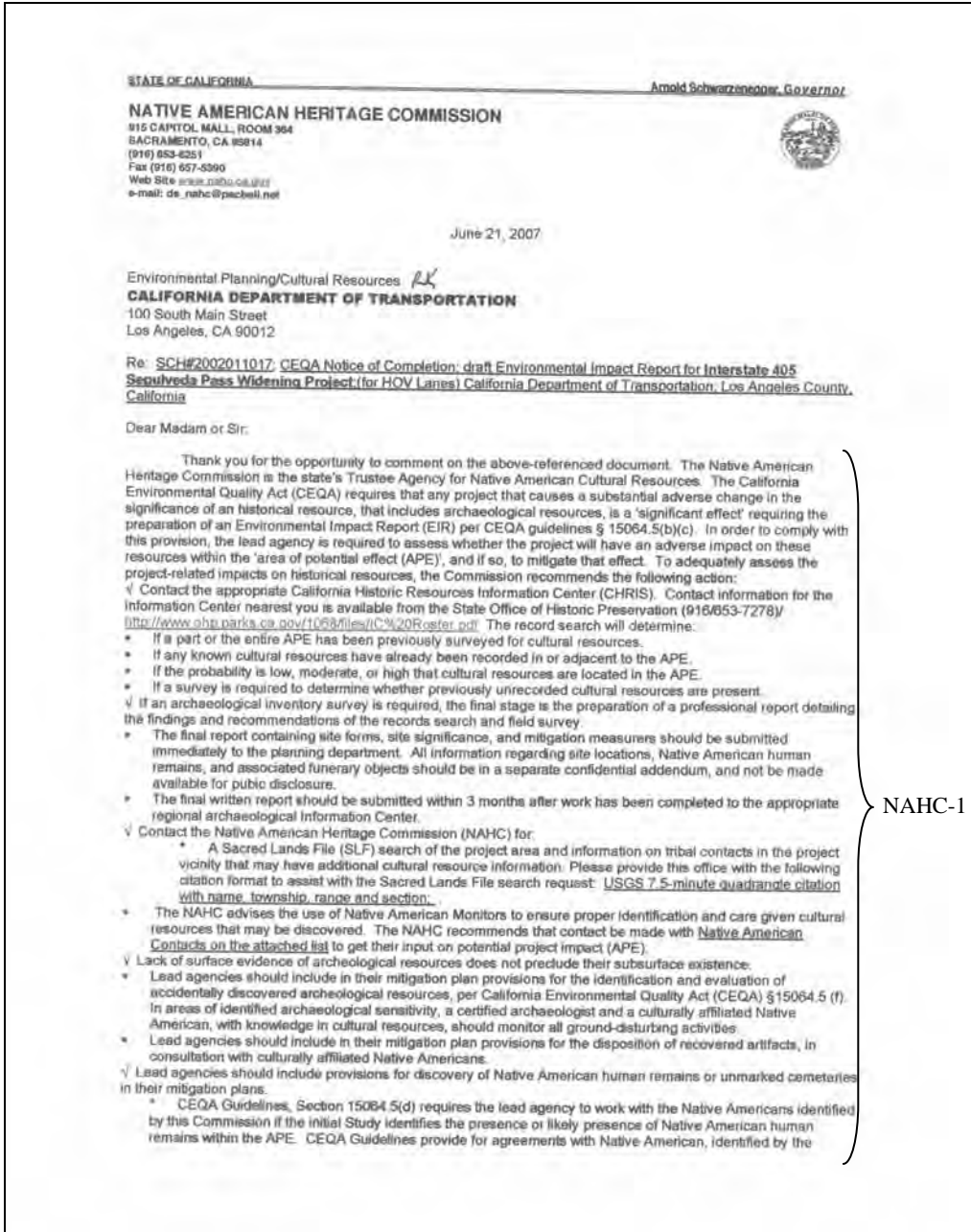
Encl.











Comments from the Native American Heritage Commission (NAHC):

NAHC-1

Please refer to Section 3.7 and 3.8 of the Draft EIR/EIS. An Historic Property Survey Report (HPSR) was prepared in May 2006. The HPSR identified all historic properties that may be affected by the project. On October 18, 2006, the State Historic Preservation Officer provided concurrence on the Finding of Effect for the Sepulveda Pass Project. It was determined that the project would have an adverse effect on the Mulholland Drive Overcrossing. A Memorandum of Agreement has been submitted to the Federal Highway Administration and the State Historic Preservation Officer.

As described in Section 5.4 of the Draft EIR/EIS, Native American Consultation has been conducted for the project. Consultation and coordination with the Native American Heritage Commission (NAHC) was initiated on November 16, 1999 to inform tribes, groups and individuals of the proposed project. A response from the Gabrieleno/Tongva Tribal Council was received on December 14, 1999 stating their concern regarding the existence of archaeological sites and/or cultural deposits within the proximity of the area of potential effect. Native American consultation was reinitiated on March 11, 2003. The California Tribal Council and NAHC contacted Caltrans on March 23, 2003 to request additional information and also expressed their concerns for cultural sensitivity within the area of potential effect.

Mitigation measures are in place to ensure that any potential, unknown and undetected cultural resources are not disturbed during project construction through the presence of qualified archaeological and Native American monitors on site in sensitive areas during project construction.

NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

} NAHC-1

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

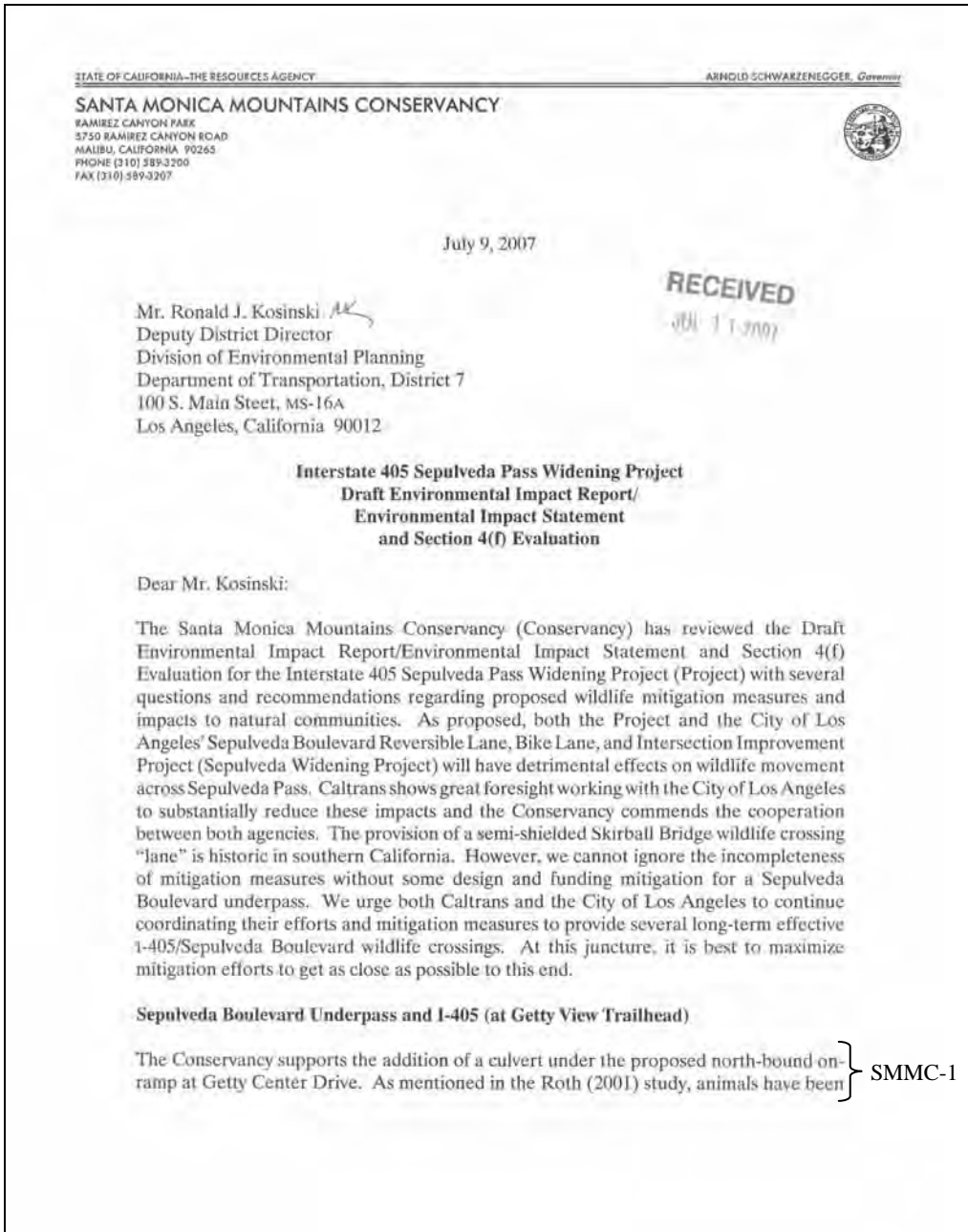


Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

Native American Contacts Los Angeles County June 21, 2007		Native American Contacts Los Angeles County June 21, 2007	
<p>Charles Cooke 32835 Santiago Road Acton, CA 93510 (661) 269-1422 (661) 733-1812</p>	<p>Chumash Fernandeno Tataviam Kitanemuk</p>	<p>Ti'At Society Cindi Alvitre 6602 Zelzah Avenue Reseda, CA 91335 calvitre@yahoo.com (714) 504-2468 Cell</p>	<p>Gabrielino</p>
<p>Beverly Salazar Folkes 1931 Shadybrook Drive Thousand, CA 91362 805 492-7255</p>	<p>Chumash Tataviam Fernandeno</p>	<p>Tongva Ancestral Territorial Tribal Nation John Tommy Rosas, Tribal Administrator 4712 Admiralty Way, Suite 172 Marina Del Rey, CA 90292 310-570-6567</p>	<p>Gabrielino Tongva</p>
<p>Fernandeno Tataviam Band of Mission Indians Randy Guzman-Folkes, Dir. Cultural and Environmental Department 801 South Brand Boulevard, Suite 102 San Fernando, CA 91340 ced@tataviam.org (818) 837-0794 Office (805) 501-5279 Cell (818) 837-0796 Fax</p>	<p>Fernandeno Tataviam</p>	<p>Kitanemuk & Yowlumne Tejon Indians Delia Dominguez 981 N. Virginia Covina, CA 91722 (626) 339-6785</p>	<p>Yowlumne Kitanemuk</p>
<p>LA City/County Native American Indian Comm Ron Andrade, Director 3175 West 6th Street, Rm. 403 Los Angeles, CA 90020 (213) 351-5324 (213) 386-3995 FAX</p>		<p>Diane Napoleone and Associates Diane Napoleone 6997 Vista del Rincon La Conchita, CA 93001 dnaassociates@sbcglobal.net 805-643-7492</p>	<p>Chumash</p>
<p>This list is current only as of the date of this document.</p> <p>Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.</p> <p>This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2002011017; CEQA Notice of Completion (DEIR) for Interstate 405 Sepulveda Pass Widening Project for new HOV Lanes; California Department of Transportation, Los Angeles County, California.</p>		<p>This list is current only as of the date of this document.</p> <p>Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.</p> <p>This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2002011017; CEQA Notice of Completion (DEIR) for Interstate 405 Sepulveda Pass Widening Project for new HOV Lanes; California Department of Transportation, Los Angeles County, California.</p>	
		<p>San Fernando Band of Mission Indians John Valenzuela, Chairperson P.O. Box 221838 Newhall, CA 91322 tsen2u@msn.com (661) 753-9833 Office (780) 885-0955 Cell (760) 949-1604 Fax</p>	<p>Fernandeno Tataviam Serrano Yanyume Kitanemuk</p>
		<p>Gabrielino/Tongva Tribal Council Anthony Morales, Chairperson PO Box 693 San Gabriel, CA 91778 ChiefRBWife@aol.com (626) 286-1632 (626) 286-1758 - Home (626) 286-1262 Fax</p>	<p>Gabrielino Tongva</p>
		<p>Gabrielino/Tongva Council / Gabrielino Tongva Nation Sam Dunlap, Tribal Secretary 761 Terminal Street; Bldg 1, 2nd floor Los Angeles, CA 90021 office@tongvatribes.net (213) 489-5001 - Officer (909) 262-9351 - call (213) 489-5002 Fax</p>	<p>Gabrielino Tongva</p>
		<p>Gabrielino Band of Mission Indians of CA Ms. Susan Frank PO Box 3021 Beaumont, CA 92223 (951) 897-2536 Phone/Fax</p>	<p>Gabrielino</p>
		<p>Gabrielino Tongva Indians of California Tribal Council Robert Dorame, Tribal Chair/Cultural Resources 5450 Stauson, Ave, Suite 151 PMB Culver City, CA 90230 glongva@verizon.net 562-761-6417 - voice 562-920-9449 - fax</p>	<p>Gabrielino Tongva</p>
		<p>Gabrielino Tongva Indians of California Tribal Council Mercedes Dorame, Tribal Administrator 20990 Las Flores Mesa Drive Malibu, CA 90265 Pluto05@hotmail.com</p>	<p>Gabrielino Tongva</p>



Comments from the Santa Monica Mountains Conservancy (SMMC) on July 9, 2007:

SMMC-1

Caltrans appreciates the offering of rough design criteria for the walkunder at Getty View Trailhead. The DEIR/EIS presents the wildlife feature conceptually. When planning its design, the suggestions of many interested parties (SMMC foremost among them) will be solicited and weighed to achieve as much movement of mammalian species beneath I-405 and the on-ramp as possible. In addition to size and orientation, use of native shrubs to make a band of cover on both sides of the "walk under" would likely be a key part of its design.

Deliberate use of fences to guide animals to the best crossing point will certainly make that "walk under" culvert more effective. Selective removal of fences directly beneath I-405 may ease the way to and from it, as the Draft EIR/EIS alludes (DEIR/EIS; pp. 240). Fences of animal-friendly design near the "walk under" itself would create an intended path directly toward it, and specifically block any visual way of going across the on-ramp at the level of cars and paved surface. That functional aspect of the "walk under's" layout and design will also be evaluated based on empirical results from similar features elsewhere in the west.

The recommendation to coordinate I-405 work with City of Los Angeles is duly noted. When considering the tendency amongst mammal species of the Santa Monica Mountains, nearly all such movement occurs after dark. Therefore, design changes of Sepulveda Boulevard which mostly result in better traffic flow during the day (when people use it) probably would not change existing movement patterns in an appreciable way after vehicular traffic dwindles at night.

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July 09, 2007
Page 2

documented to use the Sepulveda Boulevard underpass as a means to cross to the eastern portion of the Santa Monica Mountains. However, grading, lighting, and structural conditions (i.e. structural overhangs from the overpass), surrounding the culvert must be designed, or remains as is, to allow successful usage of the proposed culvert. We recommend that the culvert be a minimum of 2.5 meters in height and eight meters in width, and a maximum of 58 meters in length. However, we do not recommend wholesale removal of fencing along the right-of-way and the on- and off-ramps for northbound and southbound sides. Instead, replacing and adding fences for preventing wildlife from crossing both on- and off-ramps will help funnel wildlife to use the culvert and prevent motorist-wildlife collisions. As mentioned in our May 3, 2006 letter, we suggest building an eight foot high fence using wooden posts and large-sized rectangular mesh, instead of chain link fencing. The benefits of using this type of fencing construction would be for both aesthetics and effectiveness.

SMMC-1

The Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project will have some biological affects in this area as well. We urge Caltrans to continue to coordinate their work with the City of Los Angeles to permanently maximize crossing efficiency in and around the Sepulveda Boulevard underpass.

Bel Air Crest Underpass

The mitigation measures for the Bel Air Crest underpass should also include the addition of wildlife crossing signage. The proposed right-of-way fencing should also be constructed using wooden posts and large-sized rectangular mesh.

SMMC-2

Skirball Center Drive Wildlife Overpass

The mitigation measure of construction a wildlife staging area and bridge for the Skirball Center Drive Overpass requires ongoing coordinating with the City of Los Angeles' Sepulveda Widening Project. The final EIR must address the importance of also adding a crossing structure under Sepulveda Boulevard built by the City of Los Angeles. The final EIR/EIS should include design and funding mitigation for this underpass. An attached schematic of the Skirball Center Drive wildlife bridge illustrates a culvert running under Sepulveda Boulevard from the west side of the street to the wildlife staging area. The wildlife staging area then leads to the wildlife bridge on Skirball Center Drive. Wildlife will be able to cross between either side of Sepulveda Pass unobstructed by vehicles. Timing for both the construction of the culvert and wildlife bridge is critical to further prevent detrimental impacts to wildlife using Skirball Center Drive and Sepulveda Boulevard as a crossing.

SMMC-3

SMMC-2

SMMC's recommendation on type of fencing and wildlife crossing signage for the Bel Air Crest underpass will be taken into consideration.

SMMC-3

Caltrans will work with the City of Los Angeles, the Santa Monica Mountains Conservancy and other interested parties to secure multi-agency funding for a wildlife crossing under or over Sepulveda Blvd., south of Skirball Center Dr.

Caltrans intends to monitor wildlife crossings only at the Skirball Center Drive overpass. Since only this overpass would be a novel element, animal movement data gathered here would be useful when future projects might include a similar elevated crossing. When rebuilt in the same place, the Mulholland overcrossing would present to wildlife the same formidable aspects of the current structure.

There would likely be no real change in the way wildlife do, or do not, use it as a way across I-405. Ground level crossings beneath I-405 may already promote some movement by wildlife, which should persist after the project. The undercrossings at Sepulveda Boulevard and Bel Air Crest do not warrant careful monitoring on a regular schedule.

Please also see the response to comment CC-1.

Interstate 405 Sepulveda Pass Project Draft EIR/EIS
July 09, 2007
Page 3

One of the mitigation measures listed for the Skirball Center Drive overpass is a monitoring plan for before and during construction, and success criteria for after construction, of the proposed mitigation measures. The monitoring plan and success criteria should clarify if it will cover only Skirball Center Drive overpass, or if it will cover all three wildlife crossing. If the monitoring plan and success criteria is only for Skirball Center Drive overpass, the Conservancy recommends that this mitigation measure is applied, at some level, to all three wildlife crossings.

SMMC-3

Vegetation: Biological Study Area - B (Sepulveda Pass Segment)

The Project does not mitigate for habitat loss except for possible impacts to walnuts, coast live oak, sycamores, and other native trees (4 inches dbh). Biological study area-b (BSA-B) is described to consist mostly disturbed habitat, either bare ground or ruderal and exotic plant species due to high traffic volume on the freeway, fuel modification, and initial disturbance caused from the original construction of the freeway. (Figure 3.18-2: Biological Study Area - B: Sepulveda Pass Segment in the DIER shows Biological Study Area - A, please provide the correct map for the final EIR.) Within the project footprint there are undisturbed areas of coast live oak and western sycamores that are commonly found in the bottoms of small canyons along the east side of I-405, where the majority of undisturbed areas covered by chaparral vegetation. These undisturbed areas provide good wildlife habitat.

SMMC-4

Impacts from Alternative 2 and 3 will adversely affect these undisturbed vegetation areas and the wildlife it supports. There are no mitigation measures that would address these impacts. The impacts of the project will most likely leave disturbed areas that are either bare ground or filled with ruderal and exotic plant species, similar if not exactly like the result of the original freeway construction. Additionally, fuel modification will most likely be enforced due to the expansion of I-405 which will cause more disturbance and loss of wildlife habitat in previously undisturbed areas. To mitigate these impacts, the Conservancy recommends Caltrans to provide funding in an eserow account prior to impacts at \$75,000-per-acre to the Mountains Recreation and Conservation Authority (MRCA) to restore in publicly owned land in the Sepulveda Pass.

Section 4(f) Evaluation

The mitigation measures listed in the 4(f) Evaluation for Getty View Trailhead and Skirball Trailhead at Skirball Center must be included with the mitigation measures in Impacts to Land Use for the final EIR to be fully enforceable. These mitigation measures must state that Caltrans will reimburse the park improvement funding agencies to the full amount

SMMC-5

SMMC-4

Figure 3.18-2 has been replaced with the correct map.

The District Biologist has determined that a total of \$1.4 million will be set aside for mitigation assuming that following provisions:

- \$100,000/acre for coast live oak
- \$60,000/acre for coastal sage and chaparral
- Replacement ratio will be 2:1

\$700,000 will be set aside in supplemental funds for on-suite mitigation and \$700,000 will be set aside for off-site mitigation.

SMMC-5

The mitigation measures listed in the Section 4(f) do not need to be restated in the Land Use section of the Final EIR/EIS to be enforceable. An in lieu fee agreement will be arranged with the park improvement funding agencies to the full amount required by law.

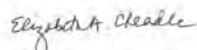
Interstate 405 Sepulveda Pass Project Draft EIR/EIS
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required by law, not just what the exact expenditures were in 1997. The reimbursements for both Getty View and Skirball Trailhead should include an additional \$2250 per original funding source to compensate MRCA staff time arranging reimbursement of funding sources and correcting accounting of the construction of each trailhead. Original funding sources are Proposition A and Environmental Enhancement Mitigation Program.

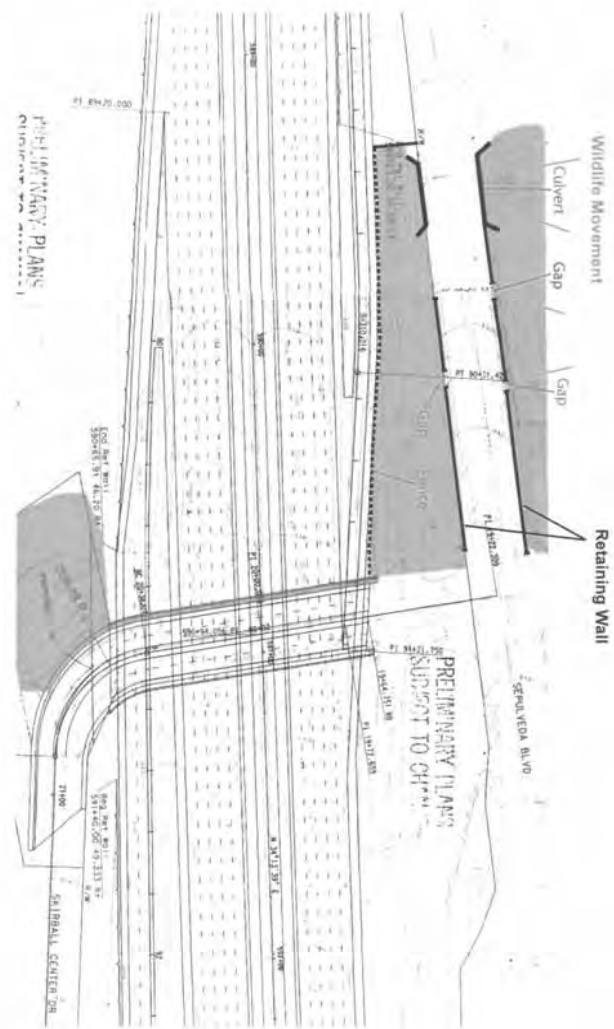
SMMC-5

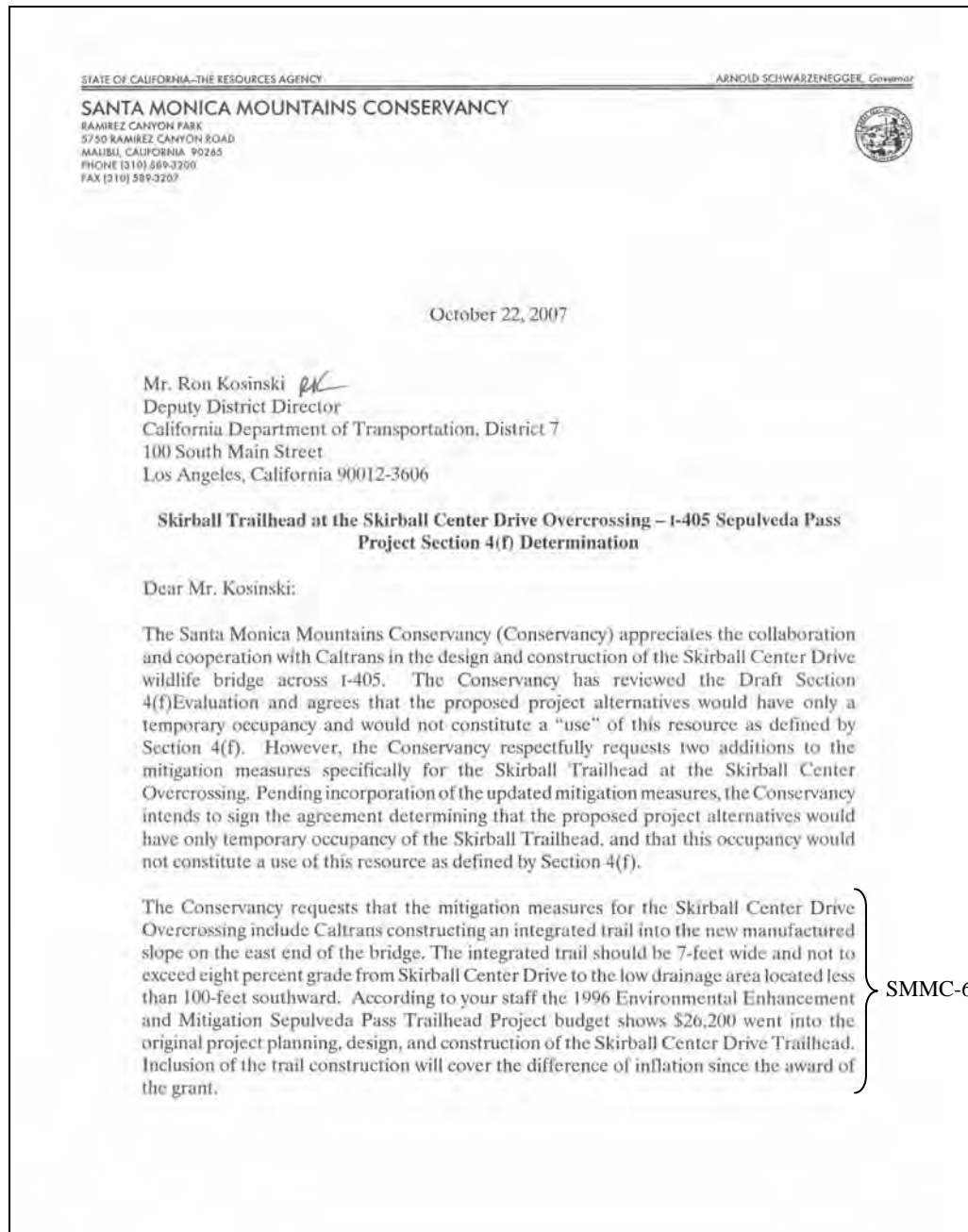
Please direct any questions or future correspondence to Paul Edelman at (310) 589-3230 ext. 128.

Sincerely,



ELIZABETH A. CHEADLE
 Chairperson





Comments from the Santa Monica Mountains Conservancy (SMMC) on October 22, 2007:

SMMC-6

SMMC's recommendation to construct a 7-foot wide integrated trail (not to exceed an 8% grade from Skirball Center Dr.) on the existing slope that will be re-graded will be taken into consideration. As requested, Caltrans will coordinate with the SMMC's Deputy Director of Natural Resources and Planning during final design to reconstruct the Skirball Trailhead area as recommended.

I-405 Sepulveda Pass Project Section 4(f) Determination

October 22, 2007

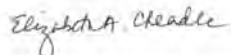
Page 2

The mitigation measures also list that the existing trailhead slope would be graded, filled, and re-vegetated to accommodate the widening of Skirball Center Drive overpass and freeway. In conjunction with Caltrans, we request this measure include that our staff will design and plan the restoration of the Skirball Trailhead area under the direction of our Deputy Director of Natural Resources and Planning.

We respectfully request that the Draft Section 4(f) Evaluation integrate our two mitigation requests, in whole, to the mitigation measures listed for the Skirball Center Drive Overcrossing. The Conservancy continues looking forward in working with Caltrans on this matter. Please direct any questions or future correspondence to Paul Edelman at (310) 589-3200, ext. 128.

} SMMC-6

Sincerely,



ELIZABETH CHEADLE
Chairperson

10 July 2007
 Mr. Ronald J Kosinski
 Page 2

**COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT/STATEMENT
 FOR I-405 HIGHWAY IMPROVEMENTS - SCAG NO. I 20070312**

PROJECT DESCRIPTION

The project proposes the construction of highway improvements on Interstate 405 (San Diego Freeway I-405) from Interstate 10 (Santa Monica Freeway I-10) to the United States Highway 101 (US-101). The proposed project includes the additional of a northbound High Occupancy Vehicle (HOV) lane and standardization of the southbound lanes. Additional right-of-way will be required.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the FEIR/EIS for the I-405 Highway Improvement Project.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

Staff Comments: Section 3.2.2 (Affected Environment – Market Demand) describes currently adopted population and employment growth forecasts for the study area. Table 3.2-1 (Population and Employment in the Project Area, City of Los Angeles, and County of Los Angeles: 2000-2030) references increases in population and employment between 2000 and 2030. The FEIR/EIS should also include adopted population and employment forecasts for the Westside Cities sub-region, as this sub-region is with-in or adjacent to the proposed project location. Once these are included, the project would be consistent with Policy 3.01.

Adopted SCAG Regionwide Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted Westside Cities Forecasts

	2010	2015	2020	2025	2030
Population	235,024	238,751	242,440	245,998	249,423
Households	115,747	118,119	120,504	122,846	125,172
Employment	264,193	272,749	280,926	288,432	295,383

Adopted City of Los Angeles Forecasts

	2010	2015	2020	2025	2030
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,994,358	2,057,435	2,117,623	2,172,642	2,223,338

* The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

SCAG-1

SCAG-1

Section 3.2.2 has been revised to include adopted population and employment forecasts for the Westside Cities subregion in order to be consistent with SCAG's Regional Comprehensive Plan and Guide Policy 3.01.

DOCS# 137816v1

10 July 2007
Mr. Ronald J Kosinski
Page 3

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

SCAG staff comments: Sections S-1 (Introduction and Background) and 1.1 (Introduction) notes that this project is included in the Southern California Association of Government's (SCAG) 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP). Based on the CMA Supplemental Application, construction is expected to take approximately four (4) years and perhaps begin construction in 2009. Therefore, the proposed project would be consistent with SCAG Policy 3.03.

SCAG-2

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

SCAG Staff Comments: Table S-2 (Proposed Mitigation Measures) provides a summary and identifies areas of impacts and proposed mitigation measures. The project is located in both urbanized and open space areas. The project expects to have impacts to air quality, noise, socioeconomic, traffic/circulation, and area aesthetics during construction activities. There would be a cultural impact to the Mulholland Drive Overcrossing, which has been determined eligible for the National Register of Historic Places (NRHP). Mitigation measures are proposed for all impacts to reduce the impacts to a less than significant level, except for the impact to the Mulholland Drive Overcrossing. Caltrans is working with the State Historic Preservation Office to identify measures to lessen the impact to the Overcrossing. Therefore, the proposed project would be consistent with SCAG Policy 3.18.

SCAG-3

3.19 *SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.*

3.20 *Vital resources as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals should be protected.*

3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

SCAG Staff Comments: Table S-2 (Proposed Mitigation Measures) provides a summary and identifies areas of impacts and proposed mitigation measures. The project is located in both urbanized and open space areas. A portion of the proposed project would take place in the Santa Monica Mountains National Recreation Area (SMMNRA) and would affect 2 trailheads and trails, impacting approximately 4.3 acres of land. There will be lost upwards of 162 mature native trees and affect 3 known wildlife crossings. Table 3.20-1 (Listed, Proposed Species and Critical Habitat Potentially Occurring or Known to Occur in the Project Area) identifies wildlife species expected to occur in the project area. The site contains a cultural resource, the Mulholland Drive Overcrossing. Mitigation measures have been included which will reduce impacts to these

SCAG-4

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SCAG-2
Comment noted.

SCAG-3
Comment noted.

SCAG-4
Comment noted.

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Page 4

resources to a less than significant level. Therefore, the proposed project would be consistent with SCAG Policies 3.19, 3.20, and 3.21.

3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments: Table S-2 (Proposed Mitigation Measures) provides a summary and identifies areas of impacts and proposed mitigation measures. The project is located in both urbanized and open space areas. Where the project goes through the Sepulveda Pass, grading of slopes will take place. Fill slopes will be required where the freeway is widened. There is the potential for liquefaction in the area from Santa Monica Boulevard to Wilshire Boulevard. There is a potential impact to the entire project area from ground movement. The expansion would increase noise in areas adjacent to the project site. Mitigation measures have been incorporated into the project to reduce these impacts. Slopes would be constructed according to Caltrans Standard Specifications to ensure stability. To mitigate against liquefaction, new piles required for structural support would be placed to a depth below the zones of potential liquefaction to protect structures from this hazard. Because the area could experience earthquakes with ground movement, the structures and the highway would be built to withstand these movements utilizing the latest technology and design details. Soundwalls would be constructed to reduce noise levels. Therefore, the proposed project would be consistent with SCAG Policies 3.22 and 3.23.

SCAG-5

SCAG-5
Comment noted.

SCAG-6
Comment noted.

SCAG-7
Comment noted.

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

SCAG Staff Comments: Sections 3.1 (Land Use), 3.2 (Growth), 3.3 (Community Impacts), 3.5 (Traffic and Transportation/ Pedestrian and Bicycle Facilities) and 3.13 (Air Quality) have incorporated comments from a variety of agencies concerned with air quality, land use, transportation, and economic relations. Therefore, the proposed project would be consistent with SCAG Policy 5.11.

SCAG-6

REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

SCAG-7

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Page 5

Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.
- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

SCAG-7

SCAG Staff Comments: Section 1-1 (Introduction) states that this project is included in the Southern California Association of Government's (SCAG) 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP). According to Section 1.2 (Purpose of the Proposed Project) the primary purpose of the proposed project is to improve mobility by reducing existing and forecasted traffic congestion on I-405 between I-10 to US-101. This project would reduce congestion and is expected to enhance traffic operations by adding freeway capacity in an area that already experiences heavy congestion. A secondary project goal is to enhance safety throughout the corridor, while minimizing environmental and socio-economic impacts. In addition to improving mobility and reducing congestion, the project aims to transfer through-vehicle trips to the regional freeway system, decrease commuter times for all travelers, reduce air pollution, and promote ridesharing. Therefore the proposed project would be consistent with these RTP Goals and Policies.

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility, livability** and **prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices.

Principle 2: Foster livability in all communities

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.

SCAG-8

DOCS# 137816v1

SCAG-8
Comment noted.

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Mr. Ronald J Kosinski
Page 6

- Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable **prosperity** for all people

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

Principle 4: Promote **sustainability** for future generations

- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

SCAG Staff Comments: The project proposes the construction of highway improvements on Interstate 405 (San Diego Freeway I-405) from Interstate 10 (Santa Monica Freeway I-10) to the United States Highway 101 (US-101). The proposed project includes the additional of a northbound High Occupancy Vehicle (HOV) lane and standardization of the southbound lanes. Additional right-of-way will be required. This would allow HOV to use this northbound portion of the freeway. Chapter 5 (Summary of Public Involvement Process/Tribal Coordination) summarizes the civic engagement that was accomplished by this project. Included were direct mailings to over 11,000 applicable public agencies, interested groups, and individuals, public scoping meetings, public outreach activities such as a website www.dot.ca.gov/dist07/move405 and a quarterly newsletter (*On the Move*) were developed in an effort to maintain public involvement and participation. Caltrans also initiated an outreach program that has included several meetings with elected officials, stakeholders and the community at large. Therefore the proposed project would be consistent with the mobility principle, in the promotion of a variety of travel choices, the prosperity principle, and in the encouragement of civic engagement of these Growth Visioning Principles.

CONCLUSIONS

1. SCAG commends the efforts of CALTRANS District 07 and the Federal Highway Administration for including in its analysis a thorough review of the policies contained in SCAG's RCPG, RTP, and CGV, as noted.
2. As noted in the staff comments, the proposed DEIR/EIS for I-405 Sepulveda Pass HOV Widening is consistent with or support many of the core and ancillary policies in the RCPG, RTP, and CGV, except as noted.
3. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA and NEPA.

DDCS# 137816v1

SCAG-9
Comment noted.

SCAG-8

SCAG-9

10 July 2007
Mr. Ronald J Kosinski
Page 7

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

DOCS# 137816v1

Comments from the South Coast Air Quality Management District (SCAQMD):



FAXED: JUNE 28, 2007

June 28, 2007

Mr. Ronald J. Kosinski *RJK*
Department of Transportation, Caltrans District 7
Division of Environmental Planning
100 South Main Street MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

Draft Environmental Impact Report (DEIR/S)
Interstate 405 Sepulveda Pass Widening Project (EA 120300)
(May 2007)

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated in the Final Environmental Impact Report/Statement.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the certification of the Final Environmental Impact Report/Statement. The SCAQMD would be available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Charles Blankson, Ph.D., Air Quality Specialist – CEQA Section, at (909) 396-3304 if you have any questions regarding these comments.

Sincerely

Steve Smith, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

Attachment

SS: CB

LAC070525-01
Control Number

Ronald J. Kosinski

-1-

June 28, 2007

**Draft Environmental Impact Report (DEIR/S)
 Interstate 405 Sepulveda Pass Widening Project**

1. Project Construction Emissions:

The lead agency states on page 199 of the DEIR/S that construction activities associated with the build alternatives of the proposed project would be temporary, and that a qualitative construction emissions analysis has concluded that project construction would not create adverse pollutant emissions. SCAQMD staff has two comments relating to these statements by the lead agency.

First, regarding construction emissions being temporary and therefore being less than significant, please note that designations of nonattainment are based on daily exceedances of an ambient air quality standard. Consequently, whether or not emissions are temporary is irrelevant to determining air quality significance.

Further, Please note that without quantifying the proposed project's construction air quality impacts and the effectiveness of measures to mitigate these impacts, the lead agency has not demonstrated that the construction emissions are not significant. Given the number and type of construction equipment listed on page 199 that would be used in the construction of the proposed project, it is important to estimate the emissions from these sources in order to determine whether or not the construction emissions will be significant.

On page 200 of the DEIR/S the lead agency further states that some asphalt concrete pavement and curbs and gutters would be removed. The lead agency does not provide the volume of the demolition debris that would have to be moved and the number of truck trips that would be involved and the distances that would be covered to dispose of the debris. All this data needs to be provided to also account for the emissions that would be generated from the activities leading to the proposed project's construction.

To calculate potential adverse construction air quality impacts from the proposed project, the SCAQMD recommends that the lead agency use the emissions calculation methodologies in the 1993 SCAQMD CEQA Air Quality Handbook. It may be possible to calculate construction emissions for this project using the current version of the URBEMIS 2007, which is available on the following website: www.urbemis.com. If quantification of emissions reveals that project emissions exceed the established significance thresholds, then the lead agency is required to identify mitigation measures to reduce those emissions to the maximum extent feasible.

2. Localized Impacts (Significance Thresholds) Analysis

Consistent with the SCAQMD's environmental justice program and policies, the SCAQMD recommends that the lead agency also evaluate localized air quality impacts to nearby sensitive receptors. SCAQMD staff recommends that for this project and for all future projects, the lead agency undertake the localized analysis to ensure that all feasible

SCAQMD-1

SCAQMD-2

SCAQMD-3

SCAQMD-4

SCAQMD-1

Caltrans provides only qualitative construction emissions discussions and does not estimate construction emissions. Caltrans is not obligated to adopt other agency thresholds and as a result, Caltrans does not perform localized impact analysis using SCAQMD's thresholds. Caltrans does not perform quantitative analyses for either construction or operational emissions which means we do not perform health risk assessments. The only exception is for CO where we do have a validated approach and tools with which we are able to quantify emissions. However, even for CO, we have not had to conduct a health risk assessment. For PM, even EPA recognizes the lack of available tools for quantifying emissions.

SCAQMD-2

Preliminary engineering has been performed on the project thus far; a yet-to-be determined design-build contractor would prepare grading and hauling plans. This information will be provided as it becomes available.

SCAQMD-3

Please see response to comment SCAQMD-1.

SCAQMD-4

Caltrans has evaluated environmental justice impacts for the specific populations included in the affected communities under the guidance of the National Environmental Policy Act. There is the potential for environmental justice impacts given the presence of minority and low-income populations within the Affected Community, however, it is not anticipated that environmental justice populations would be disproportionately impacted as a result of the project. Temporary air quality impacts from construction equipment will be mitigated by adhering to the SCAQMD's rules and regulations and Caltrans Standard Construction Specifications for equipment emissions and fugitive dust.

Ronald J. Kosinski

-2-

June 28, 2007

measures are implemented to protect the health of nearby sensitive receptors. The methodology for conducting the localized significance thresholds analysis can be found on the SCAQMD website at: www.aqmd.gov/ceqa/handbook/LST/LST.html.

} SCAQMD-4

SCAQMD-4 cont'd

Long-term impacts associated with the proposed project will include air quality impacts from vehicle emissions over time. According to the Air Quality Assessment prepared for this project, it was determined that there will be an overall improvement in air quality over time due to decreasing emission concentration with the implementation of the build alternatives over the no build.



United States Department of the Interior

NATIONAL PARK SERVICE
Santa Monica Mountains National Recreation Area
401 West Hillcrest Drive
Thousand Oaks, California 91360-4307

In reply refer to:
L76 (SAMO)

October 1, 2007

Mr. Ronald J. Kosinski, Deputy District Director
Caltrans District 7
Division of Environmental Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

Thank you for the opportunity to comment on the proposed mitigation measures to reduce wildlife movement impacts associated with the Interstate 405 High Occupancy Vehicle Connector project, which would widen and upgrade sections of Interstate 405 within Sepulveda Pass. We provide comments on the effects of private and public land development in the Santa Monica Mountains at the invitation of state and local units of government with authority to prevent or minimize adverse uses. We respect agencies' mandate to plan for and provide public services to their constituencies, consistent with federal, state, and local laws. In providing comments, we assume a neutral position and do not support or oppose land development. To this end, we offer the following comments.

Sepulveda Pass along the 405 freeway bisects the Santa Monica Mountains near the eastern portion of the mountain range, separating wildlife habitat on either side of the freeway. To ensure that large mammals such as bobcats, gray foxes, badgers, and mule deer persist throughout the Santa Monica Mountains, and particularly in the eastern part of the mountains between the 405 and 101 freeways, it will be necessary for these species to move across the 405 freeway. We applaud efforts by Caltrans to evaluate the wildlife movement impacts of the 405 project and strongly support measures proposed by Caltrans that will assist wildlife movement across the 405 freeway in this critical area.

DOI-1

The Sepulveda underpass near Getty View Trail provides an excellent location that can facilitate wildlife movement under the 405 freeway. To increase the value of this site for wildlife, we agree that culverts that cross under on-ramp roadways will be beneficial. In addition, relocating right-of-way fencing and careful revegetation and restoration with native plant species around the underpass can significantly enhance the site's utility for wildlife movement. Similarly appropriate fencing and revegetation, coupled with road design that recognizes wildlife movement needs, can substantially enhance the value of the Bel Aire Crest underpass for wildlife movement, too.

DOI-2

Comments from the United States Department of the Interior (DOI):

DOI-1

Caltrans appreciates DOI's support of mitigation measures that would assist wildlife movement in the project area.

DOI-2

Mitigation measures to facilitate wildlife movement at the Getty View Trailhead and Bel Air Crest were developed in close coordination with the Santa Monica Mountains Conservancy.

We also strongly support a proposed pedestrian/wildlife path along the south side of a redesigned Skirball Center Drive overpass. The location of the overpass, adjacent to important wildlife habitat on either side of the 405 freeway, and the evidence that exists from many wildlife movement studies and monitoring, indicate that such a mitigation measure will be effective for targeted species. In addition, such a path can provide an important recreational amenity for people that is safe and compatible with wildlife conservation.

Our extensive research on wildlife movement in the Santa Monica Mountains has demonstrated that large freeways do indeed isolate wildlife populations, including bobcats, coyotes, and mountain lions. These impacts have been genetically documented for bobcats and coyotes along the 101 freeway (Riley et al. 2006a), and similar effects would be expected along the 405 freeway. (We are currently working with researchers at California State University, Northridge and University of California, Los Angeles to measure possible effects for bobcats near the 405 freeway.) At the same time, our work also demonstrates that wildlife crossing structures can and do work, and are utilized by a variety of species, including bobcats, coyotes, mule deer, mountain lions, and other species (Ng et al. 2004, Riley et al. 2003, Riley et al. 2006b). In addition, extensive research and monitoring in other areas, including many countries in Europe, in Canada, and in other parts of southern California, indicate that wildlife utilize and benefit from crossing structures along highways. In fact, scientists, planners, and engineers in Europe have long utilized wildlife underpasses ("ecoducts") and overpasses ("green bridges") to mitigate for wildlife movement impacts created by transportation infrastructure (Bank et al. 2002). Monitoring of such structures in the Netherlands has shown that earthen paths and vegetated verges alongside roads can also provide wildlife movement benefits (Luell et al. 2002). Based on this accumulated knowledge and the many years of research upon which it is based, we are confident that the proposed pedestrian/wildlife path along Skirball Center Drive would provide important wildlife movement benefits.

Finally, National Park Service scientists and have worked to collect extensive data and information about area wildlife and animal movements within and around the Santa Monica Mountains National Recreation Area. We would be pleased to work with Caltrans to provide these data and to assist Caltrans and other agencies design appropriate studies, conduct monitoring, and assess effects of proposed mitigation measures both before and after construction. Please feel free to contact us if you would like to discuss this further and if you think we could be of assistance.

Thank you again for the opportunity to provide comments. If you have questions or need more information, please contact Dr. Ray Sauvajot, Chief of Planning, Science and Resource Management, at 805-370-2339 or via electronic mail at ray_sauvajot@nps.gov.

Sincerely,



Woody Smeck
Superintendent

DOI-3

DOI-4

DOI-3

Your support of the pedestrian/wildlife path along Skirball Center Drive is acknowledged. These mitigation measures were developed in close coordination with the Santa Monica Mountains Conservancy and it is anticipated that this will provide an important link and other wildlife movement benefits.

DOI-4

Caltrans will continue to coordinate with the National Park Service to develop a monitoring/data collection plan before, during and after construction. The data collected will be used to determine the success criteria of the proposed mitigation measures for overall impacts to wildlife movement across the I-405 through the Sepulveda Pass.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

September 20, 2007

Mr. Ron Kosinski
California Department of Transportation
100 South Main Street
Los Angeles, California 90012-3606

Subject: Draft Environmental Impact Statement for the Interstate 405 Sepulveda Pass Widening Project, from Interstate 10 to U.S. 101, Los Angeles County, California (CEQ #20070218)

Dear Mr. Kosinski:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the Interstate 405 (I-405) Sepulveda Pass Widening Project, from Interstate 10 (I-10) to U.S. 101, Los Angeles County, California and two updates to the project provided to our agency on May 28, 2007 and July 20, 2007 (herein, referred to as July 2007 DEIS Revisions). Our comments on these three documents are provided under the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. Our detailed comments are enclosed.

Based on our review, we have rated the proposed I-405 Sepulveda Pass Widening Project DEIS as Environmental Concerns – Insufficient Information (EC-2). A *Summary of EPA Rating Definitions* is enclosed. While the DEIS was updated and revised in July 2007 to include several project changes, including the addition of a south bound mixed flow lane which extends for several miles, the sections evaluating impacts to the physical and biological environment, such as air quality, water quality, and natural communities, do not appear to have been updated. EPA recommends that Caltrans clarify whether the July EIS Revisions would affect the reporting or analysis provided in the May 2007 DEIS in both the physical and biological environments sections, and provide additional information in the Final Environmental Impact Statement (FEIS) regarding impacts and mitigation if warranted.

EPA also recommends that the discussion on dispersion modeling and exposure and health effects for mobile source air toxics be updated to reflect the findings of recent studies and reports. Our additional detailed comments provide several recommendations to reduce project impacts associated with increased impervious surfaces and construction emissions and runoff.

EPA-1

EPA commends the efforts of Caltrans to coordinate with the Santa Monica Mountains Conservancy to address impacts to existing wildlife corridors. In addition, Caltrans coordination with the Veterans Administration and the Salvation Army Westwood Transitional Village, including the Bessie Pregerson Child Development Center, provided for a thorough assessment

EPA-2

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Comments from the United States Environmental Protection Agency (EPA):

EPA-1

The Environmental Protection Agency's rating of the DEIR/EIS and their particular concerns regarding the revisions made to the DEIR/EIS in July 2007 are acknowledged. Caltrans believes that the extensive information provided in the DEIR/EIS and the supporting technical studies are sufficient.

The addition of the southbound mixed-flow lane was an oversight. Shortly after circulation commenced, an effort was made to inform the public and provide clarification on the southbound mixed-flow lane. The proposed southbound mixed-flow lane was included in the project engineering plans, however, it was simply human error that left this out of the written project description. FHWA also made additional recommendations to include their preferred geometric design options at Skirball Center Dr. and Valley Vista Blvd.

As a result of extensive community outreach from Alternative 3, the project description was revised to include Alternative 3 Modified which essentially avoided acquisition of property in the community of Brentwood Glen. Alternative 3 Modified had the same impacts as Alternative 3, except for the Visual Impact Assessment (see Section 3.6.3 of the EIR/EIS). Alternative 3 Modified was a variation of Alternative 3 that only modified the design for about 0.5 miles along Church Lane in Brentwood Glen.


Please also see response to comment EPA-9 and EPA-10 regarding dispersion modeling and health risk assessment.

of impacts to these facilities. EPA encourages continued coordination with these groups to ensure that construction and operational impacts are further minimized.

} EPA-2

Thank you for the opportunity to comment on the DEIS. We look forward to working with you to resolve the issues raised in our detailed comments. When the FEIS is released for public review, please send two hard copies and two electronic copies to the address above (mail code: CED-2). If you have any questions, please contact me or Susan Sturges, the lead reviewer for this project. Susan can be reached at 415-947-4188 or sturges.susan@epa.gov.

Sincerely,


Nova Blazej, Manager
Environmental Review Office

Attachments:

- Summary of EPA Rating Definitions
- EPA's Detailed Comments

- cc: Carlos Montez, California Department of Transportation
Steve Healow, Federal Highway Administration
Paul Edelman, Santa Monica Mountains Conservancy
Mark Cohen, U.S. Army Corps of Engineers

EPA-2

Caltrans will continue to coordinate with the Santa Monica Mountains Conservancy, Veterans Administration, Salvation Army Westwood Transitional Village/Bessie Pregerson Child Development Center to ensure that construction and operational impacts are further minimized.

EPA DETAILED COMMENTS ON THE INTERSTATE 405 CORRIDOR IMPROVEMENT PROJECT, FROM STATE ROUTE 91 TO INTERSTATE 605, LOS ANGELES COUNTY, CALIFORNIA, SEPTEMBER 20, 2007

Project Revisions and Analysis and Reporting of Impacts

After the Interstate 405 (I-405) Corridor Improvement Project Draft Environmental Impact Statement (DEIS) was made available for public comments, California Department of Transportation (Caltrans) provided notice to EPA on May 28, 2007 that several changes to the project were mandated by Federal Highway Administration (FHWA). Caltrans provided modified sections of the DEIS to EPA on July 20, 2007 to reflect these project changes (herein, referred to as July 2007 DEIS Revisions), including the addition of a south bound mixed flow lane which extends for several miles. Although supplemental documentation was provided to EPA to note project changes and disclose changes to visual impacts and impacts to neighboring properties and traffic, little to no revisions were made in sections evaluating impacts to the physical and biological environment, such as air quality, water quality, and natural communities. EPA recommends that Caltrans evaluate whether the revisions would affect the reporting or analysis provided in the May 2007 DEIS in both the physical and biological environments sections.

Recommendations:

- Clarify that the analyses and reporting of impacts in both the May 2007 DEIS and the July 2007 DEIS Revisions consistently reflect all project revisions and the additional impacts that all revisions may have on the physical, human, and biological environment. Additional analyses and mitigation should be included in the Final EIS (FEIS). Specifically, if the conclusions in the DEIS regarding the significance of impacts or the evaluation of alternatives are affected, this should be stated in the FEIS.
- EPA notes that the July 2007 EIS Revisions identify that a supplemental wildlife corridor evaluation and supplemental traffic analyses were performed in July 2007. Include additional supplemental analysis for other resources. Specifically, the FEIS should include additional analysis of the potential impacts from an additional mixed flow lane. If other supplemental evaluations are not needed, summarize the justification for lack of supplemental analyses in the FEIS for each resource area.
- Results of the supplemental wildlife corridor evaluation were not summarized in the July 2007 DEIS Revisions and should be included in the FEIS.

EPA-3

Water Quality

Storm water runoff from urban areas has been recognized as a major source of degradation to aquatic systems. According to the May 2007 version of the DEIS, the I-405 Sepulveda Pass Widening Project would increase the amount of impervious surfaces in the area by 14.3 acres, thereby increasing storm water runoff to downstream waterbodies. Although the project footprint was increased between the May 2007 DEIS and the July 2007 DEIS Revisions, the reported acreage of increased impervious surface did not change. The project will involve

EPA-3

Please refer to response to EPA-1 regarding DEIR/EIS clarifications.

The proposed southbound mixed-flow lane was included in the project engineering plans and most of the technical reports prepared for the project included the additional southbound lane as part of their analysis.

It was determined that there were only minor additional impacts to those already identified in the DEIR/EIS. The Visual Impact Assessment was revised to include viewpoints of Church Lane in the community of Brentwood Glen and of Sepulveda Blvd. between Montana Ave. and Moraga Dr. Section 3.6 of the DEIR/EIS has been revised to document the analysis performed for these two viewpoints.

It was also determined that additional analysis for air quality impacts would not be required since we are only required to provide a qualitative analysis. According to Caltrans' noise engineers, there was no need for a new analysis since there is already a soundwall recommended at the edge of shoulder and any additional or meaningful abatement would only be possible outside CT right-of-way, which is not being considered at this time. Also, according to Caltrans' biologists, the Natural Environment Study analyzed the ultimate project footprint shown on project plans and as a result, additional analysis would not be required. The Supplemental Wildlife Corridor Evaluation was prepared to provide additional literature review of existing documents and other various applicable scientific articles discussing wildlife movement data within the Sepulveda Pass. The Supplemental Traffic Analysis was prepared to assess the impact of closing the eastbound Sunset Blvd. on-ramp to southbound I-405. The closing of this ramp would only be considered as a project element under Alternative 3.

increasing discharges to the Los Angeles River (at the north end) as well as the Sepulveda Channel/Ballona Creek (at the south end). Both of these waterways are listed as impaired waterways under Section 303(d) of the Clean Water Act (CWA). The sources of the impairment are multi-faceted and include trash, ammonia, DDT, PCBs, and many other high priority pollutants.

Section 3.9.3 of the DEIS states that the "Effluents from the proposed project location would not further impair or adversely affect the concentration of contaminants from the water bodies located in the project area." Although the document states that the project would be designed to comply with Best Management Practices (BMPs), it is unclear how storm water will be managed to prevent further impairment to downstream waters.

EPA-4

In addition to the increased impervious surfaces from the widening of the highway system, runoff associated with construction activities has the potential to contribute to further water quality impairment. The May 2007 DEIS reports that the total disturbed soil area from the project ranges from 121.3 acres (Alternative 2) to 178.5 acres (Alternative 3)(EPA notes that the acreage for Alternative 3 was not increased in the July 2007 DEIS Revisions). Storm water runoff from construction sites is a major concern and may facilitate the discharge of pollutants such as sediment, fertilizers, pesticides, oil and grease, and other construction chemicals and debris. In just a very short time, construction sites can deposit more sediment into rivers and estuaries than can be deposited naturally over several decades.

EPA-5

Although the DEIS mentions that a Construction Storm Water Pollution Prevention Plan (SWPPP) would be prepared prior to starting construction activities, very little information is contained in the document to support the conclusion that, "The proposed project would not further impair the 303(d) listed water bodies" (Section 3.10.3). Section 3.10.4 mentions that a Storm Water Data Report was completed for the project that includes treatment BMPs to prevent sediment and other pollutants from entering the storm drain system. Although Figure 3.10-1 contains a few proposed Storm Water Treatment locations, it is unclear how these BMPs will meet water quality criteria for the downstream waterbodies.

EPA-6

Recommendations:

- Provide more information in the FEIS to support the conclusion that the project will not cause or contribute to further impairment of downstream waterbodies.
- Include storm water performance standards for both construction site sediment control and post-construction project design standards in the FEIS and ROD.
- Provide more information regarding the placement, selection, and performance of the BMPs mentioned in Section 3.10.4 (Avoidance, Minimization and Mitigation Measures) in the FEIS.
- Design, install, and maintain BMPs to control total suspended solids (TSS) carried in runoff post-construction of the project.
- Employ BMPs to maintain or reduce the peak runoff discharge rates, to the maximum extent practicable, as compared to the pre-development conditions for the 2-year, 24-hour design storm event.

EPA-7

EPA-4

All Caltrans projects are constructed in adherence to the Department's Storm Water Management Plan, which has been approved by the State Water Resources Control Board. This plan identifies a large range of potential BMPs (including avoidance and minimization measures) that can be used to reduce project-related storm water quality impacts. From this Plan, an appropriate sub-set of BMPs will be drawn and included in the Storm Water Pollution Prevention Plan (SWPPP) for this project; new treatment BMP features such as two infiltration trenches, one infiltration/detention basin and three bio-filtration swales will be used in conjunction with the existing system as discussed in Section 3.10 of the DEIR/EIS.

The SWPPP will be developed at a later stage of the project development process, so the exact location of the BMPs will be determined at that time.

EPA-5

In addition to compliance with BMPs, Caltrans will adhere to regulations set forth in the National Pollutant Discharge Elimination System (NPDES) permit.

EPA-6

See response to EPA-4 regarding proposed BMPs.

The project lies within the Los Angeles River Watershed. The receiving waters within the project limits include the Los Angeles River and Ballona Creek with their respective tributaries. The distance to the Los Angeles River is approximately 1.5 miles to the northeast and 4.5 miles to Ballona Creek to the south. The receiving water bodies are not considered high-risk areas used for municipal or domestic water supply.

- Design, install, and maintain BMPs to infiltrate sufficient runoff volume such that post-development infiltration volume should be at least 90 percent of the predevelopment infiltration volume. That is, no more than 10-percent decrease in infiltration would be allowed.
- Determine if the project revisions impact the acreages reported in the May 2007 version of the DEIS for: 1) the increase in the amount of impervious surface (14.3 acres) associated with project, and 2) the total disturbed soil area for Alternative 3 (178.5 acres).

EPA-7

Air Quality

The proposed project is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) implements local air quality regulations in the SCAB to carry out Federal Clean Air Act (CAA) requirements, as authorized by the EPA. The current SCAB nonattainment designations under the Federal CAA are as follows: carbon monoxide - serious nonattainment; 8-hour ozone - severe nonattainment; particulate matter with a diameter of 10 microns or less (PM₁₀) - serious nonattainment; and particulate matter with a diameter of 2.5 microns or less (PM_{2.5}) - nonattainment. The SCAB has the worst 8-hour ozone and PM_{2.5} problems in the nation, and attainment of these National Ambient Air Quality Standards (NAAQS) will require massive reductions from mobile sources, given the rapid growth in this emissions category and the long lifespan of diesel engines.

Construction Mitigation Measures

The DEIS includes SCAQMD requirements to reduce emissions. In addition to these measures, EPA recommends the following additional measures to reduce the impacts resulting from future construction associated with this project.

Recommendations:

Due to the serious nature of the PM₁₀ and PM_{2.5} conditions in the SCAB, EPA recommends that the best available control measures (BACM) for these pollutants be implemented at all times and that the FEIS and ROD incorporate a Construction Mitigation Plan. We recommend that (1) all applicable requirements under SCAQMD Rules, (2) the Caltrans Standard Construction Specifications and recommended measures listed on pages 310 and 311 of the DEIS, and (3) the following additional and/or revised measures be incorporated into a Construction Mitigation Plan.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.

EPA-8

EPA-6 cont'd

Established Total Maximum Daily Loads (TMDLs) or effluent within the project limits are:

- Los Angeles River Trash TMDL
- Los Angeles River Nitrogen Compounds and Related Effects TMDL
- Los Angeles River and Tributary Metal TMDL
- Ballona Creek Trash TMDL
- The Ballona Creek Metals TMDL and the Ballona Creek Estuary Toxic Pollutants TMDL

The project alignment is chosen to minimize impacts on receiving waters by limiting cut and fill slopes with the construction of retaining walls, minimizing disturbance of vegetation, avoiding formations difficult to re-stabilize, and ensuring that concentrated flows are collected in stabilized drain channels.

This project conforms to NPDES Permit No. CAS 000002 and CAS 000003. Notification of Construction will be submitted to LARWQCB thirty (30) days before construction begins.

EPA-7

Please see response to comment EPA-4 regarding proposed BMPs.

EPA-8

Best Available Control Measures (BACM) will be included as a part of the Mitigation Monitoring Reporting Record. The contractor will be required to adhere to BACMs and all other applicable requirements under SCAQMD Rules, Caltrans Standard Construction Specifications, other recommended measures as outlined in Section 3.13 of the DEIR/EIS, and the additional measures provided by the EPA regarding Fugitive Dust Source Controls, Mobile and Stationary Source Controls and Administrative Controls.

- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earthmoving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.
- Prohibit any tampering with engines and require continuing adherence to manufacturers recommendations
- If practicable, lease newer and cleaner equipment meeting the most stringent of applicable Federal or State Standards (see table: <http://arb.ca.gov/msprog/ordiesel/documents/Off-Road%20Diesel%20Stds.xls>). In general, only Tier 2 or newer engines should be employed in the construction phase, given the scale of the construction project and the high background levels of pollutants in the area.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.)
- Utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification. Use low sulfur fuel (diesel with 15 parts per million or less) in engines where alternative fuels such as biodiesel and natural gas are not possible.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintain traffic flow.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to

EPA-8

these populations. For example, locate construction equipment and staging zones away from sensitive receptors away from fresh air intakes to buildings and air conditioners.

EPA-8

Air Toxics
Dispersion Modeling

The discussion of limitations in the dispersion models in the DEIS has been updated from previous information presented in the February 2006 FHWA MSAT interim guidance, but still does not reflect current available science. While the CALINE and CAL3QHC were developed and validated a number of years ago, as stated in the DEIS, they continue to undergo validation. A number of recent studies have determined that CALINE, especially CALINE4, accurately predicts ambient concentrations in near-roadway environments for both gaseous and particulate pollutants (see, for example, Gramatnev *et al.*, Atmospheric Environment, volume 37, pages 465-474, 2003; Zhang *et al.*, Atmospheric Environment, volume 39, pages 4155-4166, 2005). The joint University of California Davis - Caltrans report, entitled "A Survey of Air Quality Dispersion Models for Project-Level Conformity Analysis" (June 19, 2006), concluded that available models are appropriate for modeling project-level dispersion of on-road and construction emissions, contradicting the language in the DEIS.

In the near-roadway environment, the major mobile source air toxics (MSATs) will behave similarly to carbon monoxide: both are treated as inert gases for the purposes of dispersion. In fact, one of the most reactive MSATs, formaldehyde, has an atmospheric half-life very similar to carbon monoxide: 4-10 hours for formaldehyde compared to 4-6 hours for carbon monoxide under typical conditions. Since the majority of impacts are expected to occur within 1000 feet of the roadway or closer (for a summary of supporting studies, see Section 3.1.3 of EPA's "Draft Regulatory Impact Analysis: Control of Hazardous Air Pollutants from Mobile Sources," February 2006, <http://www.epa.gov/oms/regs/toxics/ria-sections.htm>), pollutants are dispersed within a few minutes under average wind speeds. Neither MSATs nor carbon monoxide undergo significant reactions in a few minutes, and thus both can be accurately treated as inert gases for the purposes of dispersion, as is standard practice for carbon monoxide.

Based on these recent studies and reports, CALINE4 would be an appropriate tool for dispersion analysis of MSATs within the DEIS, if desired. The March 2007 report, entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" ([http://www.trb.org/NotesDocs/25-25\(18\)_FR.pdf](http://www.trb.org/NotesDocs/25-25(18)_FR.pdf)), prepared for the American Association of State Highway and Transportation Officials (AASHTO), identifies CALINE4 as the "Best Available Air Quality Modeling Tool for use in Analyzing MSATs under NEPA" for purposes of both roadway widening and high occupancy vehicle (HOV) lane addition.

Furthermore, the discussion in the DEIS references a lack of adequate monitoring data as a limitation. While air toxics monitoring data is frequently limited, Southern California is one of the most studied areas of the country. There are numerous sources of both monitored and modeled ambient air toxics concentrations in Southern California, including several fixed site air toxics monitors operated by South Coast Air Quality Management District (SCAQMD) and

California Air Resources Board, EPA's National Air Toxics Assessment (NATA, <http://www.epa.gov/ttn/atw/nata1999/>), and SCAQMD's Multiple Air Toxics Exposure Study (MATES, <http://www.aqmd.gov/matesiidf/matestoc.htm> and <http://www.aqmd.gov/prdas/matesIII/matesIII.html>). Thus it would be straightforward to determine MSAT background concentrations, providing context for any potential dispersion analysis.

Recommendation:

EPA recommends the following updates regarding information provided in the MSATs Section:

- Update the language on "Information that is Unavailable or Incomplete," beginning on page 194, as noted above.
- Revise the discussion of uncertainties in "Dispersion" to include an updated discussion of the use of CALINE4 in situations similar to the proposed project, referencing more recent studies and the report prepared for AASHTO.
- Revise the discussion to more accurately reflect dispersion of MSATs and carbon monoxide. Specifically, the FEIS should remove implications that dispersion of MSATs would differ from dispersion of carbon monoxide.

EPA-9

EPA also recommends that the concern about establishing project-specific MSAT background concentrations be amended to note that Caltrans could work with EPA and SCAQMD to determine relevant background concentrations. EPA is not recommending that Caltrans perform a dispersion analysis of air toxics for this DEIS. We do, however, acknowledge that this analysis is possible. If dispersion modeling is pursued in the FEIS, we are available to assist Caltrans in developing meaningful model inputs and interpreting the results.

Exposure Levels and Health Effects

Both EPA and California Office of Environmental Health Hazard Assessment (OEHHA) have long standing experience and published, peer-reviewed guidance for evaluating long-term health effects, including cancer risk. The concerns raised about estimating exposure over a 70-year lifetime have been addressed extensively by our agencies. Recently, EPA has published an Air Toxics Risk Assessment Reference Library (http://www.epa.gov/ttn/fera/risk_atra_main.html) that addresses the precise concerns raised in this section of the DEIS – namely how to develop appropriate exposure scenarios in a risk assessment. Similarly, California OEHHA has hot spot risk assessment guidance published in support of California's Air Toxics "Hot Spots" Information and Assessment Act of 1987 (a.k.a. AB2588, http://www.oehha.ca.gov/air/hot_spots/pdf/HRAguidefinal.pdf). While we agree with the statement in the DEIS that there are always uncertainties associated with risk assessments, for this project most uncertainties would be consistent across alternatives, and thus such an analysis would still be sufficient for distinguishing between the impacts among scenarios and informing mitigation.

EPA-9

The MSATs analysis contained in the Air Quality Study and Final EIS is consistent with the Federal Highway Administration's guidance, "*Interim Guidance on Air Toxics Analysis in NEPA Documents.*" FHWA does not believe that dispersion modeling is appropriate at this time. The completed analysis provides sufficient information for decision-makers and the public regarding potential impacts of MSATs.

While the UC Davis report cited by EPA states that CALINE can be used for analysis of particulate matter, the report does not assess the accuracy of the application. Caltrans' report "*CALINE4*" describes the calibration process for the model; the calibration was based on CO data and limited NO₂ data. A second UC Davis report, "*PM_{2.5} Modeling Capabilities of CALINE4*" concludes that more validation, using PM_{2.5} data, should be done to verify the accuracy of the model. EPA has not established a maximum allowable concentration of MSATs in the air, nor has EPA established (or required States to establish) a cap on total MSAT emissions in a region. As a result, there is no regulatory standard for determining an acceptable level of MSAT concentrations or emissions in the air.

EPA states, "*In the near-roadway environment, the major mobile source air toxics (MSATs) will behave similarly to carbon monoxide...*" FHWA is not in agreement with this assertion. To the contrary, according to a Health Effects Institute Special Report on MSATs, it states: "*MSATs can exist in the gas phase as well as in association with PM. Moreover, after emission, some MSATs can undergo atmospheric transformations that produce other known MSATs, products of unknown chemistry and toxicity, and nontoxic degradation products...*"

Recommendation:

Revise the discussion of uncertainties in "Exposure Levels and Health Effects" to include a discussion of possible exposure scenarios typically used by EPA and California OEHHA in air toxics risk assessments. EPA is not recommending that Caltrans perform a human health risk assessment. We do, however, acknowledge that such an assessment is possible. If a human health risk assessment is pursued in the FEIS, we are available to assist Caltrans in developing meaningful exposure scenarios.

The DEIS provides toxicity information for the six MSATs of most concern. We support the need to provide this information in the DEIS, but note the following corrections for incorporation into the FEIS:

Recommendations:

The summary of toxicological endpoints included in the DEIS (Pages 172-173) should also include health endpoints other than cancer for acrolein, benzene, acetaldehyde, formaldehyde, and 1,3-butadiene. Update the FEIS to include the following:

- The primary health concern for acrolein is not cancer, but rather a respiratory endpoint (nasal lesions, <http://www.epa.gov/iris/subst/0364.htm#refinhal>). Remove references to potential carcinogenicity for acrolein.
- Similarly, benzene (decreased lymphocyte count, <http://www.epa.gov/iris/subst/0276.htm#refinhal>), acetaldehyde (degeneration of the olfactory epithelium, <http://www.epa.gov/iris/subst/0290.htm#refinhal>), formaldehyde (respiratory, <http://www.atsdr.cdc.gov/toxprofiles/tp111-e2.pdf>), and 1,3-butadiene (ovarian atrophy, <http://www.epa.gov/IRIS/subst/0139.htm#refinhal>) all have non-cancer health endpoints of potential concern.

Wildlife Corridors

EPA commends the extensive efforts of Caltrans to work with the Santa Monica Mountains Conservancy to address project impacts to critical east-west wildlife habitat links separated by the freeway. The DEIS provides extensive mitigation measures to minimize impacts to wildlife movement at the Sepulveda Boulevard Underpass and I-405 (at the Getty View Trailhead), Bel Air Crest Underpass, and the Skirball Center Drive Overpass. To ensure that these measures are carried forward and are effective, EPA recommends the following:

Recommendations:

- Commit to mitigation measures identified in Section 3.17.4 in the FEIS and ROD.
- Continue to coordinate with Santa Monica Mountains Conservancy to address wildlife passage impacts associated with the I-405 project, particularly to ensure that any additional impacts to the wildlife corridors from the recent changes to Alternative 3 are considered in the mitigation measures.

EPA-10

EPA-11

EPA-12

EPA-9, cont'd

As discussed in FHWA's interim guidance, FHWA has initiated a pooled-fund study with five state DOTs (AZ, KS, MI, NV, NY) to study behavior of MSATs from major highways. The goal of this study is to yield knowledge about MSAT emissions and provide FHWA credibility when addressing related issues for projects in the study areas. There is no guarantee the study will enable FHWA to accurately model the dispersion of MSATs from major highways. Until these studies are completed, FHWA's position regarding dispersion modeling, based on literature review and EPA guidance on air quality models, remains the same.

EPA-10

EPA and California OEHHA have developed guidance for health risk assessments, however, they do not eliminate uncertainties inherent in health risk assessments. The uncertainties associated with performing risk assessments are acknowledged in the introduction of the OEHHA report. The concern with performing these kinds of assessments for highway projects is that the calculated difference in health impacts due to implementation of the project is likely to be much smaller than the uncertainties associated with calculating them, and therefore, these assessments would not result in any meaningful project conclusions.

EPA-11

Section 3.13 of the DEIR/EIS has been updated to include health endpoints as recommended.

EPA-12

Mitigation measures outlined in Section 3.17.4 of the DEIR/EIS will be included in the ROD.

Please also see response to comments SMMC-1 through SMMC-6 regarding mitigation and coordination with SMMC for wildlife crossings.

Environmental Justice

Executive Order 12898 on Environmental Justice addresses disproportionate and adverse impacts of federal actions on minority and low-income populations. Environmental justice communities in the project area are identified in a few tracts in the project area. The DEIS identifies a higher density of Asians in census tracts 2673 and 2677 in the West Los Angeles community of the project area than either the city or the county of Los Angeles. Approximately a quarter of the West Los Angeles and the Palms-Del Rey-Mar Vista communities are Spanish-speaking. Census tract 7011 contains a Veterans Administration (VA) facility and the Salvation Army Westwood Transitional Village, which provides transitional housing for homeless families and veteran families with long term supportive needs. This tract has a higher percentage of a minority population (43.4 % black), people living below the poverty level (53.7%), renters (100%), single family parents (48.5%), and people with disabilities (76%) than either the city or the county. EPA commends Caltrans for meeting with the VA and the Salvation Army Westwood Transitional Village, including the Bessie Pregerson Child Development Center, to identify their concerns with the project. To further minimize potential impacts of the project to the identified communities above, EPA recommends the following:

- To ensure that community members that do not speak English as their primary language understand future construction and traffic-related activities, assess potential language barriers when providing information on the project and related construction and traffic activities. Working directly with the communities and examining census data can help determine these barriers and where to focus efforts. Identify in the FEIS what resources or capabilities were utilized to effectively outreach to the community so that affected people can easily comprehend information (written materials, in-person or telephone inquiries, community meetings, etc.).
- Provide ongoing contact and coordination with the VA facility and the Salvation Army Westwood Transitional Village, similar to efforts proposed for the University of California Los Angeles (UCLA), to identify any future concerns during project development and construction. Identify a process for continued coordination in the FEIS.
- To compensate for additional noise and air quality impacts to the Salvation Army Westwood Transitional Village outdoor toddler play area that would be adjacent to the proposed northbound I-405 Wilshire off-ramp, assess options to relocate the outdoor play area further away from these near-roadway impacts and include these options in the FEIS.

EPA-13

EPA-13

Caltrans distributed project information through mailers and published project information in minority newspapers throughout the environmental process and have met with community members and field representatives of the various council districts in the project area (see Chapter 5 of the DEIR/EIS). Caltrans is confident that every effort was made to outreach to all affected communities.

Ongoing coordination with all affected institutions, organizations, and other groups will continue throughout project construction to minimize project impacts.

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

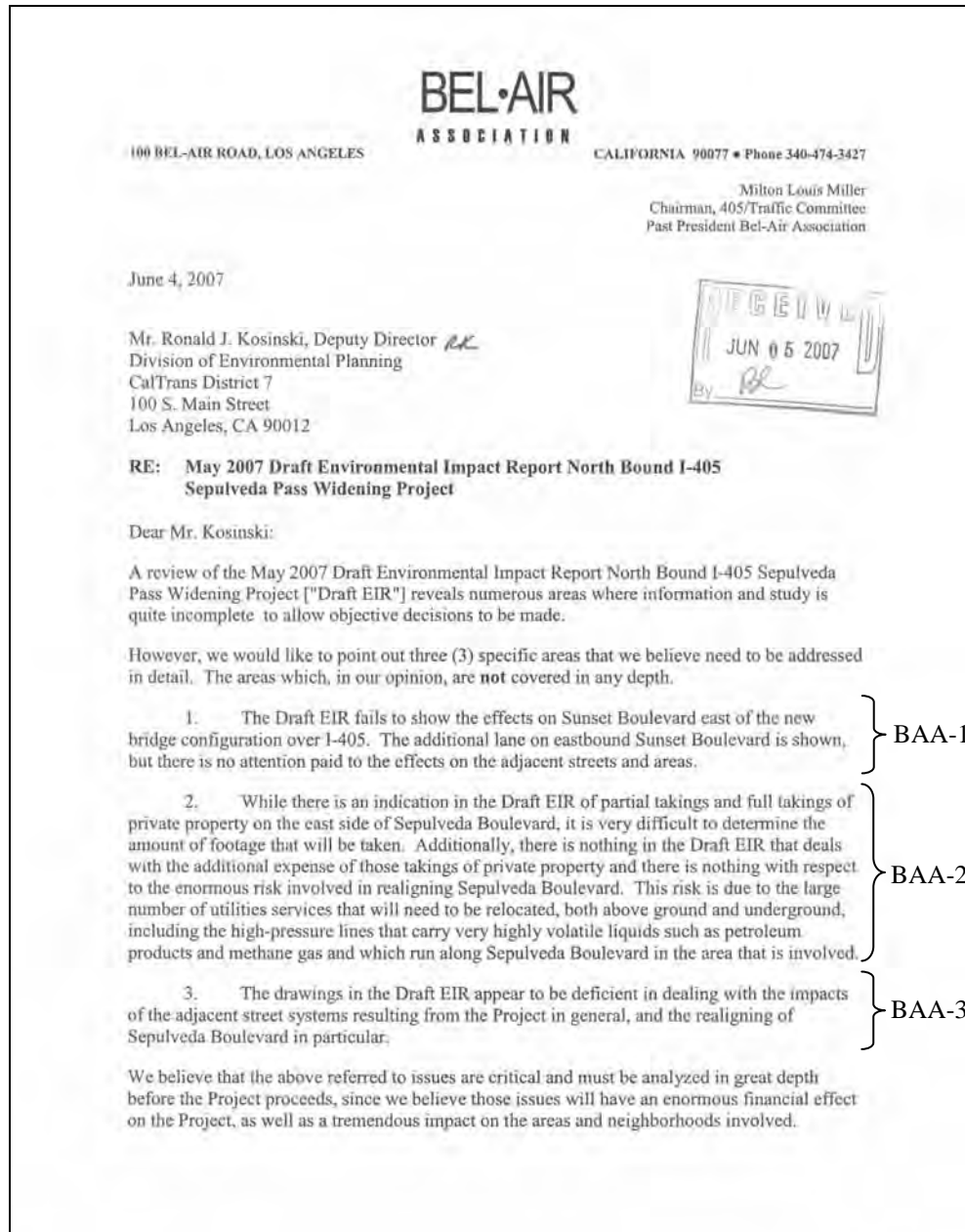
"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."



Comments from the Bel Air Association (BAA) on 6/4/07:

BAA-1

The anticipated traffic-related impacts of Alternative 2 are limited and localized to the areas in which ramp improvements, closures or relocations are proposed, and generally result in improved operations. The traffic analysis for the project included analysis of intersections along Sunset Blvd. east of the bridge widening, including the I-405 northbound ramps and Sunset Blvd., and Sunset Blvd. at Veteran Ave.

The traffic study also includes analysis of key intersections along Montana Ave. and along Veteran Ave., which would also likely be impacted by the improvements associated with Alternative 2. Based on the results of the traffic analysis, it is anticipated that the two intersections along Sunset Blvd. (at the I-405 northbound ramps, and at Veteran Ave., as well as the intersection of Montana Ave. at Veteran Ave. would be significantly affected based on the level of service and volume-to-capacity thresholds provided by the City of Los Angeles Department of Transportation.

These impacts are primarily due to the proposed closure of the I-405 northbound ramps at Montana Ave., which results in traffic that had previously exited I-405 at Montana Ave., destined for UCLA, diverting to the I-405 northbound off-ramp at Sunset Blvd., traveling eastbound on Sunset Blvd. then southbound on Veteran Ave.

With the improvements to the Wilshire Blvd. interchange as part of the project, which will improve traffic flow from the northbound off-ramp to eastbound Wilshire Blvd., it would be expected that some of the traffic currently exiting I-405 northbound at Montana Ave. would divert to Wilshire Blvd. Additional signing, incorporated into the improvements at Wilshire Blvd. would further encourage motorists destined for Westwood and the UCLA campus to use the Wilshire Blvd. interchange as an alternative to Montana Ave. or to the potentially out-of-direction travel that results from using the Sunset Blvd. off-ramp. By diverting some of the Montana Ave. off-ramp traffic to Wilshire Blvd., the impacts at Sunset Blvd. and at Montana Ave. at Veteran Ave. would be reduced.


Mr. Ronald J. Kosinski, Deputy Director
June 4, 2007
Page 2

Thank you for your attention to this matter.

Very Truly yours,

BEL-AIR ASSOCIATION

By:


Milton Louis Miller
Chairman 405/Traffic Committee

MLM:sat

2121114

BAA-1 cont'd

Opportunities for other physical improvements at these locations are severely constrained by existing development, however, Caltrans will continue to work with LADOT to identify feasible mitigation for these locations.

Please refer to the Traffic Study for more detailed information on local street effects. Also see responses to comments BR-1 and BR-2 regarding traffic impacts on adjacent streets and areas.

BAA-2

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions. Property acquisition has been minimized through reducing freeway design standards at various locations where land is constrained by development.

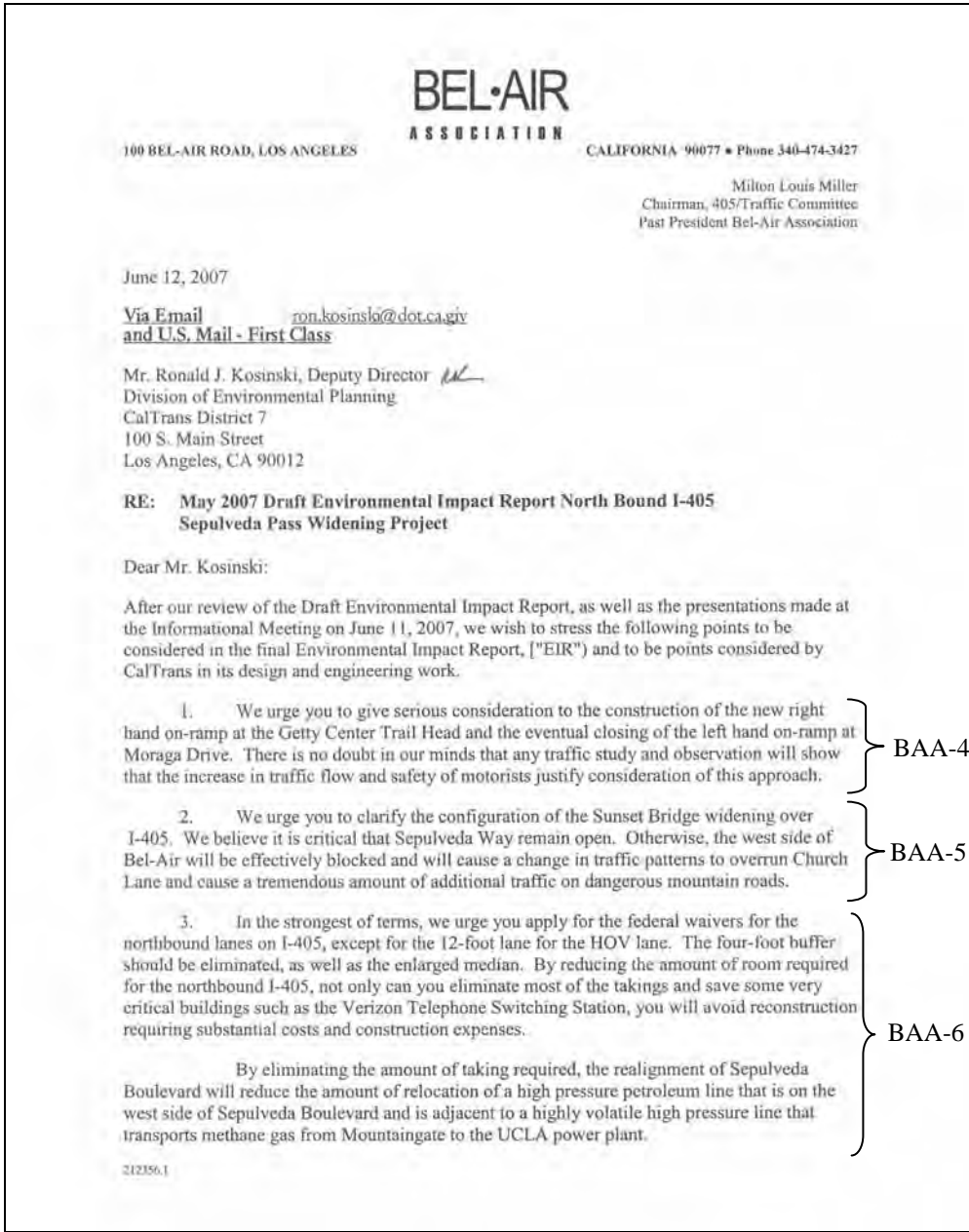
Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. The costs of acquiring private property and the impacts of relocating utility services are included in the I-405 HOV Project Report.

Please also see response to comment BAA-9 regarding utility relocation.

BAA-3

The aforementioned Project Report includes preliminary engineering layout plans, which depict the changes and impacts to local streets. Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening.

Please also see response to comment BR-1 regarding traffic impacts on adjacent street systems.



Comments from the Bel Air Association (BAA) on 6/12/07:

BAA-4
Both alternatives include a new direct on-ramp from Sepulveda Blvd. at the Getty View Trailhead. However, closure of the Montana Ave. off-ramp requires that the on/off-ramps at Moraga Dr. remain in place.

Please also see response to comment BHA-3 regarding the Moraga Dr. on/off-ramps.

BAA-5
The Sunset Blvd. overcrossing will be rebuilt due to the widening of the freeway. The proposed configuration for the Sunset Blvd. overcrossing will include 3 eastbound through lanes and 2 exclusive right-turn lanes to the northbound I-405 on-ramp. The additional exclusive right-turn lane will provide more capacity since the majority of cars traveling eastbound are entering the northbound on-ramp.

The overcrossing will be constructed in two stages, one half-width at a time. This will allow part of the existing overcrossing to remain in place during construction so that motorists can get across and also to access the ramps.

Sepulveda Way will remain open during and after construction.

Mr. Ronald J. Kosinski, Deputy Director
June 12, 2007
Page 2

4. The takings, caused by the realignment of Sepulveda Boulevard, as well as the extreme expense and tremendous risk of moving those two high-pressure pipelines, not to mention the relocation of other above ground utilities, will undoubtedly bring the cost of the Project far in excess of what has been estimated, without any substantial benefit, since the projections for the use of I-405 will not in the future allow for high speed travel, but will only marginally improve the existing situation.

} BAA-7

As you know, the Bel-Air Association strongly opposes Alternative 3 as one that would be devastating to that neighborhood and would have far reaching impact on the entire westside community.

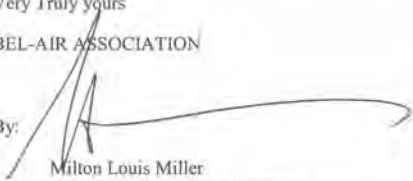
} BAA-8

Even though we are only writing on behalf of the Bel-Air Association, we believe that the foregoing comments and requests are in accordance with the positions of the Westwood Hills Homeowners Association and the Brentwood Glen Homeowners.

Very Truly yours

BEL-AIR ASSOCIATION

By:


Milton Louis Miller
Chairman 405/Traffic Committee

MLM:sat

212386

BAA-6

Property acquisition has been minimized through reducing freeway design standards at various locations where land is constrained by development. The median has been reduced in width from 24' to 20' and the HOV buffer has been reduced from four feet to one foot and as a result, the Verizon Telephone Switching Station and Rodeo Realty buildings will not be acquired.

Please also see response to comments JB-2 and BAA-2 regarding the multiple benefits associated with the proposed standard median and shoulder and Sepulveda Blvd. realignment.

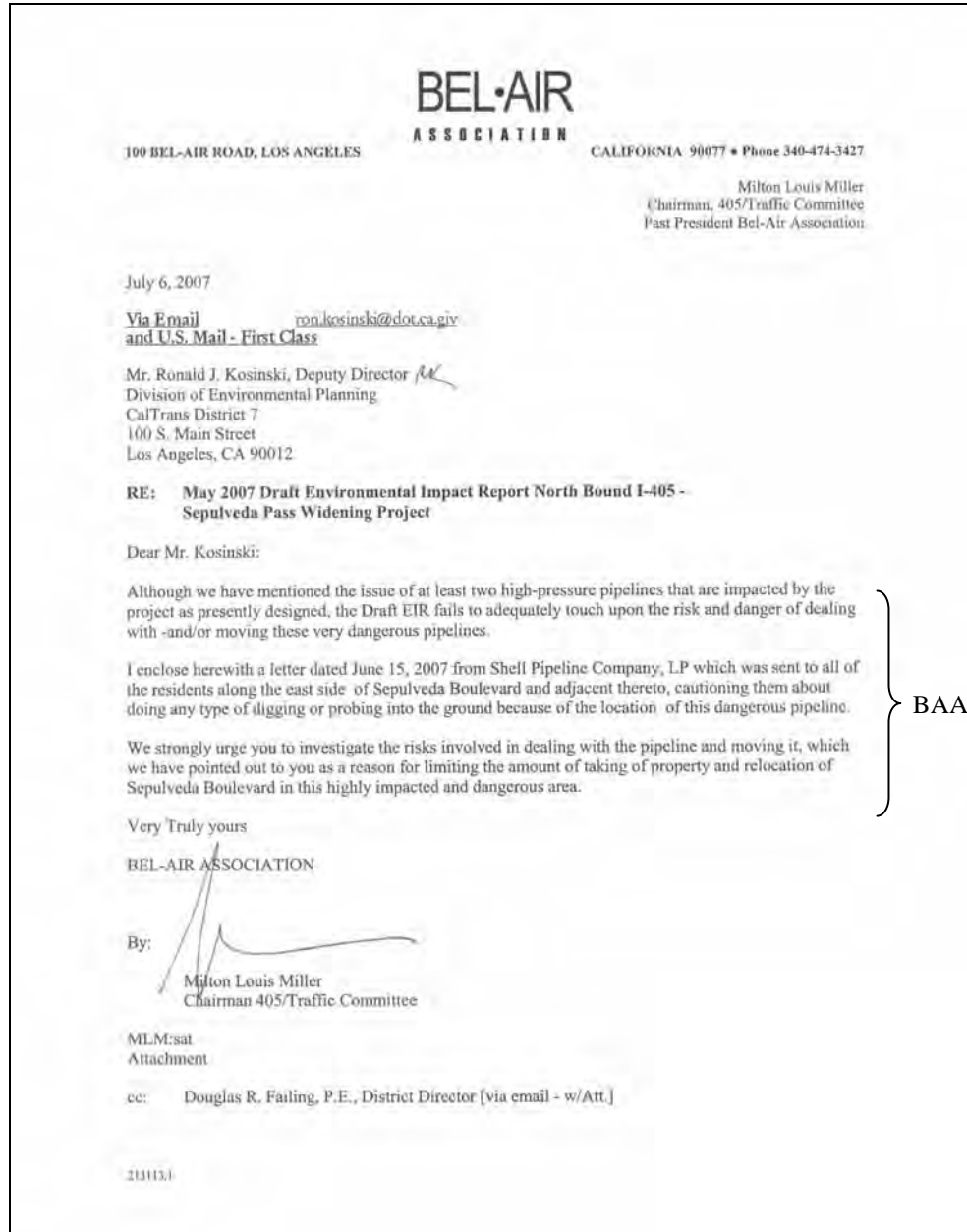
BAA-7

The cost associated with relocating underground and overhead utility lines has been estimated to be approximately \$30 million under all build alternatives.

Please also see response to comment WNC-2 regarding future transit accommodations.

BAA-8

Your opposition to Alternative 3 is acknowledged.



Comments from the Bel Air Association (BAA) on 7/6/07:

BAA-9

While high-pressure gas and methane lines do exist within the construction zone, it is not known with certainty if their relocation is required. At this time, the worst-case scenario, utility relocation must be acknowledged as a potential impact. If at all possible, protection of any utility is desirable over relocation, and the aforementioned lines are no different. However, should they need to be relocated, the selected design-build contractor would have the requisite experience and resources to do so safely without interruption of service to the community. The owners of these facilities have stringent requirements for any work to be done on or around their facilities, and Caltrans is currently coordinating with all utility companies to ensure all their requirements are made a part of the Technical Provisions of the bid documents.

Caltrans communicates with utility companies during the design stage in order to identify any potential conflicts with existing utility lines. Prior to construction, our surveyors meet on site with utility company workers to locate, mark and identify conflicting utility lines, a process known as “potholing.”

The utility company then relocates conflicting utility lines taking every precaution into consideration, with minimal interruption to residents and businesses and the surrounding community.

Caltrans is aware of Shell Oil facilities within the project limits. Caltrans has obtained copies of Shell’s “as-built” plans for Shell facilities in the area, and will be coordinating with Shell to accurately locate Shell facilities before construction begins.

Caltrans has developed guidelines to address circumstances dealing with high-risk and low-risk facilities that are affected by Caltrans projects. Standard safety protocols that are included in Caltrans contracts require the Contractor to contact DigAlert to mark out all known utilities before any digging begins.



Shell Pipeline Company LP
Don Herman
Operations Support Manager
20945 South Wilmington Avenue
Carson, CA 90810

June 15, 2007

Dear Sir or Madam:

Shell Pipeline Company LP is sending you this safety message because your residence or business is in an area where we operate a pipeline.

Please review the enclosed public awareness brochure and the map on the back of this letter. The brochure tells you how to use a One-Call notification system, identifies the possible hazards associated with a release from a pipeline, the physical indications that such a release may have occurred, what steps your family, employees or you should take in the event of a release, and how to report a release. The map provides a general location of the route of our pipeline systems in the United States and within your local area.

You are probably aware of the importance of oil and gas pipeline facilities. You may not realize that pipelines transport approximately two-thirds of all the natural gas, crude oil and petroleum products in the United States. These vital products heat homes, fuel cars, power businesses, airports, and military bases and are the components of thousands of products in daily use in our lives. For more information about pipelines, visit www.pipeline101.com.

If you plan to dig in the area of our pipeline systems, **please contact your local One-Call notification center at the toll free number listed on the brochure.** After receiving your notification, Shell Pipeline will determine if your excavation activity has the potential to affect any of our pipeline systems. If so, we will contact you, locate and mark our underground systems (**at no cost to you**) and provide you with additional safety information.

If you have any questions about our facilities or Shell Pipeline, please do not hesitate to contact Mr. Dan Coburn, our Regional Public Awareness Program Administrator, at 310-816-2227.

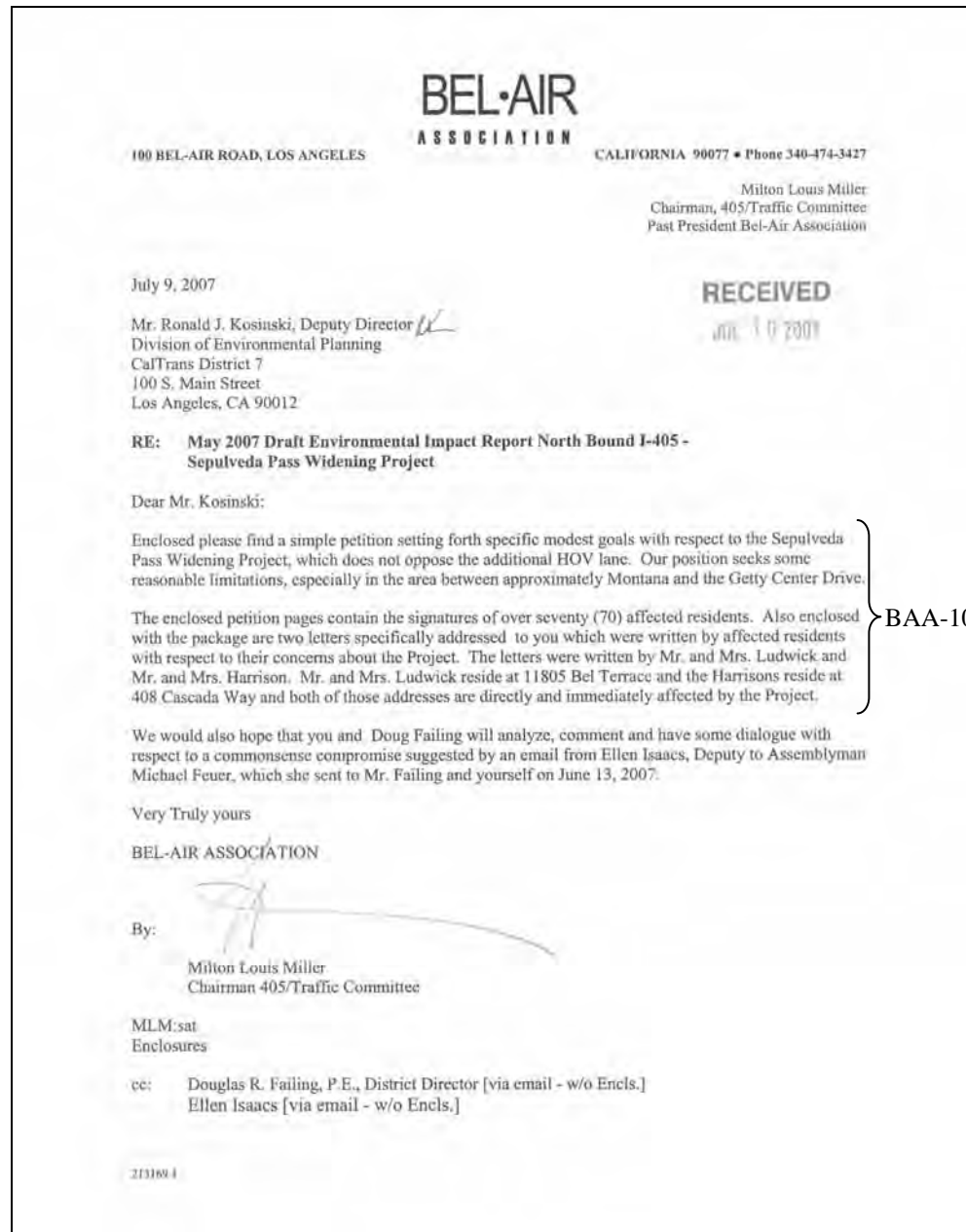
Thank you for your commitment to public safety.

Sincerely,

Don Herman
Operations Support Manager

Enclosure

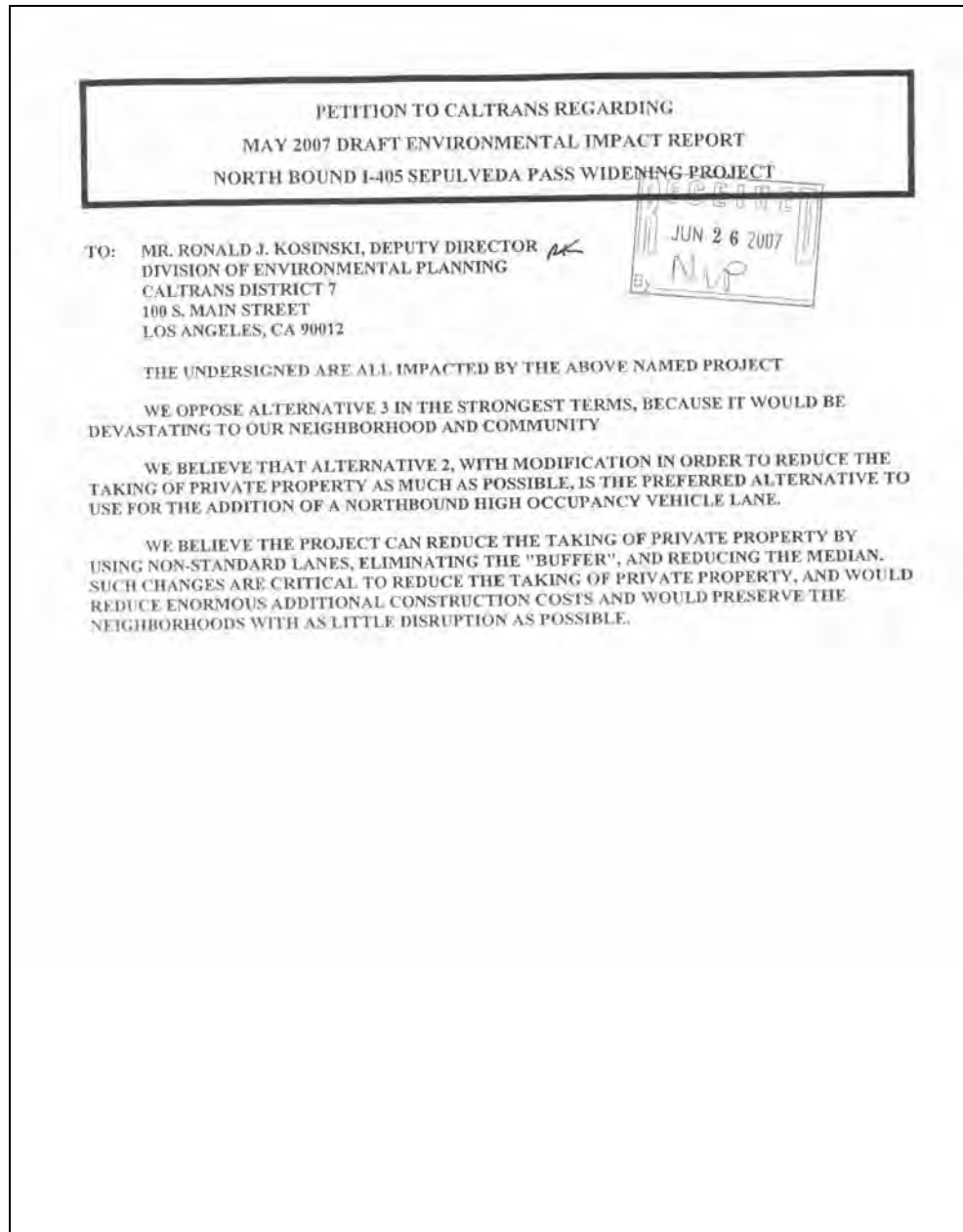
WESTERN 3-AH



Comments from the Bel Air Association (BAA) on 7/9/07:

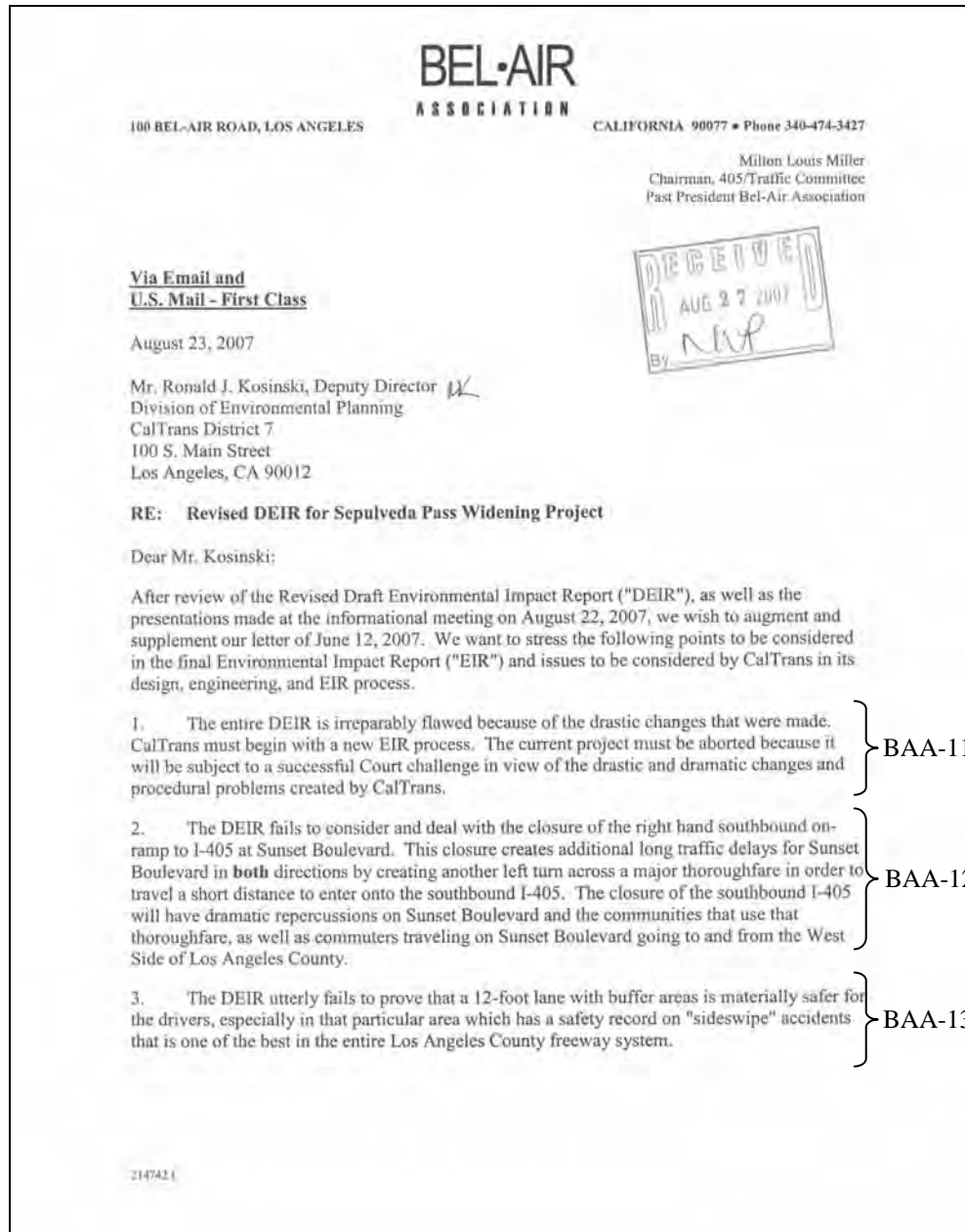
BAA-10

Caltrans appreciates the input of all affected residents. All comments received from the public have been taken into consideration.



The following persons signed the petition shown on the left:

Susan Alan	Patricia Liberman
Russ Alben	Leonard Liebercano (sic)
Lena Azirian	Melinda Lyon
Eleanor Bartman	Donna Moffitt
Loling Beckman	John Moffitt
Ann Beisch	Joel Morse
Louis C. Blau	Carl H. Murray
Bea K. Borkop (sic)	Victoria Murray
Allen Brannigan	Richard F. Ollis, Jr.
Doryann Chasen	Vera & Howard Panosian
Philip Chen	Andree Penton
Marvin Elkin	Angela Perry
Stephanie & Alan Esla	Margaret Porter
Sharon Fadem	Richard D. Porter
Chris Fortschneider	Parisa Portownovid (sic)
Peggy Funkhauser (sic)	Mavis Presler
Patricia Gasich	Errance Quinn
Joann Gloege	Siamuk Rahman
M. Goldsmith	Arnon Raphael
Suzanne Gonzales	Beatriz Ridgley
Bonnie Gordon	Erik Ridgley
Holmes Halma	Carol Rinman
Chris Hammerman (sic)	Kim Robinson
Johnnie Handl	Linda Robinson
Melissa Hanlin	Owen L. Robinson
Lois Haytin	Andy Schwarr
Alan Henlein (sic)	Amy Schwartz
F. Hochin (sic)	Roger Schulman
Roberta & Joseph Howard	Sheila Scott
Paul Howie	Marsanne Shapiro
Ron Hudson	Bob Steele
Jennifer Hunt	Brian Studwell
Harold Igdaloff	Harvery Vechery
Mary Ried Inger	Marshall Walls
Kent Jakobsen	Ruth A Weiss (sic)
Cynthia Jara	James Zidell
Dorothy Kaplan	
Marian Knutson	
Murray Knutson	



Comments from the Bel Air Association (BAA) on 8/23/07:

BAA-11

Caltrans never intended to mislead the public at any time throughout the environmental process. The proposed southbound mixed-flow lane was shown in the project engineering plans and cross-section for Alternative 3. However, due to an oversight, it was inadvertently omitted from the project description. Shortly after circulation commenced, an effort was made to inform the public and provide clarification on the addition of a southbound mixed-flow lane from Skirball Center Drive to Waterford Street.

In addition, as a result of extensive community outreach, the project description was revised to include Alternative 3 Modified which essentially avoided acquisition of property in the community of Brentwood Glen. Caltrans believes that the DEIR/EIS was fundamentally and basically adequate in nature as clarified and a meaningful public review and comment period was accomplished.

BAA-12

Please see response to comment BR-2 regarding impacts to Sunset Blvd.

BAA-13

Although a buffer zone between adjacent high-speed lanes is inherently safer than having no buffer zone, the preferred alternative has reduced the HOV buffer width from four feet to one foot in order to reduce R/W impacts to residences between Wilshire Blvd. and Sunset Blvd.

Please see response to comment ITTO-1 which explains the history and prudence of the 12-foot traffic lane. While narrower lanes are allowable, on an interim basis, the 12-foot lane is the accepted standard lane width across the United States and within the state of California.

Mr. Ronald J. Kosinski, Deputy Director
 August 23, 2007
 Page 2

4. The DEIR failed to analyze the effect of foregoing all federal funds and the addition of an additional HOV lane without the alleged federal requirements. The State of California would spend far less money over all if it simply added the I-405 lane and did not accept federal funds and therefore would not have to augment the existing freeway with medians, buffers and lane widening.

BAA-14

5. CalTrans has failed to consider the alternative previously suggested to you of considering both alternative 2 and alternative 3 with the addition of a northbound HOV lane, but only commencing the augmented freeway (medians, buffers, 12-foot lanes) north of Getty Center Drive, in an area that is not heavily restricted, compacted and populated.

BAA-15

6. The DEIR totally fails to present any rationale for 12-foot medians, buffer lanes, and 12-foot traffic lanes on both sides of I-405 in the section of the freeway from approximately Montana to Skirball. This section is in a mostly highly developed, constricted area and there is no comparable augmented freeway section from the San Fernando Valley to the City of San Diego (a distance of approximately 150 miles). CalTrans must explain the basis of such blatant discrimination against a very small area which, according to traffic figures submitted in the DEIR would have a minimal saving of driving time, while creating extensive delays for the users of Sunset Boulevard.

BAA-16

7. The DEIR fails to address the handling of the adjacent high-pressure pipe lines on the east side of Sepulveda Boulevard, which have been the subject of written comment and which pose an extremely dangerous condition. Moving these high-pressure pipe lines could have disastrous effects if not handled in an extremely cautious fashion.

BAA-17

8. The DEIR fails to evaluate how the added lanes on the Sunset Boulevard overpass of the I-405 will handle traffic that is reduced from three lanes to two lanes.

BAA-18

9. The DEIR fails to justify the takings or partial takings of private property and three office buildings, including the Verizon Switching Station. These takings are not required for the construction of the northbound HOV lane, but would be required because of the augmented conditions required by the medians, buffers and wider lanes. This issue is critical.

BAA-19

10. The DEIR and CalTrans have failed to explore a long-standing recommendation that the Moraga onramp be closed and replaced with the construction of a new righthand onramp at Getty Center. This would require the relocation of the Getty Trailhead. There is an established easement for CalTrans for constructing this onramp. The rationale for constructing this onramp is that the cars could flow smoothly on Sepulveda Boulevard and make a righthand turn onto an onramp in an area which not undeveloped and is uncongested. This would remove the congestion in the area of Moraga Drive and Sepulveda Boulevard, which causes a backup and signalized delay to allow the bulk of traffic to make a left turn across Sepulveda Boulevard to enter the onramp to the northbound I-405. This suggestion should be thoroughly analyzed. Relief of the traffic congestion at the area from Moraga Drive south on Sepulveda Boulevard to

BAA-20

BAA-14

Caltrans is required to follow FHWA design standards even if federal funds are not involved in the project because I-405 is an interstate route and is therefore subject to federal regulations and oversight. FHWA requires that any improvements that are implemented for the freeway adhere to FHWA design standards or provide convincing evidence as to why design exceptions are necessary.

BAA-15

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. This alternative will add a 12' northbound carpool lane and standard median and buffer with reduced standards at several spot locations in order to reduce impacts in these specific areas.

BAA-16

Please see response to comment BAA-13 and ITTO-1 regarding the multiple benefits associated with the proposed standard lane, median, buffer and shoulder widths.

BAA-17

Please see response to BAA-9 regarding utility relocation.

BAA-18

Please see response to BAA-5 regarding the configuration of the Sunset Blvd. overcrossing. There will be no change to the current number of eastbound through lanes.

BAA-19

Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The preferred alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties.

Please also see response to comment BAA-6 regarding the Verizon Building and Rodeo Realty properties.

Mr. Ronald J. Kosinski, Deputy Director
August 23, 2007
Page 3

Ovada Place will ameliorate the problems created by the widening at that section of I-405 which is very close to Sepulveda Boulevard. } BAA-20

Very truly yours

BEL-AIR ASSOCIATION

By:


Milton Louis Miller
Chairman 405/Traffic Committee

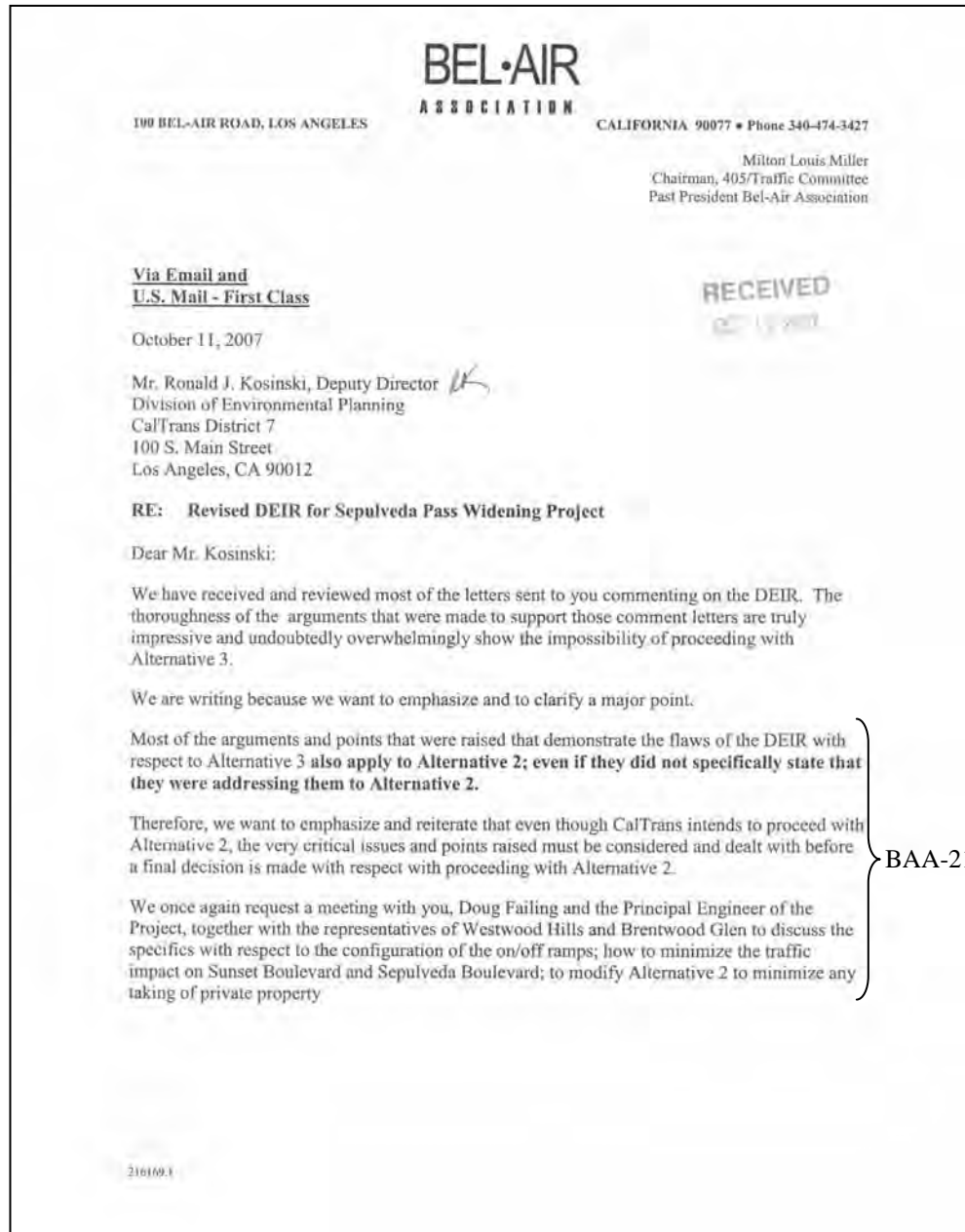
MLM:lal

cc: Douglas R. Failing, P.E., District Director [via email]
Hon. Mike Feuer [via email]
Ellen Isaacs [via email]
Vivian Rescalvo [via email]
Carole Magnuson [via email]
Jason D. Kogan [via email]
Jay Greenstein [via email]
Jeffrey Haber [via email]
Haripal S. Vir [via email]

214702.1

BAA-20

Please see response to BAA-4 regarding the Moraga on-ramp and the Getty Center on-ramp.



Comments from the Bel Air Association (BAA) on 8/23/07:

BAA-21

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. All of the comments received from the Bel Air Association were addressed even if they did not specifically state that they applied to Alternative 2.

Mr. Ronald J. Kosinski, Deputy Director
October 11, 2007
Page 2

Thank you for your consideration.

Very truly yours

BEL-AIR ASSOCIATION

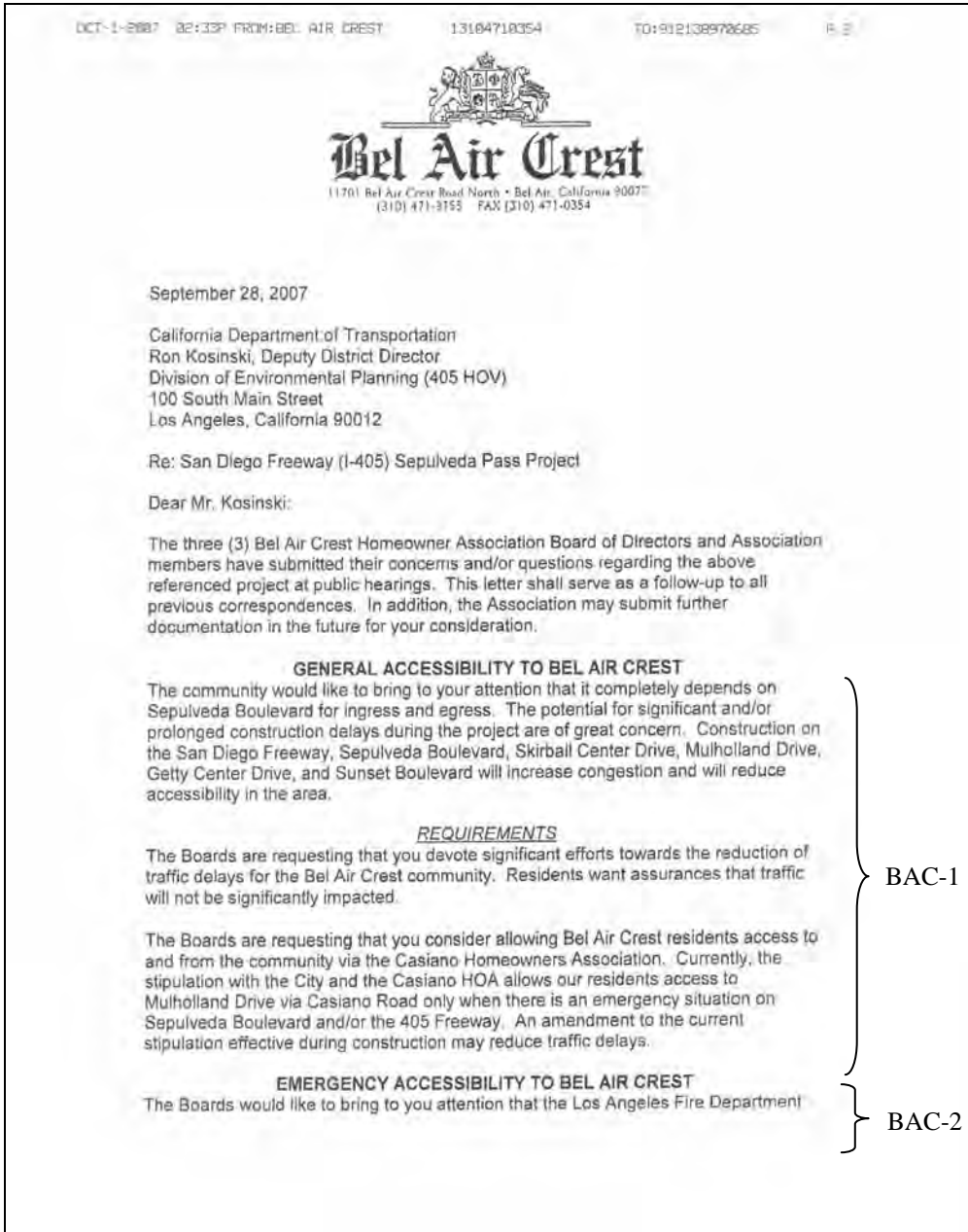
By:

Milton Louis Miller
Chairman 405/Traffic Committee

MLM:sa

cc: Douglas R. Failing, P.E., District Director [via email]
Hon. Mike Feuer [via email]
Ellen Isaacs [via email]
Vivian Rescalvo [via email]
Carole Magnuson [via email]
Jason D. Kogan [via email]
Jay Greenstein [via email]
Jeffrey Haber [via email]
Haripal S. Vir [via email]
Billie C. Greer [via email]

216169.1



Comments from Bel Air Crest (BAC):

BAC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

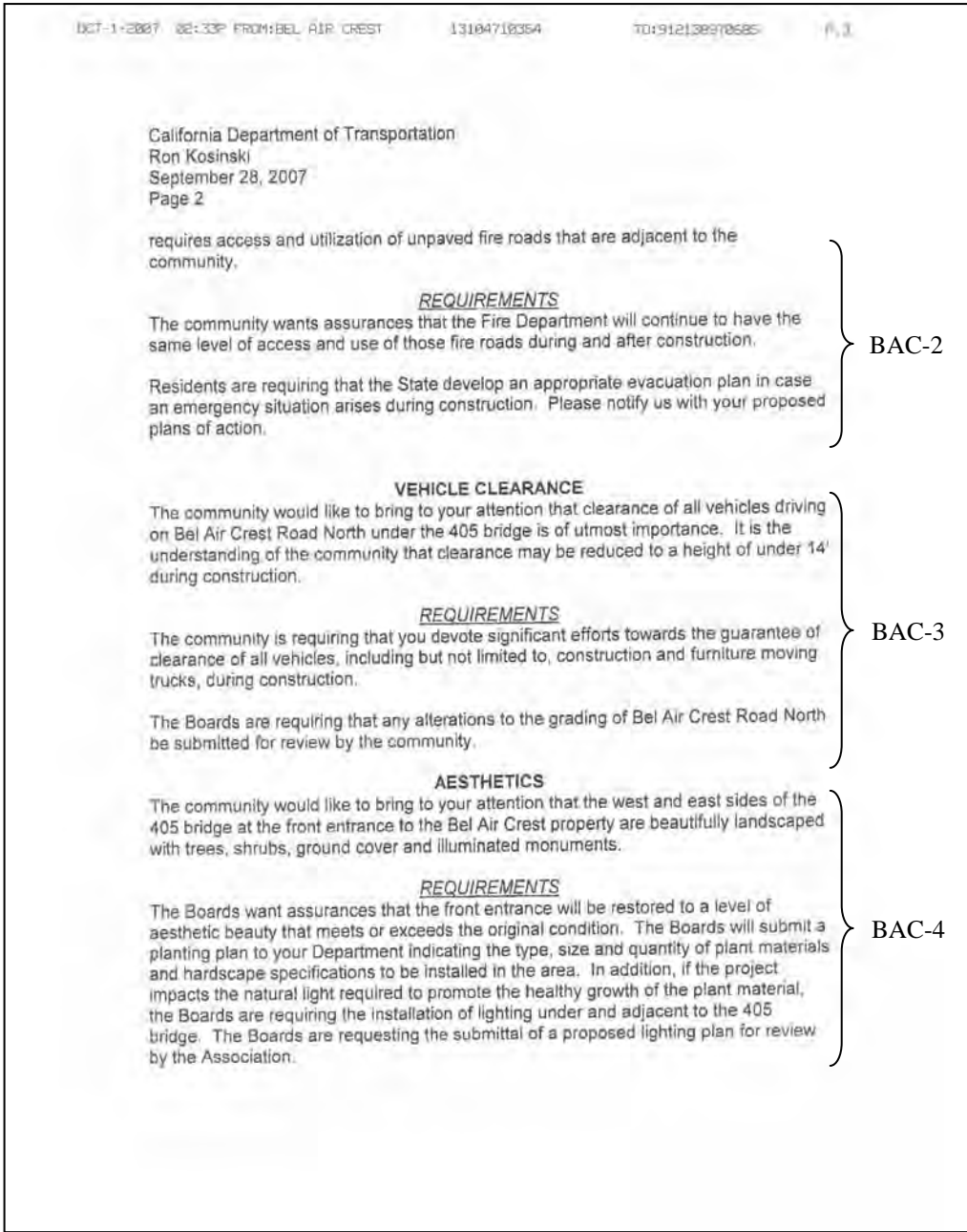
As the project construction timeframe/schedule is finalized, a Traffic Management Plan (TMP) will be formalized, in coordination with LADOT and MTA. The TMP will establish the working perimeters for construction activities to ensure that traffic diversion is minimized. The TMP will include adequate budgeting to mitigate costs associated with diversion onto local streets. So the project budget will include financial resources for congestion mitigation and pavement rehabilitation on impacted adjacent city streets, during project construction of the project.

Access to the Bel Air Crest community will be maintained throughout project construction. Widening work on the Bel Air Crest undercrossing will incorporate falsework supports that will permit traffic to safely pass through during bridge construction.

Caltrans will explore the current stipulation that the City has imposed on the community during the development of the TMP. Caltrans will continue to work with Bel Air Crest and if traffic during construction becomes an issue, additional measures will be taken to alleviate any prolonged construction delays, including temporary use of Casiano Road.

BAC-2

Construction of the project would result in temporary impediments to otherwise normal traffic flow, with attendant effects upon emergency response. In order to provide a working environment in which appropriate response times can be maintained, continuing two-way dialogue with emergency service providers will be needed throughout the construction period. Fire road access will need to be maintained as well as evacuation routes. Details of the staged construction process will be made know to the emergency service providers, so that they may adjust their routes to maintain access to services areas. Special access privileges through construction zones may be extended to emergency service providers, if necessary to assure adequate delivery of services within acceptable response times.



BAC-2 cont'd

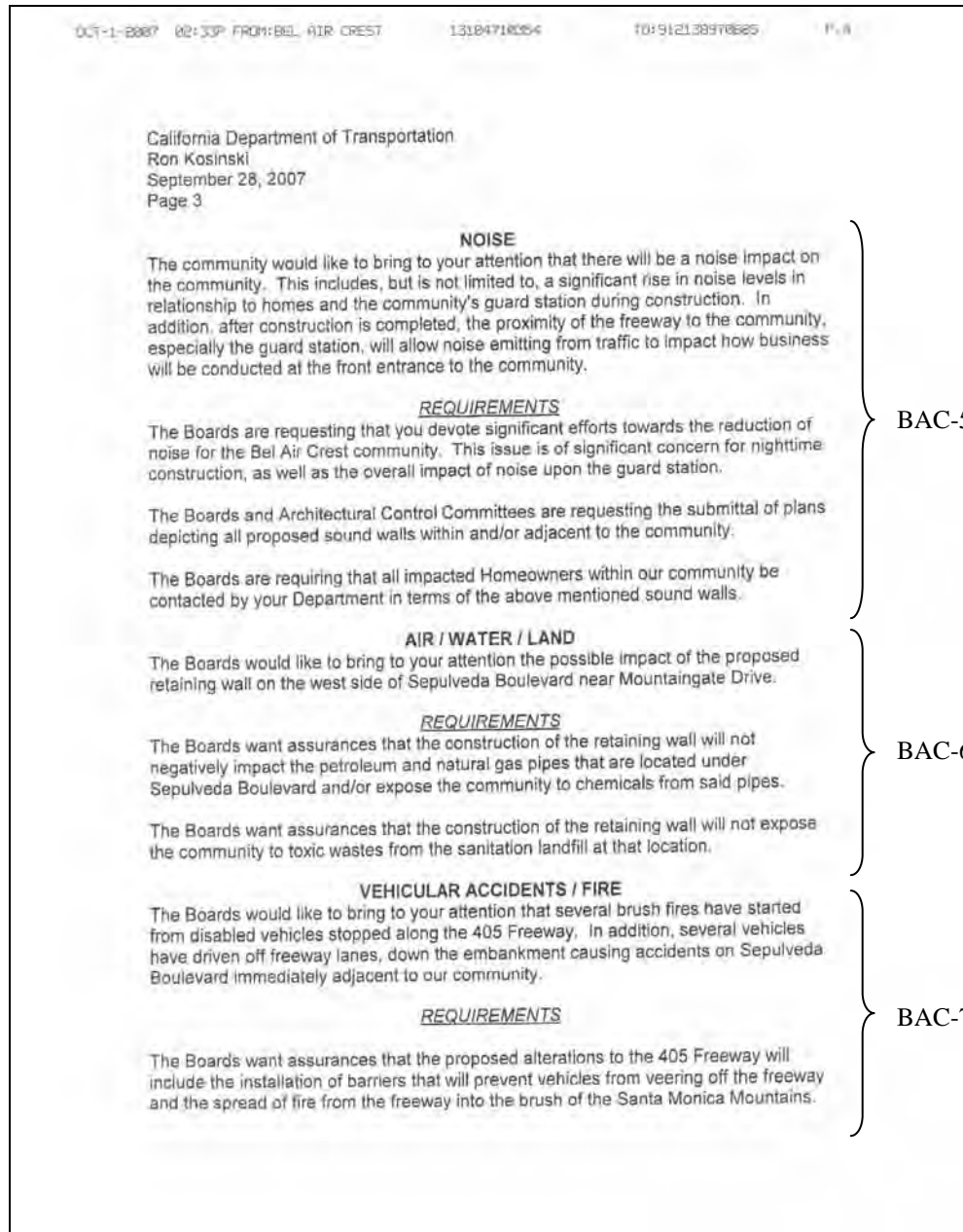
Construction along the Bel Air Crest area, from Mulholland Drive to Sunset Boulevard, will be staged so that adjacent interchanges are not subject to closures at the same time. Emergency vehicles will always be provided with access; the contractor will be required to develop Traffic Management and Detour Plans, along with the Construction Staging Plans, to ensure traffic impacts are effectively managed. Detour signage must be provide and be easy to understand, readily visible to motorists and maintained on a daily basis. No permanent impacts to fire road access will occur with construction of this project. An evacuation plan will be developed by the contractor in case an emergency situation arises during construction.

BAC-3

During construction, the minimum vertical clearance between the I-405 bridge structure and Bel Air Crest Road will not be less than the Caltrans standard of 15'. The current grade of Bel Air Crest Road will be maintained. If falsework is required during construction, temporary clearance could be reduced to 12' 8".

BAC-4

Any existing landscaping outside of State right-of-way that is affected by construction activities will be replaced in kind. Caltrans will work with Bel Air Crest in developing the replacement planting and irrigation system and lighting for the areas affected.



BAC-5

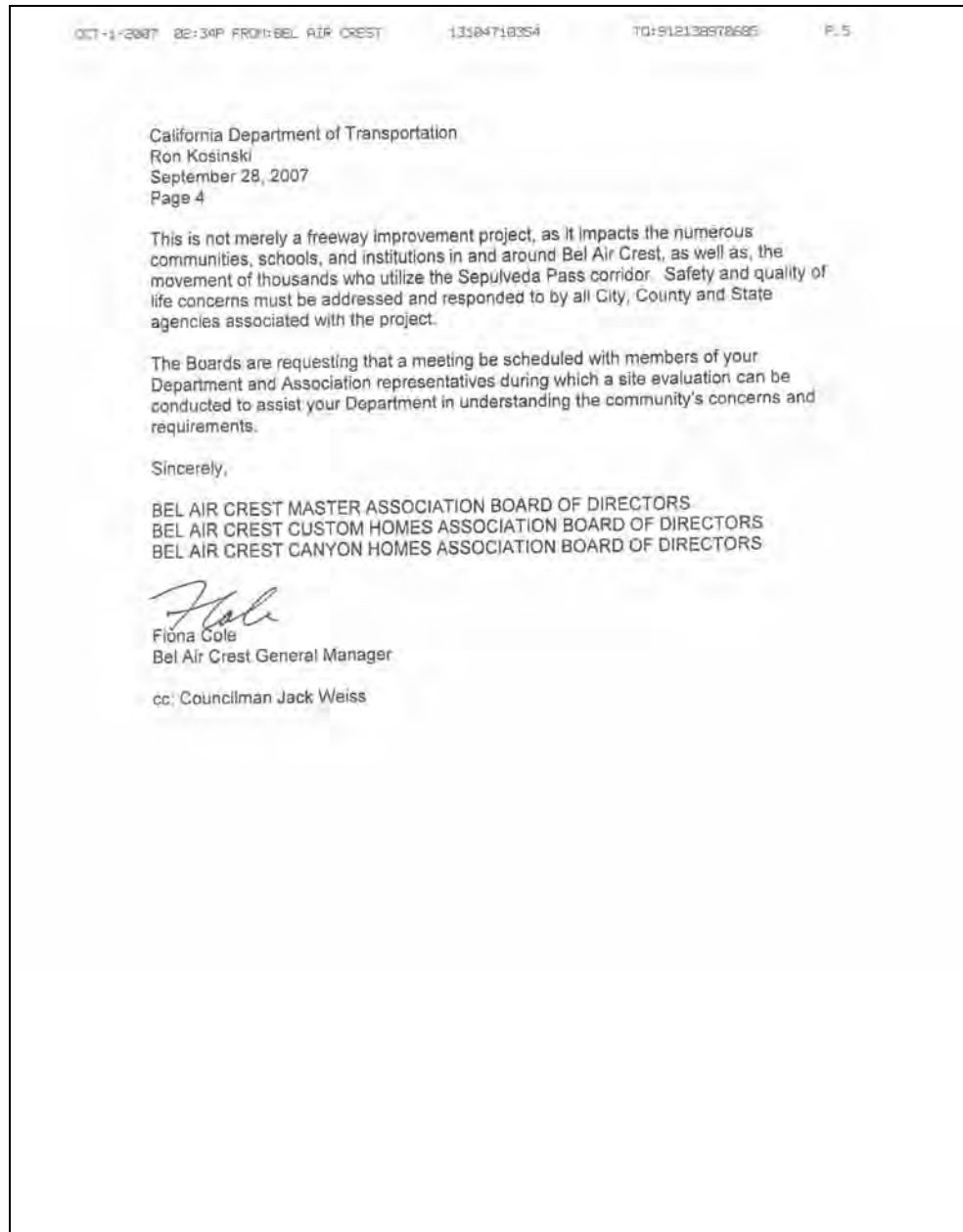
Temporary noise impacts on a day-to-day basis and long-term noise impacts from construction activities during the project as a whole will be mitigated through implementation of Caltrans Standard Construction Specifications for noise and noise barrier construction. As discussed in Section 3.14.4 of the DEIR/EIS, a combination of the following abatement and mitigation measures with equipment noise control and administrative measures can be implemented to provide the most effective means to minimize effects of proposed construction activity.

Equipment Noise Control

- Proposed soundwalls will be constructed prior to the removal of existing soundwalls as a means of minimizing any impact on sensitive receptors.
- New equipment with improved noise muffling will be used to minimize noise, as newer equipment is generally quieter than older equipment. Periodic inspection of the equipment will be performed to ensure that all equipment items have manufacturers' recommended noise abatement measures.
- Construction methods or types of equipment that would provide the lowest level of noise and ground vibration impacts will be utilized.
- All idling equipment will be turned off.
- Temporary noise barriers will be used and relocated, as needed, to protect sensitive receptors from noise impacts.

Administrative Measures

- A noise and/or vibration monitoring program will be implemented to limit impacts.
- When possible, Caltrans will comply with relevant construction noise criteria for affected cities, including restrictions in noise levels and hours of the day when construction activities may take place.
- If possible, construction activities will be limited to daytime hours in this location. If nighttime construction is absolutely necessary, the proper permits and variances will be obtained.
- Noise levels will be kept to uniform levels in an attempt to avoid impulsive noise disturbances.



Administrative Measures cont'd

- Good public relations with the community will be maintained to minimize objections to unavoidable construction impacts. Frequent activity updates of all construction activities and schedules will be provided to the Bel Air Crest community.
- Caltrans/Metro will consult with the appropriate Bel Air Crest community representatives on the visual/noise overcrossing barrier design.

BAC-6

Please see response to BAA-6 regarding utility relocation.

As part of the Initial Site Assessment that was conducted for the project, a record search determined that the Mission Canyon Landfill near Mountaingate Drive contains no hazardous waste and that the groundwater monitoring system in place found no contamination. Thus, it is highly unlikely that the community would be exposed to any hazardous waste during excavation and construction of a retaining wall on the west side of Sepulveda Blvd. near Mountaingate.

Construction activity such as roadway widening and excavation could expose hazardous materials in the soil. However, contaminated soil would be removed in accordance with standard Department safety procedures. Project construction will be conducted with a contingency plan in place in the event that hazardous materials present in soil or groundwater are encountered during construction activities.

BAC-7

Retaining walls with concrete safety barriers will be constructed along the northbound freeway shoulder near Bel Air Crest Road, including the overcrossing bridge. The bridge barrier should be approximately 5' high to provide privacy.

BEL AIR KNOLLS PROPERTY OWNER'S ASSOCIATION
16606 PARK LANE PLACE
LOS ANGELES, CA 90049
310. 472. 9896
JENNA ABOUZEID, PRESIDENT

RECEIVED
SEP 25 2007

TO: Ron Kosinski, Deputy District Director *RK*
Division of Environmental Planning (405 HOV)
California Dept. of Transportation
100 South Main Street
Los Angeles, CA 90012

FROM: Bel Air Knolls Property Owner's Association
Jenna Abouzeid, President
16606 Park Lane Place
Los Angeles, CA 90049
(310) 471- 4934

Re: INTERSTATE 405 / SEPULVEDA PASS WIDENING PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND SECTION 4(f) EVALUATION

CASE NO. SCH #2002011017

September 25, 2007

Dear Mr Kosinski:

Bel Air Knolls is a neighborhood situated 1.5 miles west of the 405 freeway, past the west end of the Institutional Use Corridor (IUC). We have 65 homes in our neighborhood. Our homes are all next to the IUC, and intersect with Calneva Drive at Mulholland Drive. We, the Board of Directors of Bel Air Knolls P.O.A, believe that the proposed project will have significant impact on the environment that has not been fully addressed in the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The proposed expansion will have a significant cumulative negative impact on emergency response, air quality, water, natural resources, noise, geology, energy, and population growth.

BAKPOA-1

As a resident and President of the Bel Air Knolls Property Owner's Association, after reviewing the 405 / SEPULVEDA PASS WIDENING PROJECT, we are expressly concerned about our safety, the safety of our neighbors, and all the students that attend school in the IUC, which will immediately and severely impacted by this proposed project during the construction period, estimated at 3-5 years.

BAKPOA-2

page 1 of 4

Comments from the Bel Air Knolls Property Owner's Association (BAKPOA):

BAKPOA-1

The purpose of the project outlined in the DEIR/EIS fulfills the requirements set forth in 40 CFR 1502.13, TA 6640.8A and Section 15124(b) since it provides a basis for establishing the range of alternatives and evaluation of potential environmental effects of the proposed project. Caltrans believes that the DEIR/EIS was fundamentally and basically adequate in nature and that a meaningful public review and comment period was accomplished.

While it is true that development projects have a bearing on cumulative impacts, because they can contribute to cumulative effects in several subject areas, these projects are taken into account in large part via regional transportation planning. In particular, the projected future land use pattern is embodied within the SCAG regional travel demand model and Regional Transportation Plan, which are the underpinnings of future travel that is to be accommodated, in part, by the I-405 project. It should also be noted that a detailed discussion of development projects is provided under Land Use (section 3.1) in the DEIR/EIS. This section covers both the seven City of Los Angeles planning areas and eleven specific development projects relevant to the freeway corridor.

Cumulative impact discussions are provided for each of the environmental subjects discussed in Chapter 3 of the EIS/EIR. Both construction and operational impact phases are discussed in these sections.

BAKPOA-2

During construction, a field office will be established near the construction site. The field office will assist the community and businesses with a physical location within which information pertaining to construction can be exchanged, to aid Caltrans staff in a better understanding of community and business needs during construction activities, to notify appropriate parties regarding major construction activities, and to respond to phone inquiries.

BEL AIR KNOLLS PROPERTY OWNER'S ASSOCIATION

FACT: There are 10 schools/ institutions in the IUC;

- Berkeley Hall, approx. 350 students
- Curtis School, 325 students
- Bel Air Presbyterian Nursery School, 90 students
- Westland School, approx. 290 students
- Mirman School, approx. 350 students
- Milken Middle School, approx. 270 students
- Milken High School, approx. 650 students
- American Jewish University, approx. 200 students
- Stephen S. Wise Nursery School, approx. 350 students
- and Stephen S. Wise Elementary School, approx. 370 students.

These institutions serve roughly 4,000 students PER DAY. Most schools have no required carpooling system, with the exception of Curtis school and Milken High School. The result, 5 days a week, is substantial traffic and an overload of the Mulholland Corridor Scenic Parkway. Currently this area is overloaded with commuters.

Your DEIR/DEIS is a descriptive statement of what is intended to be done, without an adequate description of how the negative impacts are to be mitigated, especially the SAFETY and emergency response to the 4,000 children - all housed within one mile of this proposed project all day, every day, not to mention the immediate neighborhoods: Bel Air Knolls, Bel Air Skcrest, Stone Oak, Encino Hills, Roscomare, and the unpaved portion of Mulholland Drivern known as "Dirt Mulholland". Your DEIR/DEIS is egregiously lacking in a delineated response on how all of the negative impacts are to be addressed.

BAKPOA-3

SAFETY and PUBLIC SERVICES

The final DEIR/DEIS should fully address impact on public services. California Highway Patrol, Police and fire services are inadequate to meet the present community needs in areas surrounding this project which will generate additional demands to these systems that they cannot handle. The final DEIR/DEIS should show how the applicant intends to mitigate the drain on local public services.

It should present a detailed explanation of the degraded response times for highway patrol, police, fire and paramedic services. It should present specific mitigations and funding mechanism that show how the applicant will offset the deteriorated public service response capability.

BAKPOA-4

NEIGHBORHOODS AND INSTITUTIONAL USE CORRIDOR AND EMERGENCY RESPONSE TIMES or NOTIFICATION

Mulholland Drive, during the week, backs up toward the lower part of Encino on Hayvenhurst. This route is currently being pushed to its limits to accommodate over 10,000 commuters daily. To reduce the Mulholland Bridge traffic from two lanes in either direction to only one will, no doubt, stress the current traffic issues.

BAKPOA-2 cont'd

As the project construction timeframe/schedule is finalized, a Traffic Management Plan (TMP) will be formalized, in coordination with LADOT and MTA. The TMP will establish the working perimeters for construction activities to ensure that traffic diversion is minimized. The TMP will include adequate budgeting to mitigate costs associated with diversion onto local streets. The project budget will include financial resources for congestion mitigation and pavement rehabilitation on impacted adjacent city streets, during project construction of the project.

The TMP will be developed in close partnership with the affected communities. Signage for detours and alternate routes during construction will be designed according to Highway Design Manual Standards. Additional signage to further enhance public awareness of alternate routes and detours can be implemented during TMP development. Up-to-date information regarding construction-related detours will also be available on the internet.

BAKPOA-3

The DEIR/EIS adequately describes the extent of mitigation known at the time of the circulation of the DEIR/EIS for public review. Recommended mitigation measures are described after each impact section of the DEIR/EIS and listed in the Environmental Commitments Record in Chapter 6 of the DEIR/EIS. It is acknowledged that mitigation may be refined as a result of comments on the DEIR/EIS and further project design. The DEIR/EIS identified mitigation for the known impacts and addresses these effects conservatively, or on a "worst-case" basis.

Refinements to the project design features and mitigation measures that could result in reduced and beneficial effects from those identified in the DEIR/EIS have been documented. However, these refinements/clarifications do not alter the conclusions of the Final EIR/EIS.

BEL AIR KNOLLS PROPERTY OWNER'S ASSOCIATION

Commuters from the West Valley (Woodland Hills, Reseda, Tarzana, etc.) use this area as a 405 short cut.

It appears the DEIR/DEIS does not address, at all, traffic management studies, plans or notification systems for the IUC. It appears the DEIR/DEIR does not address emergency traffic management studies, plans traffic mitigating measures or notification systems for the IUC, the non-local commuters and the adjacent neighborhoods.

The final DEIR/DEIS should also analyze police and fire services and crime rates and response times throughout the region, and the impact of this massive freeway and road building project will have on these rates. Include average response times, and show the number of officers and fire personnel deployed in the area, and the impact on current levels of staffing.

NEIGHBORHOODS AND INSTITUTIONAL USE CORRIDOR and SITE SPECIFIC EMERGENCY PLANS

The DEIR/ DEIS does not analyze how effectively an emergency, considering fire station #109's current staffing and equipment, would be handled should a disaster occur during school hours. It should include a detailed emergency plan for all 10 schools and the neighborhoods, with multiple emergency situations including a construction disaster, a fire, freeway closure and/or Sepulveda closure: **all of these situations have occurred within the last 2 years.**

NEIGHBORHOODS AND INSTITUTIONAL USE CORRIDOR and AUTOMATED NOTIFICATION

It should present a detailed evacuation plan for all the neighborhoods the 10 schools along the IUC. It should address an automated response to all neighborhoods and schools AND parents in the event of an emergency. That response system (automated phone calls for example) should include every student that uses an institution in the IUC AND their parents, cell phones, home phones and email included. It should include an automated response system to notify parents of lane closures, anticipated delays and days of construction that would delay drivers or of lanes will be closed.

NEIGHBORHOODS AND INSTITUTIONAL USE CORRIDOR and a COMMUNITY COORDINATOR

The DEIR/DEIS should include a "Community Coordinator" for all the schools in the IUC and residents along Mulholland Drive and within a reasonable radius to coordinate an automated notification system, emergency notification system and notification system for dates and times of lane closures and other construction-related updates. Their phone, and cell phone numbers should be available. An email system for notifications should also be included.

BAKPOA-5

BAKPOA-6

BAKPOA-7

BAKPOA-8

BAKPOA-4

The project would not have a long term adverse effect on public services. The project would improve the I-405 freeway facility and thus would improve accessibility to public services. The project would not impair the ability of the California Highway Patrol to carry out its duties. During the construction period, traffic movement would be constrained in areas within which work is taking place, but this constraint would be removed when construction is completed.

BAKPOA-5

Please see response to BAKPOA-2 regarding the Traffic Management Plan.

According to the City of Los Angeles Police Department (LAPD), the project involves the Van Nuys Area, West Los Angeles Area and Pacific Area. Please refer to their letter dated August 15, 2007 which includes crime rates, predominant crimes, response time to emergency calls for service, and personnel statistics for each affected area. The LAPD determined that this project would have a less than significant impact on police services.

BAKPOA-6

The project improvements will undoubtedly cause delays and possibly other temporary inconveniences during construction. Caltrans is committed to the constant sharing of information between all the agencies involved and the communities affected by the project. In order to mitigate impacts associated with emergency response, regular updates will be distributed and all agencies will be notified regarding closures of ramps or streets.

BEL AIR KNOLLS PROPERTY OWNER'S ASSOCIATION

COMMUTERS

The DEIR/DEIS should include a section to reduce the West Valley commuters. Restricting the traffic in the area to "local residents only" is requested.

} BAKPOA-9


CONCLUSION

Taking these substantial issues into consideration, and how the DEIR/DEIS does not, in its current state, adequately address or mitigate any of the concerns stated above, our neighborhood, in good conscience, can not support Option 2 or 3, rather, we support Option #1: do nothing.

} BAKPOA-10

We appreciate your allowing us the opportunity to comment on the draft DEIR/DEIS, and we look forward to a response. We look forward to receiving a detailed and comprehensive final DEIR/DEIS, fully in compliance with CEQA, State and local Guidelines.

Sincerely,


Jenna Abouzeid, President, Bel Air Knolls P.O.A.

BAKPOA-7

An evacuation plan will be developed by the contractor in case an emergency situation arises during construction.

A response system and evacuation plan for all the neighborhoods and schools is not the responsibility of Caltrans. A community and/or site specific evacuation plan should be prepared by each community and institution that would be most familiar with their grounds to be able to develop the most effective evacuation plan.

The changeable message signs in the area would alert motorists of anticipated delays and construction activities (i.e. lane closures, etc.).

BAKPOA-8

Caltrans will coordinate with the affected communities and all of the schools in the IUC to develop a list of contacts for Caltrans to provide information regarding construction-related updates.

BAKPOA-9

Caltrans does not have the jurisdictional authority to restrict access to public roads that are operated by the City of Los Angeles Department of Transportation.

BAKPOA-10

Your opposition to Alternative 2 and 3 of the I-405 Sepulveda Pass HOV Widening Project is acknowledged.

Brentwood Community Council
149 S. Barrington Ave., Box 194 Los Angeles, CA 90049

September 25, 2007

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

RECEIVED

RE: 405 HOV Lane/Sepulveda Pass Project

Dear Mr. Kosinski:

The Brentwood Community Council ("BCC") has reviewed the Draft Environmental Impact Report for the Interstate 405 Sepulveda Pass Widening Project (the "DEIR") and BCC representatives attended and spoke at the August 22, 2007 public hearing.

On August 7, 2007, the BCC voted unanimously to oppose Alternative Three, both as originally proposed and as modified. The BCC opposes Alternative Three for the following reasons:

BCC-1

1. Closing the 405-South entry ramp on eastbound Sunset Blvd. will adversely impact traffic on the already gridlocked Sunset Blvd.

The DEIR improperly fails to describe and analyze the proposed diversion of traffic from the existing 405 (South) entry ramp on eastbound Sunset Blvd., on the south side of Sunset Blvd., to an entry ramp located off Church Lane, to the north of Sunset Blvd. At the Public Hearing, CalTrans revealed that it was still working with the City of Los Angeles' Department of Transportation ("LADOT") to assess the impact of the proposed change and is in the process of considering mitigation measures to offset anticipated adverse impacts on Sunset Blvd traffic, which is already gridlocked. The DEIR therefore fails to "identify" or provide a "complete analysis of the [project's] environmental consequences" as mandated under the California Environmental Quality Act ("CEQA"). *Planning and Conservation League v. Dept. of Water Resources*, 83 Cal. App. 4th 892, 915 (2000); Cal. Code Regs., title 14, CEQA Guidelines ("Guidelines") Section 15126.2(a).

BCC-2

CalTrans cannot simply "defer" full consideration of the proposal's impact on Sunset traffic until some later time - after it completes its pending discussions with LADOT. CEQA requires full DEIR analysis of such potentially significant adverse impacts. *San Joaquin Raptor/Wildlife Rescue Center v. Co. of Stanislaus*, 27 Cal. App. 4th 713, 732-733 (1994). By doing so, CEQA prevents governmental authorities from allowing potentially significant adverse impacts from being "swept under the rug." *Santa Clara Org. for Planning the Environment v. Co. of Los Angeles*, 106 Cal. App. 4th 715, 723 (2003).

310.476-1383 • phone 310.476-2604 • fax rosenfree@aol.com • e-mail

Comments from the Brentwood Community Council (BCC):

BCC-1

Your opposition to Alternative 3 of the I-405 Sepulveda Pass HOV Widening Project is acknowledged.

BCC-2

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions overall. Under this alternative, the southbound on-ramp at Sunset Blvd. and Church Lane will not be impacted.

Brentwood Community Council

The B.C.C. notes that the proposed re-routing would require those seeking to enter the southbound 405 from the eastbound side of Sunset to make a left turn onto Church Lane, where they will join drivers traveling west on Sunset seeking entry onto the 405-South. This intersection is already gridlocked. Indeed, as a simple traffic study would reveal, those making left turns onto Church from eastbound Sunset regularly block westbound traffic on Sunset. If the heavily-used 405-South entrance is relocated to Church north of Sunset, westbound Sunset will become virtually impassible during the most traffic-congested parts of the day. Further, eastbound Sunset will also be significantly impacted. Indeed, eastbound Sunset is already gridlocked from Mandeville Canyon to the 405. Replacing the existing 405-South entrance, right turn, with a left turn onto Church, will inevitably cause an even greater back-up on eastbound Sunset, as vehicles waiting to enter the left turn lanes will block passage to through traffic. Thus, eastbound Sunset will likely be gridlocked all the way to Pacific Palisades if Alternative Three is implemented.

BCC-2

None of this is considered in the DEIR, in violation of CEQA's mandate.

2. The additional 405-South mixed-use lane will create more problems than it will solve.

Alternative Three Modified describes an HOV lane and five mixed-use lanes. The DEIR fails to consider that (1) the I-10 Interchange and the Wilshire and Santa Monica exit lanes are regularly gridlocked; (2) the greatest traffic hazard in the area is the risk of rear-end collision due to congestion, especially at the I-10 Interchange and the Wilshire and Santa Monica exits; and (3) the projected increased traffic flow due to the additional mixed use lane will increase the risk of rear-end collision as the 5 mixed use lanes narrow to just three lanes before the heavily congested I-10 Interchange.

BCC-3

3. Modified Alternative Three would impose costs far exceeding any conceivable benefit.

The modified version of Alternative Three no longer involves the taking of homes or the Church in Brentwood Glen, but it requires moving the east curb on Church Lane and the current sound wall, and removing all parking from Church Lane. This proposal would adversely impact the quality of life in the Brentwood Glen Community and adversely impact local traffic along Church Lane south of Sunset, which is widely used for local travel to avoid congestion on Sunset created by those seeking access to and those exiting from the 405 Freeway. This foreseeable impact is not addressed in the DEIR. Moreover, the enormous costs of this proposal – both monetary costs and "costs" due to the significant adverse impacts – far exceed any hypothetical benefit of the proposal.

BCC-4

BCC-3

Alternative 2 has been identified as the Preferred Alternative and will not add an additional southbound mixed-flow-lane.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

BCC-4

Alternative 2 has been identified as the Preferred Alternative. Your concerns regarding the additional southbound mixed-flow-lane is associated with Alternative 3 and Alternative 3 Modified which have not been identified as Preferred.

BCC-5

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Brentwood Community Council

4. The DEIR fails to consider the significant adverse impacts due to construction that would be necessitated by Alternative Three.

The construction that would be necessitated by Alternative Three would result in several years of gridlock on Sunset Blvd. at the 405, one of the most congested areas in the nation. The impact on businesses and quality of life would be significant. Moreover, the scope of the necessary construction would create significant noise and pollution harms for local residents. These adverse impacts are not considered in the DEIR, but would clearly outweigh the hypothetical "benefits" of the proposal. Moreover, the economic costs of the project would also far exceed any benefit, especially when the adverse impacts are considered.

BCC-5

For these reasons, the BCC. unanimously opposes Alternative Three.

Sincerely,

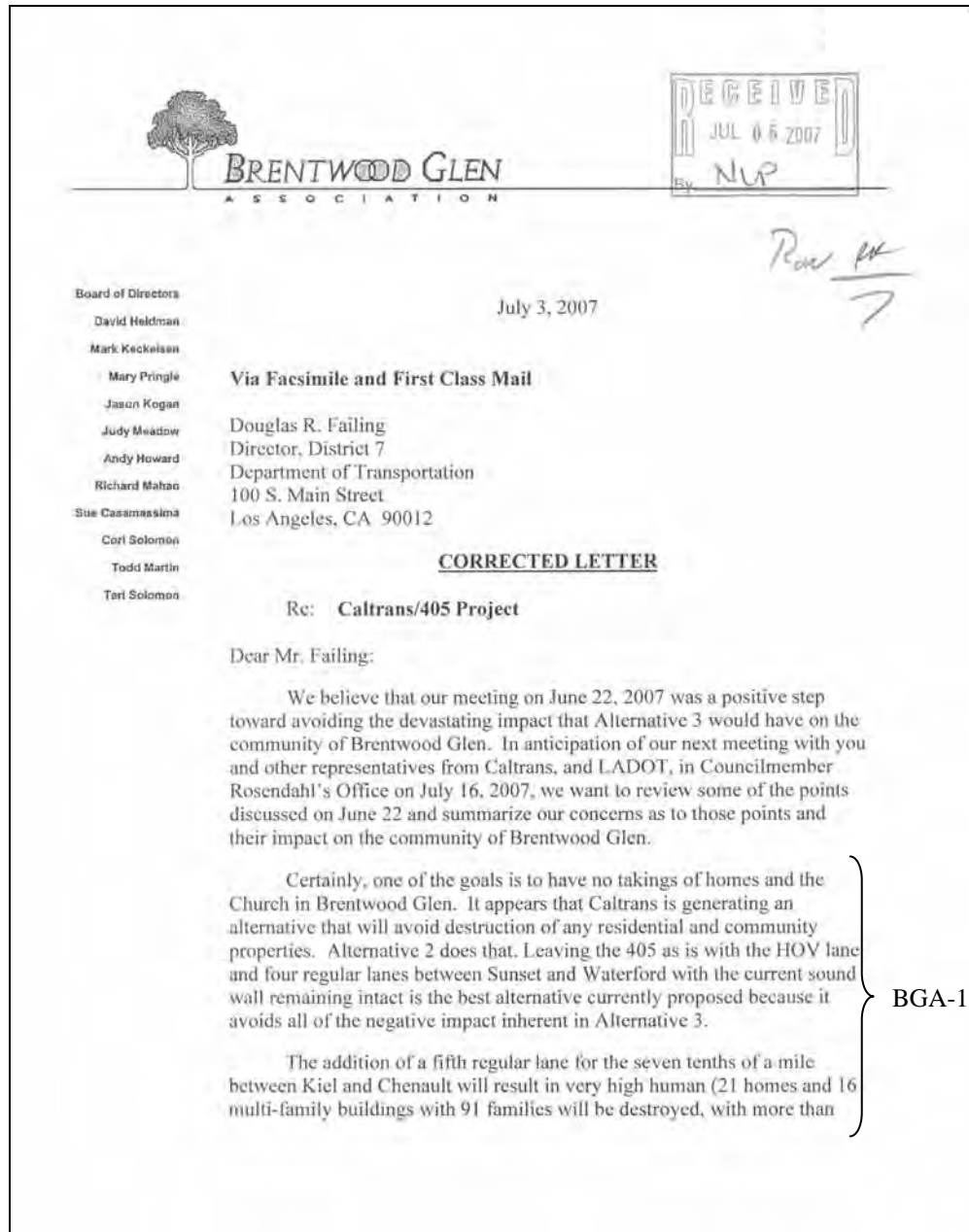


Wendy-Sue Rosen, Chairwoman
Brentwood Community Council

cc: U.S. Senator Feinstein
U.S. Senator Boxer
Congressman Waxman
State Senator Kuehl
Assemblymember Bass
Assemblymember Feuer

Supervisor Yaroslavsky
Mayor Villarraigosa
Councilmember Rosendahl
Councilmember Weiss
Doug Failing
Jason Kogan

¹ The Brentwood Community Council is the broadest based Brentwood community organization, representing approximately 35,000 stakeholders, including homeowner associations, business organizations, youth groups, schools, religious groups, volunteer service groups, multi-family residential dwellers, public safety and environmental organizations.



Comments from the Brentwood Glen Association (BGA) on 7/3/07:

BGA-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

All other concerns raised in your letter are associated with Alternative 3 and 3 Modified which have not been identified as Preferred.

Douglas R. Failing
July 3, 2007
Page 2

16% of the residents of Brentwood Glen being displaced; and destruction of the Church), environmental and financial costs that far outweigh any minimal benefit, if any, for relieving congestion. The lack of benefit from adding another lane is further demonstrated when considering that after Waterford in all the proposals there will be only four regular lanes, which will be further reduced to three lanes before the 405 reaches the I-10.

The other possibility that you discussed would be to widen the southbound 405 in this location to add a fifth regular lane, with the sound wall being moved closer to Church Lane. Access along Church lane would not be compromised and the homes and the Church would not be displaced. This approach raises some issues that need to be addressed:

- The specific alignment, and sectional proposals need to be reviewed to fully understand the impact of this proposal. The relationships of median, lane and shoulder width, sound wall height along the freeway and on the neighborhood side, along with profiles showing changing elevations and dimensions of planting shown in comparison to all existing conditions is critical to being able to evaluate any modified proposal.
- Any new sound wall should be at the maximum height facing the freeway – you stated it would be 16 feet – and must be constructed before the current wall is demolished to insure a continuous sound buffer for the community. We learned from the lack of a sound wall during construction near Waterford that the noise rose to unacceptable levels in the neighborhood.
- Preservation of a landscape zone along the sound wall on Church Lane and preservation of the mature trees are very important to the community both for aesthetic reasons and because of the environmental impact.
- The previously stated Caltrans strategy for modifications to on and off ramps impacting the neighborhoods at Wilshire, Montana and Sunset Boulevard need to be fully described and coordinated with LADOT. In addition, the Glen has concerns about the impact on existing street circulation and parking that

BGA-1

Douglas R. Failing
July 3, 2007
Page 3

will need to be reviewed in detail and coordinated with LADOT and mediated with specific actions as part of the proposed project, *e.g.*, parking for Glen residents if there is no parking on Church Lane, capacities and projected loads on surface streets, signal timing, etc.

} BGA-1

We would like to discuss each of these concerns at our next meeting at 3:00 p.m. on July 16 with the expectation that ultimately a satisfactory resolution will be achieved.

Very truly yours,


Jason D. Kogan

JDK:lak

cc: *All Via Facsimile and First Class Mail*
Norman Kulla
Ron Kosinski
Ken Husting

239091 |



October 1, 2007

Board of Directors
David Haldman
Mark Keckelson
Mary Pringle
Jason Kogan
Judy Meadow
Andy Howard
Richard Mahan
Sue Casamassima
Carl Solomon
Todd Martin
Teri Solomon

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Re: **Interstate 405 Sepulveda Pass Widening Project**

Dear Mr. Kosinski:

Enclosed is a petition signed by 427 people, almost all from Brentwood Glen, opposing the implementation of Alternative 3 as described in the Draft Environmental Impact Report/Environmental Impact Statement dated May 2007 and its modifications distributed on July 20, 2007. This petition further demonstrates that there is overwhelming opposition to Alternative 3 and as modified. If community input is to mean anything – Caltrans' representatives have stated repeatedly that it listens to and will be influenced by what it hears from the community – Alternative 3 and as modified should be rejected.

BGA-2

Sincerely,

Jason D. Kogan
Chair
Brentwood Glen Association
Transportation Committee
339 Beloit Avenue
Los Angeles, CA 90049

JDK:jle
Enclosures

Comments from the Brentwood Glen Association (BGA) on 10/1/07:

BGA-2

Your opposition to Alternative 3 and Alternative 3 Modified of the I-405 Sepulveda Pass HOV Widening Project is acknowledged.

Ronald J. Kosinski
October 1, 2007
Page 2

cc:
U.S. Senator Barbara Boxer (w/o encl.)
U.S. Senator Dianne Feinstein (w/o encl.)
Congressman Henry Waxman (w/o encl.)
California State Senator Sheila Kuehl (w/o encl.)
State Assembly Majority Leader Karen Bass (w/o encl.)
State Assembly Member Mike Feuer (w/o encl.)
Los Angeles County Supervisor Zev Yaroslavsky (w/o encl.)
Los Angeles City Councilman Bill Rosendahl (w/o encl.)
Douglas Failing (w/o encl.)

(b)(6)

**PETITION
 OPPOSITION TO ALTERNATIVE 3
 INTERSTATE 405 SEPULVEDA PASS PROJECT**

WE STRONGLY OPPOSE the implementation of Alternative 3 as described in the Draft Environmental Impact Report dated May 22, 2007 and its modification dated July 20, 2007.

- The small, close knit community of Brentwood Glen in Los Angeles, California will suffer substantial negative impact if either Alternative 3 or its modification is implemented.
- Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings housing 91 families, many of whom have lived here for decades.
- The Church in the Glen, home to a Lutheran congregation for more than six decades and a Jewish congregation for the past two years, will be removed, displacing members of their respective congregations, depriving the community of its only facility available for residents to meet and negatively impacting the community's character and cohesion.
- Residents will suffer a substantial negative impact on their quality of life due to greatly increased noise and toxic air emissions.
- The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans of hundreds of millions of dollars to construct either Alternative 3 or its modification far outweigh any theoretical safety benefit of providing marginally wider lanes or any theoretical congestion relief by adding an additional 12-foot lane between Sunset Boulevard and Waterford Street on the 405 Southbound.
- Destruction of mature trees along the current sound wall between Sunset Boulevard and Waterford Street will have a negative environmental and aesthetic impact on the neighborhood.
- We support the addition of an HOV lane to the 405 Northbound and other measures to relieve congestion, but not at the cost of destroying our neighborhood.

We request that Caltrans reject both Alternative 3 and its July 20th modification.

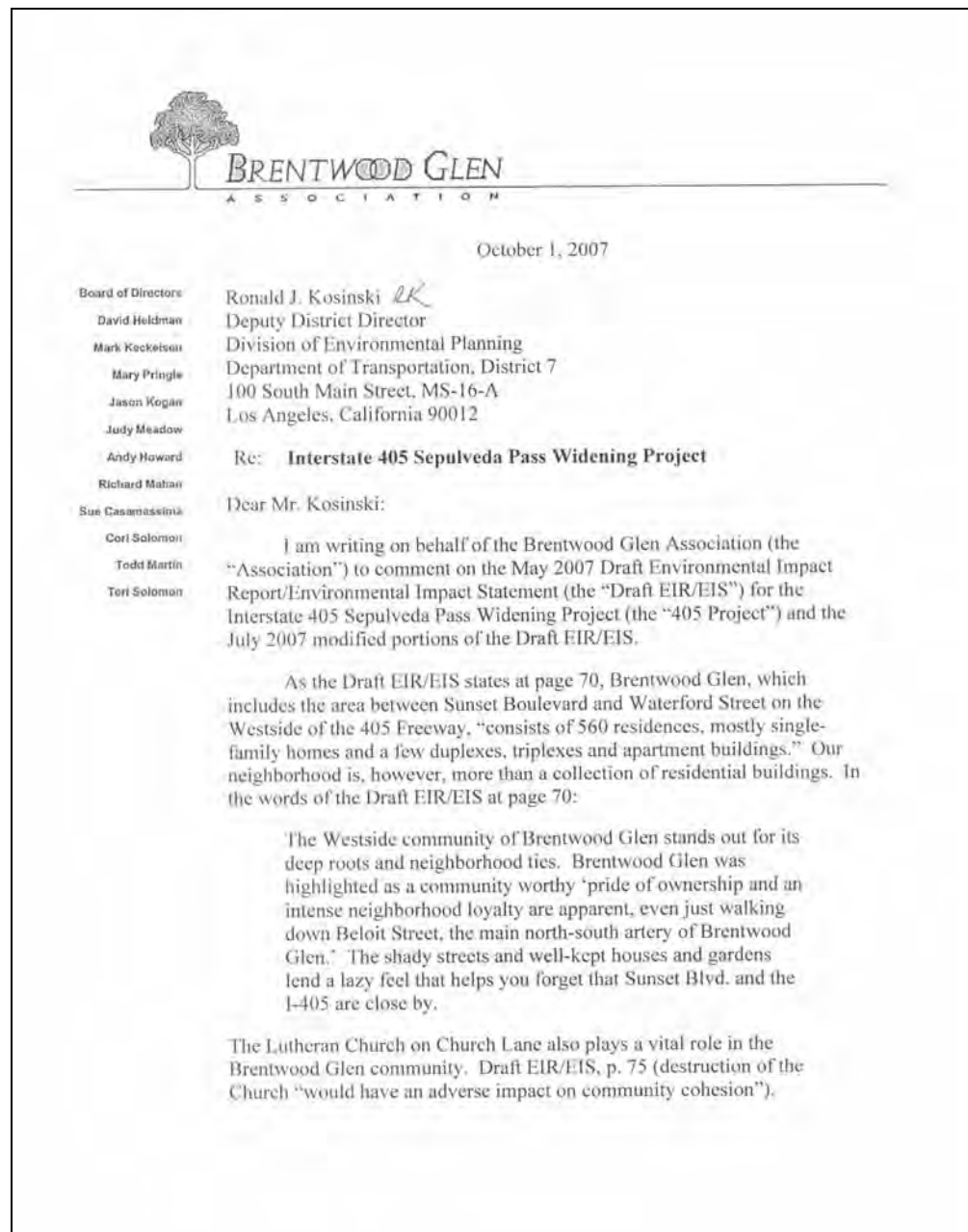
Signature _____ Print Name _____ Address _____ Telephone Number _____

BGA-2

The petition shown on the left was signed by the following persons:

- | | | |
|---------------------|-------------------------|---------------------------|
| Richard E. Aaron | Shirly Bruce | Justin Eastland |
| P. Adler | William Bruce | Michael Eastland |
| Dan Allen | Alan Bub | Ernestine D. Elliot |
| Maria Am | Sten Bub (sic) | Stefanie Epstein |
| Arron Ansty (sic) | Susana Bub (sic) | Dan Erlena (sic) |
| Yvette Arlwin (sic) | Frank M. Budnick | Herb Farrer (sic) |
| Carole Armbrister | Barbara Buikma (sic) | Renee Farrer |
| B. Asgar | Les Buliak (sic) | Elaine Fava |
| Justin Ashforth | Harvey Burak | Mitch Feinman |
| Barbara Bain | Gerald Burkhardt | Ellen Fenner |
| Ron Bain | Rebecca Burkhardt | Wilburt Fenner |
| Scott Bairstow | Mayone Campbell | Lisa E. Fine |
| Mani Baker | Arnold Cane | John W. Finlater, Jr. |
| Michael Baker | Henry Carlton (sic) | Patty Finlater |
| Paul Baker | Susan Casamassina | Cheryl Fletcher |
| Marta Bally (sic) | Mark Castellino | Joel Fletcher |
| Adrienne Barack | Bernard Chinney (sic) | Charles Flippen |
| Bruce M. Barack | Elizabeth Clark (sic) | Kathy Foley |
| H.T. Barber | Gretchen Clark | Zleona Foote (sic) |
| Martha R. Barber | Linda Claxton | H.H. Forster |
| Madeline Barr | Cindy Coleman | Kenneth Franchi |
| Myra Bartash | Lee Coleman | Geoffrey S. Fred (sic) |
| James Beckwith | Chris Connell (sic) | Corothes Frederking (sic) |
| James Beckwith | Art Conto | Diana Freedman |
| Rick Benfield | Scott Cosman | Ed Freiermuth |
| James Bergman | Trisha Cruise | Neliss Friday (sic) |
| Bruce Berman | C. Danno | Wendy Friedman |
| Nabila Beshai | Wendy Danno | Jean Friend |
| Dianna Best | LuAnn Darling | Vivian Gabel |
| Desiree Bleet | Nariman Dastur | D. Gadenswartz |
| Christine Bloom | Van Anh Dastur | Stacy Galina |
| Robert Blue | Beth Davidson | Chuck Gardner |
| Kenneth Bornstein | Cynthia Davis | Sarah Gardner |
| Erika Bosse | Susan L. Deadrick | David Garla (sic) |
| Janet Bregar | Vince Deadrick | Steve Garui |
| Eli Bregman | Susan Dearing | Jane B. Geley (sic) |
| Mary Brennan | Henry H. Dewey | Andrea L. Gerson |
| Michael Brennan | Krispina Diaz | Bijan Ghatan |
| Shirley Brice | Donald Dirks | Katayon Ghaz (sic) |
| William Brice | Rose Dirks | Natalie Gianne |
| Saul Brokal (sic) | Noam Djanogly (sic) | Carol Joan Gilbert |
| Tarryn Brokal (sic) | Pauli Drehon | Sonia Glasner |
| David Brown | Elizatbeth Dunkelberger | Tom Glasner |
| Gloria Brown | Julie A. Dunlap | Sonia Glassner |
| Suzanne Browne | Terri Dunnecliffe (sic) | |

Tomas Glassner	Teri Jolin	Alec Levenson	Tamberley Much	James L. Roth	Susan Steen	Cindy Zoller
Marjorie Goetz	Madeleine Jolton	Tamara Levenson	Chris Murrice (sic)	Franklin Rottner	Richard Stehr	Gregg Zucien (sic)
Allan Golad	Melinda L. Jones	Bethany Lewin	Tosho Nakajima	Jon Rouse	Jacqueline Steli (sic)	Alicia Zuniga
Craig Gold	Tim Joseph	Mimi Lichterman	Susan Newkla (sic)	Gretchen Rozio	Richard Steli (sic)	Hector Zuniga
Martha Gold	Gigi Joyner	Mitch Lichterman	Deena Novak	Zacky Rozio	Danielle Sterling	
Stephanie Gold	Arenj Justman (sic)	Nelson Lim	Philip Nowlen	Sam Rubin	Belal Stig	
Allan H. Grant	Arnold Kaida	Keith Loeb	Brenda Noyes	Roy Ruffner	Amy Sultan	
Irvin Grant	Yvette Kalantari	Petrina Long	David Noyes	Susan Sackett	Shyiko Takaya (sic)	
Jackie Grant (sic)	Ann Karagozian	Travis A. Lorder (sic)	David Oak	Karen Saffro	Janice Tarr	
Lorraine Grant	Andrea Kay	Elizabeth Love (sic)	Bryan Oakley (sic)	Seymour Sajaf (sic)	Katie Thomas	
Michele Greco	Khosrow Kaye	Corynle Lovicis (sic)	Tony Optican	Artafern Sartippour	Gladys Tinhorn (sic)	
Danford B. Greene	Lily Kaye	Hillary Lyman	S. Otts (sic)	Janet Scheil	Ferri Toossi (sic)	
Dan Grossman	Maryam Kaye	Mel Mack (sic)	Joyce Parrott	Steven Scheitzer	Kizen Toossi (sic)	
Lisa Grossman	Sara Kaye	Richard Maher	Margo Pensavalle	Ron Schell	Antonio Torrado	
Francesca Guagliano	Jason Kearnahon	Grant Maier	Arthur Pereira	David Schmillen	John G. Trulio	
Fred H. Hack (sic)	Stephanie Kearnahon	Carla Malden	Mimax Pereira (sic)	Todd Schoonover	Teresa Trulio	
Michael Halloran	Mary Ann Kebo	Angela Mancuso	Harriet Pesante	Helen Settle	Amy Turner	
Thomas Hanrahan	Reynold Kebo	Jack Mansfield	Bernard Phinney	Adam Shane	Martin Turner	
Doris P. Harms	Mark Keckelsen	Joan Mansfield	Jean Phinney	Kathleen Shane	Bill Van Iden	
Lou Hart (sic)	Kaija Keel	Marylin Marcus	Michael Pines	Dolores K. Shapiro	Dianne Van Iden	
Theresa Harton	Douglas Keith	Pam Marin	Joan Powers	G.K. Shapiro	Caroline Von Wegner	
David Heedman	Eileen Kennedy	Ray Marin	David Prall	Jackie Shapiro	Katherine R. Wadden	
Susan Heldman	Ali Keyha	Todd Martin	Deborah Price	Farhad Sharafi	Joshua B. Wagner (sic)	
Peter Higgins	Gloria Keyha (sic)	Don Maxwell	Mary Pringle	Lenora K. Sheldon	Susan Wald	
Barbara Hillman	Lauri Kibby (sic)	Kim McArthur	Keith Radack	Sandy Siegel	M. Ward	
Daryll Hinckley	Marcia King	Ann McGrath	Masayo Ragnis (sic)	David Silver	Louise Watlett-Brown	
Ursula Hirschfeld	Anne Klar	Bill Mcknight	Sanford Ragnis (sic)	Nancy Silver (sic)	Amy Weinberg	
John Hobson	Rija Kline (sic)	Lisa Mcknight	Marta Rallis	Susan Simon	Daniel Weinberg	
Cecil Hollingsworth	Donna Ko	Brandon McMillan	Erik Randerson	John Singsank	Stefanie Weiner	
Patricia Hollingsworth	Barbara Koffman	Judith L. Meadow (sic)	Allen Rappaport	Hallett E. Smith	Julie Weiss	
Jenifer How (sic)	Henry Koffman	Bernadine Megasai (sic)	Christine Redlin	Karen Smits	Rusty Weiss	
Suzy Hoyat (sic)	Jason Kogan	Lou Gely Meh (sic)	Robert Redlin	Fonda Snyder	Kelly Wellman	
Jennifer Hranek	Rebecca Kovacic	Yvette Melvin	Tanulla Reer (sic)	Wendy Snyder	Christie Wen (sic)	
Randy Hromadka	T. Kowayaona	Jeannie Miceli	Wendy Nan Rees	Harriet Soares	Jay Wendell	
Ronald Hromadka	Jennifer Kramer	Jeffrey H. Miller	Linda Reimers	Yvette Sohagi (sic)	Kirk Wendorf	
David Huntsman	Toni Kuwayama (sic)	Mitchell Miller	Linda Reimers	Teri Soloman	Ann M. Wessel	
Mary Huntsman	Charles Lagow	Patricia Miller	John Arthur Renaud	Cori Solomon	John B. Wessel	
Kishiko Izumida	C. Lagreco	Elizabeth Montez	Rochelle Renaud	Victor G. Somali	Marl O. Wey (sic)	
Ari Jacobson	King-Sing Lai (sic)	Walter M. Moorks, Jr. (sic)	John Riley	Cami Sparkman (sic)	H. Whitney	
Barbara Jacobson	Dave Larson	Gerry Morse	Judy Riley	Karen Sperling	S. Yarrets (sic)	
Eric Jacobson	Deborah Larson	Judy Mosslep	Olina S. Riopelle	R. Spi (sic)	Tony Yates	
Mary Ann Jacobson	Julie Leeds	Allison Mossler	Russel J. Riopelle	Steven Spitz	Giovanna Zamboni	
Willen Jerry (sic)	Michael Lem	Richard Mossler	Blair Robbins	Anne Stangl	N. Zargarpour	
Anita Johnson (sic)	Marsha Lerner	Scott Mossler	Bejan Roh (sic)	Fred Stangl	Christy Zeega	
Barbara Johnson	Michael Lerner	Javich Muen (sic)	Mirlton Ross (sic)	Lisa Statt	K. Zhoel (sic)	



Comments from the Brentwood Glen Association (BGA) on 10/1/07:

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Your opposition to Alternative 3 and Alternative 3 Modified of the I-405 Sepulveda Pass HOV Widening Project is acknowledged.

All other concerns raised in your letter are associated with Alternative 3 and 3 Modified which have not been identified as Preferred.

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Since 2002, I have been Chair of the Association's Transportation Committee. During this period, I have (a) attended meetings at which representatives from Caltrans have spoken, (b) spoken directly with Caltrans representatives and (c) reviewed Caltrans' public statements relating to the 405 Project. I have been a resident of Brentwood Glen since 1984. Brentwood Glen is a great place to live. I regularly walk our neighborhood, and travel on its streets and on the 405 Freeway every day. I have personal knowledge of, and have observed, the traffic in the Brentwood Glen area, which is the basis for many of my comments in this letter.

The Association opposes, in the strongest terms, Alternative 3 and Alternative 3 as modified for the 405 Project. The Draft EIR/EIS and its modifications fail to meet the basic requirements of the California Environmental Quality Act ("CEQA"). They are replete with assumptions and unsubstantiated opinion, often confusing, and fail to provide sufficient information to enable the reader to consider and respond to the proposed 405 Project.

Alternative 3 and Alternative 3 as modified would result in a number of significant impacts that would directly and adversely affect Brentwood Glen. Under CEQA, therefore, Caltrans must adopt a statement of overriding considerations, supported by substantial evidence, that the benefits of such alternatives would outweigh their significant impacts. Caltrans has not met the burden imposed on it by CEQA to show that such a finding is supported by substantial evidence. For example, both the Draft EIR/EIS and its modifications lack substantial evidence to support a finding that either the widening of the southbound 405 lanes or adding a fifth mixed-flow lane between Skirball Center and Waterford would provide any substantial benefit. But even if Caltrans could establish a minimal benefit from either widening the southbound 405 lanes or adding an additional southbound 405 mixed-flow lane (which it cannot and, even if it did, does not rise to the level of substantial evidence), the devastating effects of Alternative 3 and as modified on Brentwood Glen far outweigh any such minimal benefit, especially when the enormous personal cost to the residents of Brentwood Glen are considered in light of the astronomical monetary costs of adopting Alternative 3 or as modified.

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The law firm representing the Association, Armbruster & Goldsmith, is submitting comments on the Draft EIR/EIS and its modifications. I will not repeat the comments made by the Association's counsel. My comments will be focused on the two primary aspects of Alternative 3: the proposed addition of a fifth mixed-flow lane between Skirball Center and Waterford and the widening of the southbound 405 lanes from 11 to 12 feet, from which all of the substantial negative impacts to Brentwood Glen arise.

I. Caltrans Must Comply With CEQA

I believe it is important to reiterate some of the key requirements of CEQA that are particularly applicable to the 405 Project. "To facilitate CEQA's informational role, the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions." *Concerned Citizens of Costa Mesa, Inc. v. 32nd District Agricultural Association*, 42 Cal. 3d 929, 935, 231 Cal. Rptr. 748, 751 (1986). "An EIR must include details sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project." *Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of University of California*, 47 Cal. 3d 376, 405, 253 Cal. Rptr. 426, 439 (1988).

A decision on alternatives in a Draft EIR/EIS cannot be sustained unless there is substantial evidence to support the decision. The substantial evidence test "also applies to challenges to the scope of an EIR's analysis of a topic, the methodology used for studying an impact and the reliability or accuracy of the data upon which the EIR relied because these types of challenges involve factual questions." *Bakersfield Citizens for Local Control v. City of Bakersfield*, 124 Cal. App. 4th 1184, 1198, 22 Cal. Rptr. 3d 203, 213-14 (2004). As the CEQA guidelines make clear, substantial evidence does not include:

'[a]rgument, speculation, unsubstantiated opinion or narrative, evidence of which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment ...'

CEQA Guideline, §15384(a).

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The "Purpose" of the project described in Chapter 1 of the DEIR/EIS meets the requirements for project objectives set forth in 40 CFR 1502.13, the FHWA Technical Advisory 6640.8A "Guidance for Preparing and Processing Environmental and Section 4(f) Documents", Section 15124(b), project objectives are meant to assist the Lead Agencies (FHWA and Caltrans) in developing a range of reasonable alternatives to evaluate in the EIR/EIS and aid decisions makers in weighing the positive and negative effects of the alternatives. The purpose of the project outlined in the DEIR/EIS fulfills the requirements set forth in 40 CFR 1502.13, TA 6640.8A and Section 15124(b) since it provides a basis for establishing the range of alternatives and evaluation of potential environmental effects of the proposed project.

The DEIR/EIS was based on various technical studies that were prepared to analyze the environmental impacts of the proposed project. Direct and indirect impacts were also analyzed and discussed. Caltrans believes that a reasonable, good faith effort was made to consider the impacts of the project on the human and physical environment.

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CEQA Guideline §15064(d) "mandates that both primary (direct) and secondary (indirect) consequences be considered in determining the significance of a project's environmental effect." *Citizens for Quality Growth v. City of Mt. Shasta*, 198 Cal. App. 3d 433, 445, 243 Cal. Rptr. 727, 734 (1988). This means that "[d]irect and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects." CEQA Guideline, §15126.2(a). Application of these and other CEQA factors demonstrate that the Draft EIR/EIS, and as modified, does not comply with CEQA.

II. There Is No Substantial Evidence That The Addition Of A Mixed-Flow Lane From The Skirball Center To Waterford Would Reduce Congestion On the I-405.

The proposed addition of a fifth mixed-flow lane from the Skirball Center to Waterford is a last minute addition to the proposed 405 Project that cannot be sustained based on the Draft EIR/EIS and its modifications.

Between 2002 and the spring of 2007, no public communication issued by Caltrans identified the addition of a mixed-flow lane on the southbound 405 as an alternative of the proposed 405 Project. For example, in public statements issued by Caltrans in 2003 (Exhibit A), June 2005 (Exhibit B), Fall 2006 (Exhibit C) and March 2007 (Exhibit D), the description of Alternative 3 does not include the proposed addition of a mixed-flow southbound lane. Nor did any Caltrans representative articulate that the addition of a mixed-flow southbound lane was intended to be included in Alternative 3 at any meeting that I attended between 2002 and the spring of 2007.

The title of the 491-page Draft EIR/EIS, dated May 2007 and issued on May 22, 2007, is itself revealing: "INTERSTATE 405 Sepulveda Pass Widening Project." The summary description of Alternative 3, appearing on page 9 of the Draft EIR/EIS, does not identify the addition of a southbound mixed-flow lane between the Skirball Center and Waterford as an element of Alternative 3. On the contrary, the Draft EIR/EIS explicitly represents to the public (on page 23) that no such additional lane is contemplated by Alternative 3:

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The addition of the southbound mixed-flow lane was an oversight. Shortly after circulation commenced, an effort was made to inform the public and provide clarification on the southbound mixed-flow lane. Caltrans never intended to mislead the public at any time throughout the environmental process. The proposed southbound mixed-flow lane was shown in the project engineering plans and cross-section for Alternative 3. However, due to an oversight, it was inadvertently omitted from the project description.

All technical studies prepared for the project were made available upon request to all concerned individuals.

Currently, southbound I-405 consists of five mixed-flow lanes plus one HOV lane from US-101 to Skirball Center Drive off-ramp where a lane drops to four mixed-flow lanes plus one HOV lane. The addition of the southbound mixed-flow-lane from the Skirball Center Drive to Waterford Ave. is intended to create a uniform mainline cross-section of five mixed-flow lanes plus one HOV lane from US-101 to I-10. This lane addition would eliminate the existing bottleneck and would not create a new one. Eliminating this bottleneck would help reduce delays in travel time and would result in reduced emissions. However, it was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

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The project would not add any mixed-flow lanes in the southbound direction.

Similarly, the discussion of Alternative 3 on page 30 of the Draft EIR/EIS makes no mention of adding a mixed-flow lane on the southbound 405 between the Skirball Center and Waterford. There is simply no information in the Draft EIR/EIS that would enable the reader of the document to consider and respond to this non-existent alternative.

One of the technical studies prepared for the 405 Project identified on page 37 of the Draft EIR/EIS is a 167-page Traffic Analysis Report prepared as of July 2006. (The 17 technical studies relating to the 405 Project are available for review only at the Caltrans District 7 office in downtown Los Angeles. Since thousands of people living near the 405 Freeway in the Project area will be affected by the 405 Project, all of whom reside more than 12 miles from Caltrans' office, such limited access to these studies essentially makes information relating to the Draft EIR/EIS inaccessible to most persons affected by the 405 Project and severely hampers their ability to fully consider and respond to the Draft EIR/EIS.) This Report further demonstrates that the addition of a southbound 405 mixed-flow lane was not an alternative considered in the Draft EIR/EIS. The Executive Summary, on page one of this Report, does not identify the addition of a mixed-flow southbound lane between the Skirball Center and Waterford as an alternative examined in the Report. On page six, the heading for the discussion of Alternative 3A is "Add One Standard Northbound HOV Lane and Standardized Southbound Lanes, Median, and Shoulder." The reference in the paragraph under this heading to standardizing "the non-standard southbound HOV lane, five mixed-flow lanes, median, and shoulder" is incorrect, for, at the time the Report was prepared, there were not, and there still are not, five non-standard mixed-flow lanes between the Skirball Center and Waterford. Finally, in the "Conclusions" portion of the Report, there is no reference in the discussion of Alternative 3 to adding an additional southbound 405 mixed-flow lane.

In fact, Caltrans' first public announcement that an alternative under Alternative 3 would be a possible addition of a 405 southbound mixed-flow lane between the Skirball Center and Waterford appears in your letter dated May 28, 2007 (after you had approved the Draft EIR/EIS on behalf of

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Caltrans on April 12, 2007 and the Federal Highway Administration had approved it on May 18, 2007, as stated in the Draft EIR/EIS, and after it had been released to the public on May 22, 2007):

Just prior to the May 18, 2007 federal approval to circulate the I-405 Sepulveda Pass HOV Widening Draft EIR/EIS, Federal Highway Administration ("FHWA") engineers mandated selected changes. These changes are summarized as follows:

* * *

(4) An additional southbound mixed-flow lane is being considered with Alternative 3 between Skirball Center Drive and Waterford St. Also, be advised that FHWA and Caltrans engineers are working to reduce property-takings along Church Lane even with this possible new lane addition.

See Exhibit E.

Certainly, if Caltrans' own analysis had concluded prior to May 2007 that the addition of a southbound mixed-flow lane between Skirball Center and Waterford was essential to relieving congestion on the southbound 405, it would have informed the public that this was one of the proposed goals of the 405 Project well before May 2007 and would have analyzed and provided information as to such addition in the Draft EIR/EIS. Instead, at the last minute and only because "the FHWA made us do it" did Caltrans, after it had circulated the Draft EIR/EIS, propose publicly the addition of a 405 southbound mixed-flow lane. (At the meeting at the Skirball Cultural Center on June 11, 2007, Douglas Failing, Caltrans District 7 Director, acknowledged that "in the past two weeks, the Department has received questions from the public regarding the last minute modifications made to the project alternatives." Meeting Transcript, p. 9.) That the FHWA has now "mandated" that the additional mixed-flow lane be considered as an alternative is insufficient to excuse Caltrans' failure to meet CEQA's fundamental disclosure requirements and the numerous errors and omissions in the Draft EIR/EIS.

Nor do the July 20, 2007 modifications to the Draft EIR/EIS comply with CEQA's requirement that the Draft EIR/EIS provide information as to

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the entire project, including all alternatives. Although the modifications identify the possible addition of a mixed-flow lane between the Skirball Center and Waterford Street as part of the 405 Project, they fail to specifically address why and how such addition reduces congestion. The reader of the modifications to the Draft EIR/EIS is left to guess as to what benefits, if any, are provided by adding an additional southbound mixed-flow lane. Caltrans issued a second Traffic Analysis Report dated July 29, 2007, but this Report, too, does not address or provide information relating to the addition of a 405 southbound mixed-flow lane; it focuses on the closing the southbound 405 onramp at Sunset Boulevard and Church Lane.

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Furthermore, neither the Draft EIR/EIS nor its July 2007 modifications analyze and provide information as to the well known major point of traffic congestion (the Draft EIR/EIS merely recognizes the enormity of the congestion) that has long been a barrier to congestion relief on the southbound 405 -- the intersection of the 405 and the I-10. The stated project limits for the 405 Project include the area "roughly bounded by Interstate 10 (I-10) to the south and U.S. Highway 101 (U.S. 101) to the north." Draft EIR/EIS, p. 19. Yet, even though the Draft EIR/EIS states at page two that "[t]he primary purpose of the proposed project is to reduce existing and forecast traffic congestion on I-405 between I-10 to U.S. 101," the Draft EIR/EIS contains no analysis or information addressing how Caltrans proposes to reduce existing and forecast traffic congestion when the current four mixed-flow lanes are reduced to three mixed-flow lanes as they approach and pass under the bridge at the I-10 Interchange.

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Caltrans recognizes, as it must, the serious problem of traffic congestion at the 405/I-10 Interchange. For example, the Draft EIR/EIS acknowledges, at page 102:

This 0.8 – mile segment [Pico/Olympic Boulevard to National Boulevard] begins north of Pico Boulevard, passes under Interstate 10, and ends at National Boulevard. North of Pico Boulevard, the southbound number five lane branches off to I-10 connector, leaving four mixed-flow lanes. The four southbound 405 lanes merge into three lanes to pass beneath the I-10 freeway structure. The freeway widens back to four lanes as the connector from eastbound I-10 joins the I-405, and

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Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

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gains a fifth lane from the westbound I-10 connector. Congestion at the Interchange is particularly heavy in the afternoon, with average speeds on the I-405 mainline dropping below 35 mph from 2:00 p.m. to 8:00 p.m..

The Draft EIR/EIS further concedes that:

The bottleneck at this segment creates a substantial restriction and flow, but the columns that support the I-10 structure limit the space that is available in this area.

Draft EIR/EIS, p. 97.

The statement that the average speeds on the 405 at the I-10 Interchange drop below 35 mph from 2:00 p.m. to 8:00 p.m. substantially understates the magnitude of the congestion at this Interchange. I have been in traffic approaching the I-10 Interchange in the evening when traffic is stop-and-go, from a complete stop to 10 mph. This heavy traffic is not confined to weekdays. Heavy traffic passes through the I-10 Interchange on Saturdays, commencing as early as 10:30 a.m. and lasting through early afternoon, and resuming in late afternoon into the early evening. Similar heavy traffic often occurs on Sunday afternoons.

Conspicuously absent from the Draft EIR/EIS is any analysis or information as to whether, or how, the addition of a southbound mixed-flow lane from Skirball Center to Waterford would reduce existing and forecast traffic congestion at the I-10 Interchange. Without this information, it is not possible to effectively respond to the proposed addition of a southbound mixed-flow lane as proposed for the 405 Project.

The bottleneck at the I-10 Interchange is not a new phenomenon. In the Initial Study/Environmental Assessment to Add High Occupancy Lane and Auxiliary Lanes to the Southbound Interstate 405 from Interstate 10 to Waterford Street (the "Initial HOV EIR"), issued by Caltrans in April 2001, Caltrans acknowledged on page four that the 405/I-10 Interchange is a major congestion bottleneck:

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I-405 is one of the busiest freeways in the nation, with the I-405/I-10 Interchange being rated the nation's worst bottleneck by the American Highway Users Alliance in November 1999.

A copy of the Initial HOV EIR is attached as Exhibit F. The Final HOV EIR, issued by Caltrans in August 2001, makes the same acknowledgement. See Exhibit G at page 4. That is why the bottleneck at the 405/I-10 Interchange and what Caltrans proposes to do about it has been the subject of questions at every meeting that I have attended at which Caltrans' representatives have discussed the proposed 405 Project. I have asked this question of you and other Caltrans representatives and the response has been that this is a "good point," but that it is too costly to "fix" the I-10 Interchange and that Caltrans has no plans to consider doing so. Although an HOV lane will be constructed through the I-10 Interchange, the Draft EIR/EIS does not analyze and provide information as to what extent, if any, existing and forecast congestion on the three lanes as they approach and pass under the I-10 Interchange will thereby be reduced.

The failure of the Draft EIR/EIS to address the congestion caused by the I-10 bottleneck is contrary to the mandate of CEQA. Adding a southbound mixed-flow lane so that drivers can "hurry up and wait" as they approach the three lanes that cross under the bridge at the 405/I-10 Interchange will only exacerbate traffic congestion, not relieve it. There can be no effective solution to traffic congestion on the southbound 405 in the Project limits without resolving the congestion bottleneck at the 405/I-10 Interchange. The failure of the Draft EIR/EIS to address the bottleneck at the I-405/I-10 also illustrates why the proposed addition of a southbound mixed-flow lane (and widening the southbound 405 to 12-foot lanes) is at best a bandaid approach to congestion on the southbound 405 that would only result in wasting hundreds of millions of taxpayer dollars and have a substantial negative impact on Brentwood Glen and numerous residents of other communities in the 405 Project limits, without accomplishing the goal of reducing existing and forecast traffic congestion.

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III. There Is No Substantial Evidence Widening The Southbound 405 Lanes to 12 Feet Within The Project Limits Would Enhance Traffic Safety.

By use of the buzz word "safety," the Draft EIR/EIS attempts to make the case for widening the southbound 405 from 11-foot mixed-flow lanes to 12-foot mixed-flow lanes within the 405 Project limits. In the Draft EIR/EIS and its modifications, there are no facts and analysis to show how widening the southbound lanes by one foot will increase safety. The Draft EIR/EIS and its modifications merely offer speculation, argument and unsubstantiated opinion that does not demonstrate any basis for widening the southbound lanes.

On pages four and twenty-four, the Draft EIR/EIS describes the "relatively large proportion of accidents occurring during the midday traffic period on southbound I-405, which may be related to high traffic volumes combined with intermittent congestion where drivers may not anticipate stop-and-go traffic." (Emphasis added). References are also made on page four that the southbound 405 has "experienced more than the statewide average accident rate for injury-related accidents and total accidents." Most of these accidents, however, were rear-ends. Neither on page four nor on page twenty-four is there any data to show that any of the identified accidents were caused by the fact that the current mixed-use lanes are 11 feet wide. Nor does the Draft EIR/EIS provide any basis for finding that any of the identified accidents would not have occurred if the lanes were 12 feet wide. The Draft EIR/EIS offers no data to show that the southbound 405 will be safer if the lanes are widened to 12 feet. There is simply no substantial evidence that widening the southbound lanes will reduce the number of accidents or increase safety on the southbound 405.

Moreover, Caltrans had the opportunity to propose widening the southbound 405 lanes at least as early as 2001, if not earlier, but it did not do so. Specifically, on page one, the Draft EIR/EIS makes a passing reference to earlier consideration of widening the southbound lanes: "A southbound carpool lane opened for service in 2002; however, standard lanes were deferred due to inadequate right-of-way width." Was the deferral of standard lanes the result of an agreement with the Federal Highway Administration ("FHWA")? If so, what was the date of the agreement? When did Caltrans

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Although a buffer zone between adjacent high-speed lanes is inherently safer than having no buffer zone, the preferred alternative has reduced the HOV buffer width from four feet to one foot in order to reduce R/W impacts to residences between Wilshire Blvd. and Sunset Blvd.

Non-standard lane widths of 11 feet, due to lack of right-of-way necessary to construct standard 12-foot lanes and median were approved on an interim basis by FHWA on June 21, 2005.

Exceptions to design standards for southbound 405 were made on a conditional basis in a letter of approval from FHWA to Caltrans on June 21, 2005. Caltrans was expected to give full consideration to the restoration of full geometric design standards during the planning, budgeting, design and construction phases of any subsequent projects in the vicinity, including the addition of the northbound HOV lane which was under consideration at the time.

The I-405 Sepulveda Pass Project included an alternative that would restore the southbound I-405 to full standard. However, following the public comment period, and the substantial amount of comments in opposition to this alternative, it was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

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decide to defer pursuing the alternative of standardizing lanes on the southbound 405 because of an "inadequate right-of-way width?" I request that Caltrans include as part of the record (a) a copy of such agreement with the FHWA, (b) memoranda and communications, both internally and with the FHWA, discussing the deferral of standard lanes on the southbound 405 and (c) all communications from Caltrans to the public regarding the deferral of standard lanes. Also, what was the "inadequate right-of-way width" that was claimed to be the source of the deferral of the standard lanes? What effort did Caltrans make to obtain sufficient "right-of-way width" in 2002 or earlier so that the lanes could be widened to 12 feet? Has Caltrans now obtained the "right-of-way width" that was deemed inadequate to widen the southbound 405 lanes in 2002? How and when did Caltrans obtain the "right-of-way width?" If Caltrans has not yet obtained such "right-of-way width," does it expect to obtain it within the next four years and, if so, what is Caltrans' basis for this expectation? Documents relating to this "right-of-way width" should be included as part of the record for the Draft EIR/EIS. In addition, Caltrans disclosed to the public information on the proposed 405 Project that identified standardizing southbound lanes as part of Alternative 3 as early as 2002. See Exhibit F. Had Caltrans resolved the "inadequate right-of-way width" at the time it circulated Exhibit F? All of this information is critical for the public to evaluate Caltrans' claim that wider lanes, and the resulting significant impacts, are justified by improved traffic safety.

That the "safety" argument for widening the southbound lanes will not pass the substantial evidence test is further demonstrated by Caltrans' actions in the environmental review process for adding a southbound HOV lane from Waterford to the I-10. In April 2001, Caltrans issued its Initial HOV EIR. See Exhibit D. In the Summary on page i, this Report states:

In order to alleviate congestion and reduce accident rates, Caltrans proposes to increase the freeway's [405] capacity and safety by adding one High Occupancy Vehicle Lane for cars with two or more passengers, auxiliary lanes between the existing on- and off-ramps, and permanently closing the Waterford Street on-ramp. (Emphasis added.)

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Notwithstanding Caltrans' focus on increasing safety in the southbound 405 in 2001, neither the Initial HOV EIR nor the Final HOV EIR analyze, let alone even mention, that increasing the lane width from 11 feet to 12 feet would improve safety. While the Final HOV EIR concluded that the project area "suffers from extreme congestion and high accident rates during peak traffic hours," page 5, Caltrans did not correlate such congestion and high accident rates to widening the southbound 405 lanes for reasons of safety as the current Draft EIR/EIS attempts to do in an unsupported, conclusory fashion.

Also absent from the Draft EIR/EIS is any analysis and information as to whether and how such widening the southbound 405 will improve congestion at the I-10 bottleneck and the impact of such bottleneck on widening the southbound 405 lanes. Caltrans has stated publicly that it cannot widen the lanes under the bridge at the I-10 Interchange without restructuring it. (On page 121 of the modifications to the Draft EIR/EIS, Caltrans states that the southbound lanes would be widened "along most of the Westside through the project limits," but does not identify where the lanes would not be widened. Caltrans must identify where lanes would not be widened, and the impact on congestion of not widening the 405 southbound lanes in these areas.) (Emphasis added.) Any proposal to widen the southbound 405 lanes must meet the same fate as the proposal to add a mixed-flow southbound lane between the Skirball Center and Waterford – there can be no effective solution to any "safety" issue on the southbound 405 in the Project limits without resolving the congestion bottleneck at the 405/I-10 Interchange.

Instead of selecting Alternative 3 or as modified, Caltrans should seek a design exception or waiver from the FHWA because the substantial negative impacts of Alternative 3, and as modified, far outweigh any potential benefit from widening the southbound lanes. If Caltrans refuses to seek a design exception or waiver, it should disclose the reason therefore, identify other projects for which it has requested and obtained a design exception or waiver, and provide documentation reflecting Caltrans' request for all such design exceptions or waivers and FHWA approval for such design exceptions or waivers. All of these documents should be made part of the record in connection with the 405 Project. Given the enormous financial and human costs of Alternative 3 or as modified, any decision to implement

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Alternative 3 or as modified must be transparent and all pertinent information made available to a skeptical public.

IV. Other Inadequacies Of The Draft EIR/EIS And Its Modifications

My comments below supplement those of the Association's counsel, Armbruster & Goldsmith.

A. Caltrans Should Not Take Any Homes In Brentwood Glen.

In an interview with NBC Television at the meeting at the Skirball Cultural Center regarding the proposed 405 Project on June 11, 2007, Douglas Failing stated that Caltrans is "conscious of the impact that taking someone's home has - we do everything we can to minimize and avoid that kind of an impact." Alternative 3 requires the destruction of 21 homes and 16 multi-family buildings housing 91 families on a stretch of seven tenths of a mile between Kiel and Chenault in Brentwood Glen. More than 16% of the residents of Brentwood Glen would be displaced. This proposed swath of destruction also includes the Church on Church Lane. At page 75, the Draft EIR/EIS confirms that "Alternative 3 would disrupt and alter the Westside community of Brentwood Glen -- [and that] [t]here is a justifiable perception in the Brentwood Glen neighborhood that if Alternative 3 were selected, the acquisition of approximately 30 properties, including a church along Church Lane, would have an adverse impact on community cohesion. There is a way to "avoid that kind of an impact" (by far the greatest negative impact to be suffered by any community within the Project area): not to select Alternative 3 or its modification.

B. Air Pollution.

Page 15 of the Draft EIR/EIS summarizes the potential impact of Alternative 3 on air quality by pointing to "temporary emissions of criteria air pollutants during construction." The proposed mitigation measures require the contractor to address temporary impacts. Draft EIR, p. 17. Absent from the Draft EIR is any explanation of what is a "temporary impact." Does this mean four months, ten months, sixteen months, three years? There is no definition of "temporary" in the Draft EIR/EIS. The impact of air pollution based on the time of exposure to air pollutants does

BGA-8

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Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. The community of Brentwood Glen will not be affected under the Preferred Alternative.

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The duration of construction impacts is unknown and would vary by community. According to federal conformity regulations, construction that lasts less five (5) years in any one location is considered as temporary, and does not require a conformity analysis.

Temporary air quality impacts from construction equipment will be mitigated by adhering to the South Coast Air Quality Management District's (SCAQMD) rules and regulations and Caltrans Standard Construction Specifications for equipment emissions and fugitive dust.

Short-term impacts related to construction activities such as roadway and bridge widening and excavation may expose hazardous materials in the soil that may result in intermittent air quality impacts. Temporary air quality impacts will be mitigated by adhering to SCAQMD's rules and regulations and Caltrans Standard Construction Specifications for equipment emissions and fugitive dust.

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not appear to have been analyzed. (The analysis of air pollution impacts is, to say the least, confusing.)

C. Noise

The Draft EIR/EIS points out on page 15 that noise levels exceed acceptable standards: "intermediately exceeding noise criterion during construction." Again, no information is provided as to the length of time that noise standards will be violated. (The Draft EIR/EIS' analysis of noise impacts is also confusing.) The impact of noise on Brentwood Glen was readily apparent in connection with the construction of the southbound HOV project during which the Waterford southbound onramp was closed, where there was no sound wall between approximately Chenault and Waterford for many months. During this period, on several occasions, I walked in this area and the noise level was unbearable. It was almost like being across the street from LAX. The Draft EIR/EIS must fully describe the noise impacts on Brentwood Glen residents during the expected four to five year construction of the Project.

BGA-10

D. Cost Of The 405 Project

Caltrans has stated publicly that cost is a factor in selecting the alternative for the 405 project. Alternative 2 is estimated to cost \$649 million in 2006 dollars. Draft EIR/EIS, p. 7. The cost of Alternative 3 (which includes the cost of Alternative 2) is estimated to be \$911 million in 2006 dollars. Draft EIR/EIS, p. 9. According to these numbers, the difference between the cost for Alternative 2 and the cost for Alternative 3 is \$262 million in 2006 dollars. The estimated cost of \$262 million for Alternative 3 is well understated.

BGA-11

First, since construction would not commence until at least 2009, actual costs will be incurred between 2009 and for at least four to five years thereafter. There can be no dispute that construction and other costs will increase greatly between 2006 and 2009 to 2013/2014. For example, the news media has discussed the increasing costs of construction materials, including cement and lumber. This is reportedly due in part to the insatiable demand for such materials in China. I visited China in April 2007 and the scope of construction that I observed in Beijing, Shanghai and elsewhere is

BGA-10

Please see response to BAC-5 regarding temporary noise impacts.

BGA-11

It should be noted that the cost estimate for Alternative 2 includes the widening of some southbound portions at Wilshire Blvd., Skirball Center Drive, and Valley Vista. The higher cost associated with Alternative 3 consists mainly of additional southbound widening (including a fifth mixed-flow-lane between Skirball Center Drive and Waterford Ave.), bridge widening, retaining walls and the required right-of-way at Brentwood Glen.

Construction costs are expected to rise about 20% through the middle of construction (year 2011). Sufficient funds already exist for Alternative 2. Estimates for right-of-way for the Preferred Alternative are already escalated to reflect costs at the time of acquisition in 2010.

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beyond anything that we have ever seen in this country, with no let up in sight. Cement and lumber costs will continue to escalate. To have any semblance of a realistic estimate of costs for Alternative 3, Caltrans should estimate the costs for the period during which construction will actually proceed – 2009 through 2013 or 2014. Any realistic estimate of costs for Alternative 3 must take into account the escalating cost of materials. Caltrans' own cost figures show how fast construction and other costs will escalate, for in its Fall 2006 statement on the 405 Project Caltrans estimated that costs would be between \$500 million and \$800 million, depending on the alternative chosen; about nine months later, in May 2007, the Draft EIR/EIS has raised that cost figure from a maximum of \$800 million to \$911 million. *See Exhibit C.* (The \$911 million estimate, in 2006 dollars, does not include the cost of taking of homes and the Church in Brentwood Glen and related litigation costs and the cost of an additional southbound 405 lane between the Skirball Center and Waterford.)

Second, the estimated costs for Alternative 3 do not include the taking of any properties, including the Church, or any litigation that would be spawned due to Caltrans' efforts to take any property. I think it is safe to say that the costs for such takings and potential related litigation costs will easily exceed \$75 million.

Third, Caltrans has stated that it has available \$950 million in bond funds, and state and federal funds to construct the entire 405 Project. The actual construction costs will be incurred in the years 2009 through 2013 or 2014, and the actual cost for Alternative 2 will substantially exceed the estimated cost of \$649 million, calculated in 2006 dollars. Indeed, the final cost for Alternative 2 by itself may exceed \$911 million, the estimated cost for Alternatives 2 and 3. Given this likelihood, has Caltrans informed state legislators or the California Transportation Commission that it will need at least another \$350 to \$400 million just to complete Alternative 3? Does Caltrans expect the state legislature to authorize such sums solely for construction on the southbound 405?

Fourth, does the cost estimate of \$262 million in 2006 dollars include the cost of adding a mixed-flow lane from Skirball Center to Waterford? What is the estimated cost of adding a mixed-flow lane from Skirball Center

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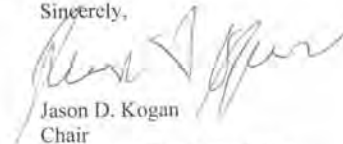
to Waterford? What is the cost in 2009 through 2013/2014 dollars of adopting Alternative 3 as modified?

Fifth, adoption of Alternative 3 or as modified would require tearing down a portion of the sound wall between approximately Chenault and Waterford, which was recently constructed in connection with the southbound HOV Project and closure of Waterford. Other construction on that Project would also have to be "undone." What is the cost (in 2009 through 2013/2014 dollars) of "redoing" what has previously been done in connection with construction of the southbound HOV Project and the closing of Waterford?

There are numerous roads in California that require improvements for which no money is available. When the enormous financial cost of Alternative 3 and Alternative 3 as modified is compared to the minimal benefit, if any, from adding an additional mixed-use lane from Skirball Center to Waterford and widening the southbound lanes from 11 feet to 12 feet, the balance weighs heavily in favor of using such funds on other roads where the funds will provide far greater benefit to the public.

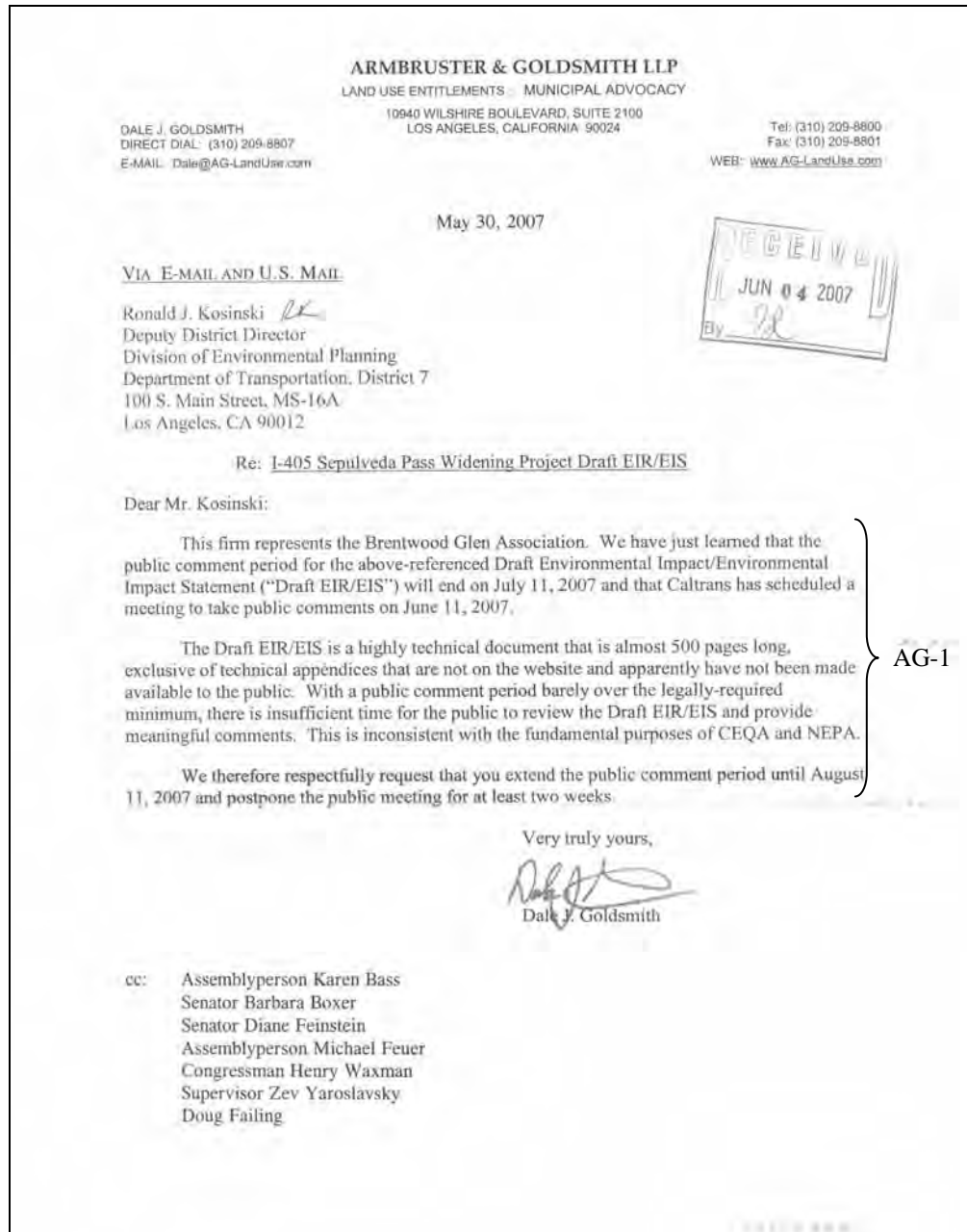
The Association understands that traffic congestion on the 405 Freeway is a matter of serious concern. That is why the Association is not opposing the addition of a HOV lane on the northbound 405. What the Association does oppose is destruction of homes and the Church in, and the fabric of, Brentwood Glen based on assumptions, unsupported conclusions and inadequate information, especially in light of the enormous monetary costs of Alternative 3 and its modifications.

Sincerely,



Jason D. Kogan
Chair
Brentwood Glen Association
Transportation Committee
339 Beloit Avenue
Los Angeles, CA 90049

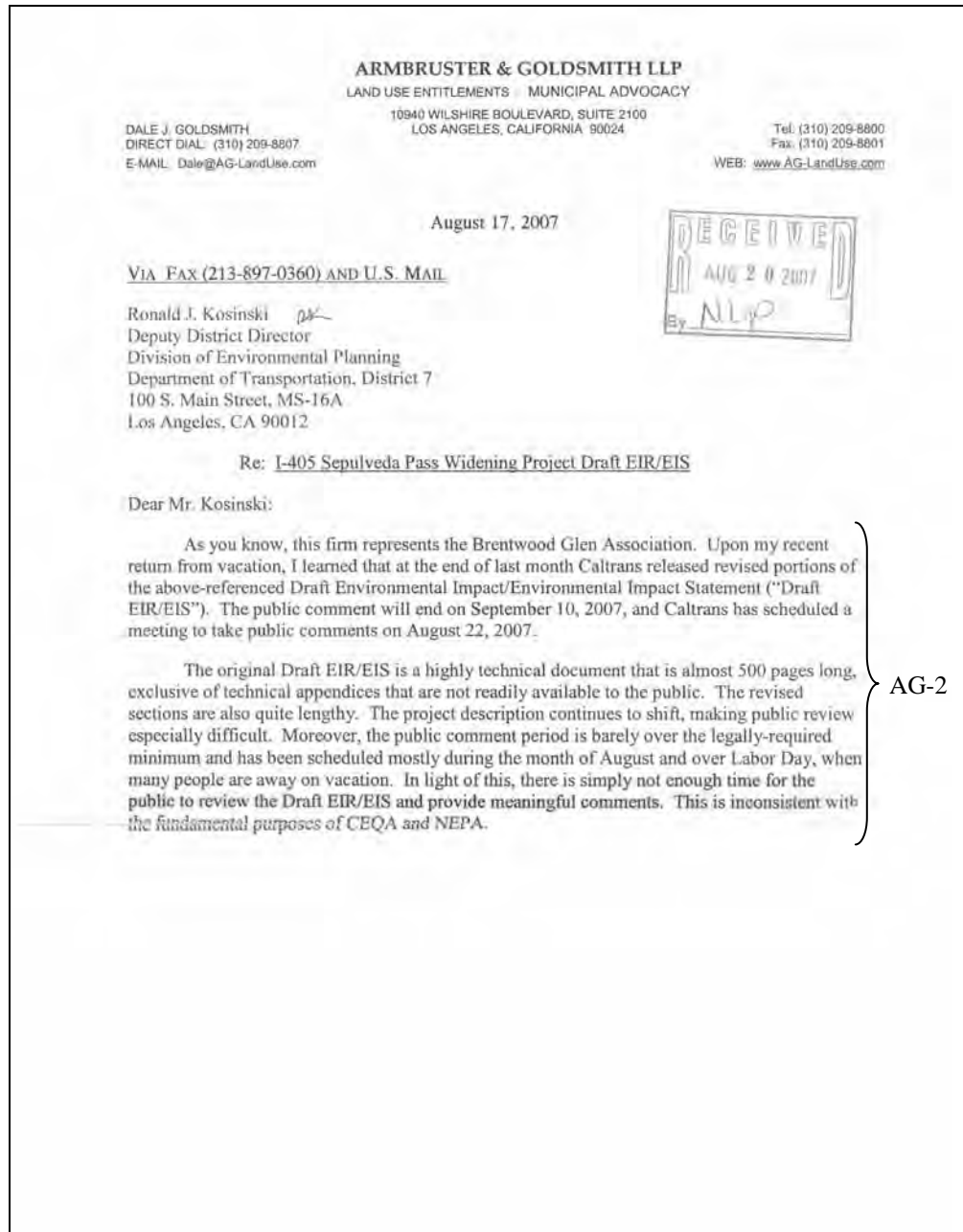
BGA-11



Comments from the Brentwood Glen Association, represented by Armbruster & Goldsmith (AG) on 5/30/07:

AG-1

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA & NEPA require up to 60 days.



Comments from the Brentwood Glen Association, represented by Armbruster & Goldsmith (AG) on 8/17/07:

AG-2

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA & NEPA require up to 60 days.

ARMBRUSTER & GOLDSMITH LLP

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August 17, 2007
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We therefore respectfully request that you extend the public comment period for at least thirty days and postpone the public meeting until after the Labor Day holiday.

Very truly yours,



Dale J. Goldsmith

cc: Assemblyperson Karen Bass
Senator Barbara Boxer
Senator Diane Feinstein
Assemblyperson Michael Feuer
Councilman Bill Rosendahl
Congressman Henry Waxman
Supervisor Zev Yaroslavsky
Douglas Failing

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October 1, 2007

VIA FACSIMILE (213-897-0360) AND HAND DELIVERY

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

Re: I-405 Freeway Sepulveda Pass Widening Project

Dear Mr. Kosinski:

This firm represents the Brentwood Glen Association ("BGA"), an association of persons who own homes or reside on the west side of the I-405 between Sunset Boulevard and Waterford Street. Brentwood Glen is home to approximately 560 dwellings consisting of single family homes, duplexes, triplexes, and multiple-unit apartments. On behalf of BGA, we are submitting this letter to provide comments on the May 2007 Draft Environmental Impact Report/Environmental Impact Statement for the Interstate 405 Sepulveda Pass Widening Project (the "**Draft EIR/EIS**"), which includes the July 2007 modified portions of the Draft EIR/EIS.

As a preliminary matter, we wish to stress BGA's support for the addition of a high occupancy vehicle ("**HOV**") lane to the northbound I-405. However, the potential benefits of this HOV lane and related improvements do not warrant the destruction of the Brentwood Glen neighborhood. BGA therefore strongly objects to Alternatives 3 and Alternative 3 Modified and any other alternative that would require the taking of homes in Brentwood Glen and/or relocating the existing sound wall closer to these homes.

We have thoroughly reviewed the Draft EIR/EIS, as revised by the July 2007 modifications, its technical appendices, and the information provided at the June 11, 2007 and August 22, 2007 public hearings on the Draft EIR/EIS. As explained in greater detail below, the Draft EIR/EIS is legally inadequate in that it fails to meet the standards required by the California Environmental Quality Act ("**CEQA**"),¹ Consequently, the Draft EIR/EIS must be revised to correct the defects set forth herein and recirculated for another 45-day public comment period.

By way of background, I am a land use lawyer with over 22 years of experience in practice under the CEQA in Southern California. I have personally been involved in the preparation of a number of environmental impacts reports and mitigated negative declarations for projects in the vicinity of the I-405 Freeway Sepulveda Pass Widening Project (the

¹ Pub. Res. Code §§ 21000 *et seq.*, 14 Cal. Code Regs. §§ 15000 *et seq.* ("**CEQA Guidelines**")

Comments from the Brentwood Glen Association, represented by Armbruster & Goldsmith (AG) on 10/1/07:

AG-3

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA & NEPA require up to 60 days.

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"Project"). Furthermore, I have lived in Brentwood Glen since 1993 and my office is located on Wilshire Boulevard in Westwood. I travel on the I-405 Freeway and surrounding streets on a daily basis. My personal observations informed by my professional experience provide the basis for a number of the comments set forth below.

Brief History of Brentwood Glen

Whenever a freeway improvement project is opposed by neighbors, it is not uncommon to hear the neighbors criticized for choosing to live next to a freeway. With regard to Brentwood Glen, this sentiment is woefully misinformed. Our neighborhood and many of our current residents were here before the freeway.

In the early 1920s the Ratteree Brothers bought the area of property now known as Brentwood Glen. There were four Ratteree brothers: Judge Earnest Ratteree, Dr. Ira Ratteree, James Ratteree and Allan Ratteree. The Ratterees divided their land into five different parcels which at the time was a walnut grove. The land was referred to as the Ratteree Tract. The Ratterees filed for subdivision of the land in the mid 1920s. They named all the streets (and the names are original to this day) but they did not market the property until after the onset of the Great Depression. The streets and sidewalks were poured in 1927. One of the original Pepper Trees is still in front of 11346 Montana Street. In 1932 the first house was built at 11344 Albata St. It is still the original structure. The majority of the houses were constructed between 1935 and 1942.

In 1954 the City of Los Angeles began construction of three overpasses of the I-405 freeway on Ohio Ave., Sunset Blvd. and Casciano, now Getty Center Drive. In 1960 the freeway was completed all the way through the Sepulveda Pass and in 1969 the BGA was formed. At that time residents decided to change the name of the neighborhood from the Ratteree Tract to Brentwood Glen. The southbound on-ramp and sound wall were erected in 1975-76. After a bizarre bus accident in 1994 the Waterford off-ramp was closed.

BGA Opposes Alternatives 3 and 3 Modified.

Although BGA does not oppose the addition of a northbound HOV lane, BGA strongly opposes Alternatives 3 and Alternative 3 Modified and any other alternative that would require the taking of homes in Brentwood Glen and/or relocating the existing sound wall closer to these homes. Please be advised that BGA will take all necessary actions to protect the Brentwood Glen neighborhood and prevent the implementation these alternatives, including but not limited to filing a lawsuit to vacate Caltrans' approval of such an alternative.

BGA opposes Alternatives 3 and Alternative 3 Modified for the following reasons:

- Alternatives 3 and Alternative 3 Modified would directly and severely impact the BGA neighborhood. Alternative 3 will cause the destruction of 21 single family homes and 16 multifamily buildings housing 91 families. Although Alternative 3 Modified would avoid residential property acquisitions, it would also cause severe and unnecessary

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AG-4

Your support for a northbound HOV lane is acknowledged.

Your opposition to Alternative 3 and Alternative 3 Modified of the I-405 Sepulveda Pass HOV Widening Project is acknowledged.

As a result of extensive community outreach, the project description was revised to include Alternative 3 Modified which essentially avoided acquisition of property in the community of Brentwood Glen. Refinements to the project design features and mitigation measures that could result in reduced and beneficial effects from those identified in the DEIR/EIS were considered. However, it was determined that these refinements/clarifications would not alter the conclusions of the Final EIR/EIS.

The revisions/refinements to the proposed plans did in effect reduce the extent of right-of-way impacts associated with the I-405 Sepulveda Pass HOV Widening Project. Any reduction in right-of-way impacts associated with proposed project(s) is considered beneficial. The environmental impacts of the I-405 Sepulveda Pass HOV Widening Project are included in the assessment of environmental effects of the proposed project conducted in the DEIR/EIS; therefore, claims made by the commenter regarding the inadequacy of the DEIR/EIS are inaccurate.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions overall. All other concerns raised in your letter are associated with Alternative 3 and 3 Modified which have not been identified as Preferred.

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impacts to the Brentwood Glen residents and destroy a neighborhood that has been in existence for over 75 years;

- The Church in the Glen has been home to a Lutheran Congregation for more than six decades and a Jewish Congregation for the past two years. It is an important part of the Brentwood Glen community and is the only facility available for residents to meet. The Church also provides valuable non-church activities, such as 12-step programs, that cannot be replaced in the community. The Church should not be destroyed. Without the Church, Brentwood Glen's character and cohesion will be severely and negatively impacted;
- Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community. The substantial negative impact of the increased noise and air pollution will be greatly magnified because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutants' impact will be so substantial that it will be unbearable for Glen residents living any where near Church Lane. Even after construction is completed, the residents of Brentwood Glen, including the many young children, will suffer increased noise and toxic air emissions;
- Alternative 3 would remove many mature trees that provide a visual and sound buffer against the freeway. Alternative 3 Modified would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees;
- Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating this existing and much-needed parking will create a parking shortage; and
- Under Alternative 3 or its modification, the southbound onramp at Church Lane and Sunset will be closed. The afternoon traffic on Sunset Boulevard is already extremely heavy due the proximity of several schools and businesses. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse.

The Draft EIR/EIS Project Description is Legally Inadequate Because It Is Inaccurate, Misleading, and Confusing.

An accurate, finite, and stable project description is the *sine qua non* of an informative and legally sufficient Environmental Impact Report ("EIR"). The Draft EIR/EIS fails to meet this standard because it presents inaccurate and incomplete information, which the California Department of Transportation ("Caltrans") staff has acknowledged publicly. Caltrans staff subsequently published "revised portions of the Draft EIR/EIS that have been modified for clarification" midway through the public comment period (the "July 2007 Modifications"). Instead of resolving the inaccuracies and incompleteness of the original project description, the

² *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192-193.

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AG-5

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According to CEQA guidelines contained in Section 15126.6(b), the nature or scope of the alternatives discussion must be within the rule of reason. This requires that the EIR set forth only those alternatives necessary to permit a reasoned choice. The alternatives must be limited to ones that meet the project objectives, are ostensibly feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project.

Over the period of about year, Caltrans has presented the proposed project in varying degrees of detail to most affected homeowner associations, organizations, and resource agencies within the project area. Additionally, Caltrans has received several hundreds of comment letters explaining their specific reasons and issues giving rise to their opposition to or support of the project. The public demonstrated their understanding of the project.

Caltrans acknowledged that the project description was refined, however, these refinements were developed in an effort to lessen environmental impacts to the community.

In addition, as a result of extensive community outreach following the June 11, 2007 community meeting, the project description was revised to include Alternative 3 Modified. Alternative 3 Modified essentially avoided acquisition of property in the community of Brentwood Glen.

Refinements to the project design features and mitigation measures would result in reduced and beneficial effects from those identified in the DEIR/EIS. The refinements to the proposed plans did in effect reduce the extent of right-of-way impacts associated with the I-405 Sepulveda Pass HOV Widening Project. Any reduction in right-of-way impacts associated with proposed projects is considered beneficial. The design options for the ramps at Skirball Center Dr. and Valley Vista Blvd. were developed to improve operations and to reduce the number of property acquisitions.

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July 2007 Modifications exacerbated the public's confusion because the July 2007 Modifications included new proposals that were also misleading, inaccurate, and incomplete.

The inaccurate and incomplete project description has had the effect of misleading the public, thereby denying the public the opportunity to understand the true environmental impacts of the Project and preventing the public from making meaningful comments on environmental impact evaluation in the Draft EIR/EIS.

Under CEQA, the project description is separate and distinct from the Project alternatives, but in a National Environmental Policy Act ("NEPA") document the collective range of alternatives constitutes the project description. Thus, in the Draft EIR/EIS inaccuracies and incompleteness in any of the alternatives constitutes an inaccurate and incomplete project description. The project description defects in the Draft EIR/EIS and the July 2007 Modifications are found in Alternative 3 and Alternative 3 Modified.

Originally, the Draft EIR/EIS project description did not identify an additional southbound lane in the description of Alternative 3 and stated that the Project would not add any mixed-flow lanes in the southbound direction.³ (Figure 2.2-1 did show an additional lane, but it was not clearly labeled as such). At the June 11, 2007 public hearing Caltrans staff acknowledged that Alternative 3 did include an additional southbound mixed-flow lane and that the description of Alternative 3 in the Draft EIR/EIS was incorrect. Because Alternative 3 is the alternative that most impacts BGA, we were unable to trust any environmental impact analysis of Alternative 3 or meaningfully comment on the impacts of this alternative.

Although the July 2007 Modifications attempted to "clarify" these inaccuracies, the July 2007 Modifications included new inaccuracies and identified other areas where the Draft EIR/EIS project description was incomplete. The July 2007 Modifications stated that "If this [Alternative 3 Modified] option is selected, the final design configuration would be negotiated between the Federal Highway Administration, City of Los Angeles Department of Transportation, and Caltrans."⁴ If the design of the alternative has yet to be negotiated, then its physical lay-out in the Draft EIR/EIS is incomplete and inaccurate. CEQA demands that the physical characteristics of the proposed project be accurate and stable *before* its environmental impacts are analyzed and reviewed by the public.

The July 2007 Modifications are themselves unwieldy and difficult to review. Instead of publishing entire revised sections, Caltrans published only individual modified pages. This forces the reader to refer back and forth from the Draft EIR/EIS to the individual modified pages. Furthermore, the exhibits depicting the various alternatives are in such a reduced scale as to make it impossible to understand the scope and detail of the proposed improvements.

The July 2007 Modifications identified the addition of a southbound mixed-flow lane between Skirball Center Drive and Waterford Street and the design of this lane appears to flow into the outside mixed flow lane and storage lane approaching the Wilshire Boulevard off-ramp.

³ Draft EIR/EIS p. 23 and §2.3.
⁴ July 2007 Modifications §2.3.1.

AG-5

AG-5 cont'd

The addition of the southbound mixed-flow lane was an oversight. Shortly after circulation commenced, an effort was made to inform the public and provide clarification on the southbound mixed-flow lane. Caltrans never intended to mislead the public at any time throughout the environmental process. The proposed southbound mixed-flow lane was shown in the project engineering plans. However, it was inadvertently omitted from the project description. FHWA also made recommendations to include their preferred geometric design options at Skirball Center Dr. and Valley Vista Blvd.

The environmental impacts of the I-405 Sepulveda Pass HOV Widening Project are included in the assessment of environmental effects of the proposed project conducted in the DEIR/EIS; therefore, claims made by the commenter regarding the inadequacy of the DEIR/EIS are inaccurate.

It is not expected that these refinements/clarifications would alter the conclusions of the Final EIR/EIS. The DEIR/EIS was fundamentally and basically adequate in nature that a meaningful public review and comment period was accomplished.

Caltrans includes the environmental process as a part of the preliminary design process. Unlike the City of Los Angeles which requires near-complete design during project development, Caltrans establishes a basic footprint and minimal design to allow for an environmental impact analysis.

The eastbound Sunset Blvd. southbound I-405 on-ramp will not be affected under the Preferred Alternative.

Please also see response to comment LADOT-1 regarding traffic impacts to adjacent streets.

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But neither the July 2007 Modifications nor the designs set out for public viewing at the August 22, 2007 hearing showed any design configuration regarding how the new southbound mixed flow lane will interface with the southbound storage lane approaching the Wilshire Boulevard off-ramp. Without this design configuration, the project description lacks meaningful information with which to evaluate the potential safety and traffic impacts of conflicts between southbound vehicles attempting to exit the freeway at Wilshire Boulevard with vehicles attempting to merge into the southbound lanes by-passing the Wilshire Boulevard off-ramp.

In addition, at the August 22, 2007 public hearing, Caltrans staff admitted that “design options” at Skirball Center Drive and Valley Vista Boulevard are still being designed. Again, this statement reveals that the physical lay-out in the Draft EIR/EIS is incomplete and inaccurate.

Another example of incompleteness and inaccuracy was revealed by Caltrans staff at the August 22, 2007 hearing. Staff said that Caltrans is still negotiating mitigation measures for the eastbound Sunset Boulevard ramp closure. Thus, Caltrans staff has admitted that the Draft EIR/EIS involves impermissibly deferred future mitigation. Formulation of mitigation measures cannot be deferred until some future time, but must be fully disclosed in the Draft EIR/EIS.⁵ Also, mitigation measures are themselves physical changes to the environment, and their environmental impacts must also be evaluated. This statement by Caltrans staff on August 22, 2007 reveals that Caltrans cannot identify all of the foreseeable physical characteristics of the Project. Consequently, the project description is inaccurate and incomplete.

The Draft EIR/EIS Lacks Substantial Evidence Showing that the Proposed Project Fulfills the Stated Purpose of the Project.

The Draft EIR/EIS identifies the primary purpose of the Project as improving mobility and reducing forecasted traffic congestion between the Interstate 10 and US 101 freeways. Secondary purposes of the Project are to enhance safety, decrease commuter time, reduce air pollution, and promote ridesharing. Even assuming the environmental analysis of the Project impacts is legally adequate—which it is not—the Draft EIR/EIS fails to include substantial evidence that the proposed Project will fulfill these purposes. Several studies show that carpool lanes are strongly counterproductive to the aims of increased carpooling and reduced congestion, fuel usage and air pollution.^{6, 7}

⁵ CEQA Guidelines §15126.4(a)(1)(b).

⁶ A. J. Mallinckrodt, Engr., Ph.D., *HOV Lane Effectiveness* April 4, 1993
Rev: November 14, 1999; *Re-Thinking HOV - High Occupancy Vehicle Facilities and the Public Interest* (Chesapeake Bay Foundation); Todd Litman, *Smart Transportation Investments Reevaluating The Role Of Highway Expansion For Improving Urban Transportation* (Victoria Transport Policy Institute 1 October 2006).

⁷ Copies of many of the articles, studies and reports referenced herein are attached for your convenience. Whether or not so attached, each of the cited articles, studies and reports are incorporated herein by reference.

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The “Purpose” of the project described in Chapter 1 of the DEIR/EIS meets the requirements for project objectives set forth in 40 CFR 1502.13, the FHWA Technical Advisory 6640.8A “Guidance for Preparing and Processing Environmental and Section 4(f) Documents”, Section 15124(b), project objectives are meant to assist the Lead Agencies (FHWA and Caltrans) in developing a range of reasonable alternatives to evaluate in the EIR/EIS and aid decisions makers in weighing the positive and negative effects of the alternatives. The purpose of the project outlined in the DEIR/EIS fulfills the requirements set forth in 40 CFR 1502.13, TA 6640.8A and Section 15124(b) since it provides a basis for establishing the range of alternatives and evaluation of potential environmental effects of the proposed project.

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No Evidence of Congestion Reduction

According to Todd Litman of the Victoria Transport Policy Institute, freeway expansion projects “exaggerate highway expansion congestion reduction impacts and economic benefits” and “ignore or understate generated traffic and induced travel effects.”⁸ According to Litman:

“Using data on California freeway expansion, traffic volumes, and various demographic and economic factors between 1980 and 1994, Cervero (2003) found the long-term elasticity of VMT with respect to traffic speed to be 0.64, meaning that a 10% increase in speed increases VMT 6.4%, and that about 80% of additional road capacity is filled with additional peak period travel, about half of which (39%) results directly from the added capacity.”⁹

How could solo commuting go down without appreciably reducing the total amount of driving? For one thing, ridesharing takes some additional driving. A rendezvous with fellow carpoolers or a trip to the park-and-ride can lengthen the overall journey to work. Also, some of the carpools are formed by former transit riders, so that vehicle trips may actually be increased by HOV lane construction.

Another problem identified by Chesapeake Bay Foundation research is that construction of an HOV lane on a freeway encourages more solo driving on that freeway. The new lanes increase road space for the solo driver by removing many carpools, vans, and buses—and even some solo drivers who illegally drive on the HOV lanes—from the general purpose lanes. By a phenomenon known as latent demand, solo drivers who had previously taken the bus, stayed home, or driven at another time or by another route are attracted by the decline in congestion.¹⁰

The increase in solo driving counteracts many of the apparent advantages of newly constructed HOV lanes according to authorities Don Capelle and Dennis Christiansen. In addition, the potential benefits of carpooling on the I-405 are undercut by the current policy of allowing solo drivers in hybrid vehicles to use HOV lanes.

Moreover, HOV lanes increase congestion in two ways. First, the HOV lane imposes a congestion penalty by increasing congestion in the non-HOV lanes. Second, it imposes an HOV capacity penalty by decreasing the capacity of the HOV lane itself. One recent study concludes that the combined effect of the penalties is larger than any positive effect of carpooling.¹¹ Thus, that study concludes that the likely net result of HOV lanes is worsening congestion.¹²

⁸ Litman, *supra* at 18.

⁹ Litman, *supra* at 8.

¹⁰ Peter Newman and Jeffrey Kenworthy, *CITIES AND AUTOMOBILE DEPENDENCE: AN INTERNATIONAL SOURCEBOOK* (Gower, Aldershot, 1989) [available through the Institute of Transportation Engineers or the American Planning Association].

¹¹ Pravin Varaiya, *What We've Learned About Highway Congestion* (Access, Number 27, Fall 2005)

¹² *Id.*

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As described on Page 118 of the DEIR/EIS report, Alternative 2 would add one standard northbound HOV lane to the existing I-405 cross section. The addition completes a gap in the regional HOV system; a complete, comprehensive HOV system facilitates regional transit mobility and encourages HOV ridership.

On page 5 of the BGA comment letter, dated October 1, 2007, it is stated that “The Draft EIR/EIS Lacks Substantial Evidence Showing that the Proposed Project Fulfills the Stated Purpose of the Project” (the stated purpose of the project being described on Page 21 of the Draft EIR/EIS).

The evidence supporting the project is presented in Section 3.5.3. The analysis on page 118 shows that “The northbound capacity increase provided in Alternative 2 results in a reduction of 14,860 vehicle-hours of delay for the year 2015 and 16,060 vehicle-hours of delay for the year 2031, compared with No Build conditions”. This satisfies the primary purpose of the project – to reduce existing and forecast traffic congestion.

Most of the other secondary goals (easing congestion, improving mobility, decreasing commuter times and reducing air pollution) are directly related to the reduction in vehicle hours of delay. The goal of promoting ridesharing is an obvious result of closing the gap in the existing HOV system. The goal of enhancing safety is the desired goal of the effort to bring the freeway lanes up to 12-foot standards.

Transferring through-vehicle trips to the regional highway system is another by product of the increase in capacity through the corridor. This transfer of traffic from parallel canyon roads to the freeway system is related to the phenomenon of induced traffic, or latent traffic demand.

Caltrans recognizes the considerable potential latent demand for travel within the I-405 corridor which tends to be manifested through high volumes along alternative parallel routes to I-405, primarily City arterials like Sepulveda Boulevard, during peak traffic periods, and increasingly elongated peak traffic periods as commuters attempt to move their travel outside the periods of highest congestion.

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Alternative 3 and its modification would involve construction of an additional mixed flow lane to the southbound I-405. It is widely recognized that the addition of new freeway lanes will increase the overall use of the freeway through a phenomenon known as "induced demand" or "induced travel."¹³ "In larger metropolitan areas, drivers will often abandon carpools and public transit when additional roadway space is made available through highway widenings or new road construction, thus creating additional trips and more traffic."¹⁴

Caltrans' own website admits: "When an improvement to a transportation facility increases capacity and reduces the cost of using that facility (primarily travel time), traffic along that facility tends to increase.... Induced travel can have a significant effect on the benefits of a transportation project."¹⁵ The Caltrans' website sets forth procedures for estimating induced travel.¹⁶ Yet the Draft EIR/EIS apparently fails to follow these procedures and ignores the additional congestion due to induced demand caused by the added mixed flow lane on the southbound I-405. The Draft EIR/EIS must be revised to take induced demand from this additional lane into account.

No Evidence of Enhanced Safety

The Draft EIR/EIS contains a conclusory statement that the installation of 12-foot lanes would improve traffic safety. The only apparent justification for this statement is in Table 1.3, which shows that from 2002 to 2005 the southbound I-405 in the Project area experienced more accidents than average rates statewide. However, the same table shows that the northbound I-405, which also has 11-foot lanes, experienced a lower than average accident rate. Clearly, then, it is not the width of the lane that caused the higher accident rate on the southbound I-405, or the northbound I-405 would experience a similar higher rate. Indeed, the Draft EIR/EIS concedes that the higher southbound accident rate is related to high traffic volumes and drivers who do not anticipate stop-and-go traffic instead of lane width.¹⁷

The Draft EIR/EIS includes no data demonstrating that highways with 12-foot lanes have fewer accidents than highways with 11-foot lanes. At the August 22, 2007 hearing, Assemblyman Michael Feuer testified that he had requested from Caltrans evidence that 12-foot lanes are safer than 11-foot lanes, but said he had not been shown any such evidence by Caltrans. He further

¹³ Robert Cervero, "Induced Travel Demand: Research Design, Empirical Evidence, and Normative Policies," (17 Journal of Planning Literature, 2002); Robert Cervero, "Road Expansion, Urban Growth, and Induced Travel: A Path Analysis," (69 Journal of the American Planning Association, Spring 2003); Patrick DeCorla Souza and Harry Cohen, "Estimating Induced Travel for Evaluation of Metropolitan Highway Expansion," (26 Transportation 1999); Phil Goodwin, "Empirical Evidence on Induced Traffic," (23 Transportation 1996); Robert Johnson and Raju Ceerla, "The Effects of New High-Occupancy Vehicle Lanes on Travel and Emissions," (30A Transportation Research 1996); Robert Noland, "Relationships Between Highway Capacity and Induced Vehicle Travel," (35 Transportation Research Part A, Policy and Practice, January 2001).
¹⁴ Surface Transportation Policy Project, *Beyond Gridlock, Meeting California's Transportation Needs in the Twenty First Century* (May 2000).
¹⁵ Caltrans Website, Induced Travel.
¹⁶ See also FHWA, Spreadsheet Model for Induced Travel Estimation (SMITE), Federal Highway Administration, FHWA, Surface Transportation Efficiency Analysis Model.
¹⁷ Draft EIR/EIS, page 24.

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The studies cited provide a variety of analyses of the effectiveness of carpool lanes. While most of the studies are cited as supporting the argument that carpool lanes are inefficient because they operate at very low traffic levels, the Chesapeake Bay Foundation report supports a very aggressive policy of using public funds for the construction of exclusive transit lanes. This report does not consider two persons in a vehicle to be high occupancy vehicle, and it supports converting existing mixed-use lanes for HOV usage.

The other studies cited generally assume that the carpool lanes are inefficient because they operate at very low traffic levels during most of the day. By contrast, there is extensive evidence that the carpool lane system in Los Angeles County is very successful, both in the public perception and on the road. The existing HOV lanes on I-405 are shown to meet most measures of effectiveness, and the performance of the system is only expected to improve with the completion of the system by constructing the northbound segment of the I-405 HOV through the Sepulveda Pass.

The greatest benefit of HOV lanes is that they give commuters a choice that they don't have without the lanes. They give potential carpoolers an incentive, potential travel time savings that they wouldn't have without the HOV lanes. The HOV Performance Program1 report documents the travel time savings observed for vehicles using HOV lanes throughout LA County. Similar travel time savings will be available to both carpools and transit vehicles using the HOV lane in Alternative 2.

Supplemental model runs have been conducted using the SCAG travel demand model to better understand the impact of the project on the freeway and transportation system. These were performed for future year conditions for four alternatives. All four alternatives (described below) include the SCAG baseline highway and transit networks and Year 2025 socio-economic data.

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testified that his staff had conducted independent research but have not been able to independently discover any evidence that 12-foot lanes are safer than 11-foot lanes.

It is not surprising the Caltrans was unable to provide Assemblyman Feuer with the evidence he requested, as none exists. We have attached hereto a letter from Stephen K. Leung, PE, a former Caltrans Traffic Safety Engineer. Mr. Leung concludes that, based on his experience and his review of pertinent engineering reports, technical papers and studies, there is evidence that indicates "wider lanes may actually lead to increase in incidents. At best, [the evidence] is inconclusive regarding the effect of wider lanes on reducing accidents."

Furthermore, the Draft EIR/EIS states that the vast majority of accidents on the southbound I-405 are rear-end collisions, which is obviously a result of the stop-and-go nature of congestion—not lane width. If the Draft EIR/EIS's conclusions that the Project will reduce congestion are to be believed, then the congestion reduction will reduce rear-end collision. But if the Project does not materially reduce congestion, which we believe it will not, then the rear-end traffic collisions will persist regardless of lane width. In either case, there is no evidence that increasing lane-width by one foot will reduce the vast majority of the collisions on this stretch of the I-405.

Alternative 3 and Alternative 3 Modified would increase mixed flow lane widths from 11 to 12 feet, add another mixed flow lane to the southbound I-405 and create 12-foot medians. Empirical studies have found that substandard lanes (less than 11.5 feet) actually reduce accident frequency,¹⁸ additional lanes and wider lanes increase accident frequency,¹⁹ and wider medians have no discernable effect on accident rates.²⁰

Moreover, even if a new mixed flow lane is added from Skirball to Waterford, it is not possible to widen the freeway at the I-10. The freeway will again narrow near the I-10, which could exacerbate the existing problems (i.e., congestion and sudden stop-and-go traffic) that cause the southbound I-405 to have a higher than average accident rate. Thus, the added mixed flow lane would not reduce accidents; it would just shift the location of the accidents closer to the I-10.

We understand that many of the freeways in the region, including the recently improved southbound I-405, maintain 11-foot lanes. Presumably, Caltrans considered the safety implications of 11-foot lanes on those freeways and concluded that 12-foot lanes were not warranted. However, the Draft EIR/EIS fails to explain the differences between those freeways with 11-foot lanes and the I-405 that would justify the wider lanes under Alternative 3 and its modification. Indeed, if 12-foot lanes actually provided clear safety benefits, then why didn't Caltrans require such lanes as part of the recently approved southbound I-405 HOV project? The EIR/EIS for that project apparently did not even mention safety concerns regarding 11-foot lanes on the southbound I-405, much less consider a 12-foot lane alternative.

¹⁸ Milton and Manning, *The relationship among highway geometrics, traffic-related elements and motor-vehicle accident frequencies* (Transportation 25(4), 1998).

¹⁹ Noland and Oh, *The effect of infrastructure and demographic change on traffic-related fatalities and crashes: a case study of Illinois county-level data* (Accident Analysis and Prevention 36, 2004).

²⁰ *Id.*

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- Alternative 1 – No Build (existing conditions on I-405 through the Sepulveda Pass; northbound HOV lane ends at I-10 and resumes at US-101).
- Alternative 2 – Same as Alternative, with the addition of one continuous northbound HOV lane for the entire length of I-405.
- Alternative 3 – Same as Alternative 2, with the addition of one southbound mixed-flow lane from Ventura Blvd. to Wilshire Blvd.
- Alternative 4 – Same as Alternative 2, with the addition of three additional Metro Rapid bus lines through the Sepulveda Pass, using HOV lanes.

The travel demand model runs show that there is indeed a huge demand for traffic capacity through the Sepulveda Pass. Peak hour traffic demand is approximately 50 percent higher than the capacity of the freeway lanes. As each additional lane is added to the freeway, the new capacity is immediately consumed by the "latent demand," however.

The peak commute direction through the corridor is southbound in the AM peak period. AM peak period travel in the SB direction will not be affected (improved) by the NB HOV lane, so there will be no new capacity to attract additional traffic in the peak direction.

In the PM peak period, the peak direction of travel in this corridor is northbound. This PM peak travel is the major recipient of travel time benefits from the NB HOV lane in Alternative 2. HOVs will benefit from having the new lane. The mixed flow traffic will benefit from having the additional capacity provided by moving HOVs to the HOV lane. Parallel routes, which include canyon roads and other freeways, will benefit from the removal of traffic that uses them as a detour around the Sepulveda corridor.

While it could be argued that the northbound HOV lanes will satisfy a latent demand that exists during the PM peak period, a rational analysis will show that this is not a valid argument. Since the majority of the PM peak period traffic is comprised of commuters returning home from trips that they made in the AM peak period, there will be no latent demand for commuters in the PM peak period. The only latent demand that would be attracted to the I-405 travel corridor is for trips that do not originate during the AM peak period, such as shopping and recreational trips.

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No Evidence of Decreased Commuter Time

The primary justification for the Project is decreased travel times. However, the Draft EIR/EIS does not clearly explain how its estimates of decreased travel time were calculated. As noted above, studies show that because of induced demand and other factors, HOV lanes do not necessarily decrease commuter time.

"Surprisingly, with all that has been written about HOV lanes, there has been no proof of their effectiveness. The belief in carpool lanes is driven by intuitive faith that they will work, not demonstrated or proven performance."²¹

Even assuming, for argument's sake, that the HOV lane will improve congestion as maintained, the Draft EIR/EIS admits that additional mixed-flow lane proposed under Alternative 3 and Alternative 3 Modified would not result in appreciable additional congestion relief. As set forth in Table 3.5-15, Alternative 3 would save only a total of 130 hours in 2031 over the no build alternative. The traffic analysis report estimates that in 2031 approximately 169,000 vehicles would travel on the portion of the southbound I-405 with the added lane. Thus, the added lane would reduce delay by a mere 2.77 seconds per car (130 hours times 3600 seconds/hour divided by 169,000). Yet the Draft EIR-EIS estimates that this alternative would cost \$262 million more than Alternative 2, or over \$2.015 million for each hour of congestion reduction. The actual cost of Alternative 3 or Alternative 3 Modified will certainly be higher, after taking into account the costs and delays associated with the litigation that will certainly ensue if Caltrans approves Alternative 3 or its modification.

No Evidence of Reducing Air Pollution

The Draft EIR/EIS assumes without any data or analysis that reduced congestion will result in a "slight decrease" in Mobile Source Air Toxic ("MSAT") emissions, and inconclusively states that project area MSAT emissions in 2015 and 2031 "may be somewhat lower than no Project conditions."²² But as discussed above, there is no data to support the conclusion that Alternatives 2, 3, and 3 Modified will reduce congestion. Furthermore, computer models have been designed to determine how HOV lane construction in the Sacramento area would affect where people live and their mode of transportation, as well as where and how often the travel. The models show that by the year 2010 carbon monoxide levels would be little better, and oxides of nitrogen levels would actually be worse than if the HOV lanes were not constructed. In the long run, the air quality results would almost certainly be much worse than disclosed in the Draft EIR/EIS.²³

And why would air quality not improve considerably? As much as half of an average trip's pollution is during the engine's warm-up ("cold start") and cool-down ("hot soak"). When

²¹ Mallinckrodt, *supra*.
²² Draft EIR/EIS p.193 (emphasis added).
²³ Chesapeake Bay Foundation, *supra*.

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The model runs can be used to predict the traffic volume on the I-405 freeway. In the northbound direction, the model indicates that the total vehicle demand, including use of the HOV lane, will increase by approximately eight percent. The demand in the existing mixed flow lanes will drop by ten percent, as a result of HOVs shifting into that lane, but mixed flow demand will still be far above capacity.

The SCAG model assignment for Alternative 2 generally shows that changes in traffic volume on parallel roadways to the I-405 will be small. The model output indicates that the demand on Sepulveda Blvd. and other canyon roads will drop by approximately five percent.

In the above referenced analysis, the recent SCAG travel model run performed for Alternative 2 for horizon year 2025 shows an air quality benefit on a regional basis versus Alternative 1 (No-Build). Both Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) decline for Alternative 2 versus Alternative 1 in the PM peak period. Also, average vehicular speeds on the regional transportation system increase slightly for Alternative 2 in the PM peak. Please note that the proposed northbound HOV Lane in Alternative 2 is serving the peak commute direction on the I-405 in the afternoon peak.

Most carpoolers who use the Sepulveda Pass HOV lanes will live in the San Fernando Valley and work in one of the employment centers in West LA or the South Bay, which means that their commutes are at least 15-25 miles in length. Most potential carpoolers will only form a carpool with someone who will not cause them to divert more than one or two miles from their single-occupant path at either end of their commute. Therefore, the typical carpool driver will only add, at most 10 percent to their driving distance, and the passengers will eliminate all of their driving distance, so the net effect of the carpool is obviously very positive.

Transit riders through the corridor will also benefit from the HOV lanes, since transit vehicles will be allowed to use the HOV lanes. While some transit riders may be able to find carpools that better suit their needs, the main effect of the HOV lane will be to make the ridesharing transportation options more competitive with the drive alone option.

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people drive to meet a bus or carpool, their car emissions are still high enough to offset the air quality benefits of their ridesharing.²⁴

Impact Analyses and Mitigation in the Draft EIR/EIS Fails to Comply with CEQA.

The Draft EIR/EIS is a joint CEQA and NEPA document, and the Draft EIR/EIS correctly explains that the analysis of significant impacts differs between an EIR prepared to comply with CEQA and an environmental impact statement prepared to comply with NEPA.²⁵ Unlike CEQA, NEPA does not require determination of significant impacts be stated in an environmental impact statement. However, compliance with NEPA's prescribed methodology for evaluating impacts does not substitute for complying with CEQA's prescribed method for evaluating the significance of impacts.

If an EIR concludes that a particular impact is not significant, it must explain the basis for the conclusion.²⁶ An EIR cannot simply label an impact significant without analyzing and quantifying the impact.²⁷ Such an approach paints the bull's-eye around the bullet hole and "allows the lead agency to travel the impermissibly easy road to CEQA compliance."²⁸

The most appropriate and most widely-accepted method for evaluating and disclosing the significance of environmental impacts in compliance with CEQA begins with thresholds of significance.²⁹ Significance thresholds clearly set forth the identifiable quantitative and qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency, and compliance with which means the effect normally will be determined to be less than significant. Identification of significance thresholds in an EIR is the universally accepted standard for CEQA compliance. Without such thresholds, an EIR must include some other mechanism that shows how the lead agency determined whether an impact is or is not significant.

The Draft EIR/EIS includes neither thresholds of significance nor an alternative mechanism that shows how Caltrans determined whether impacts are or are not significant. When the basis for an EIR's significance finding is not apparent from the facts and circumstances, an EIR must explain the reasons for concluding an impact is less than significant.³⁰ In every impact category, the Draft EIR/EIS violates CEQA for failing to show with specificity how Caltrans determined that impacts were not significant.

An EIR should "focus on the significant environmental effects of a proposed project"³¹ and describe "feasible measures which could minimize significant adverse impacts."³² The Draft

²⁴ Chesapeake Bay Foundation, *supra* (citing a 1992 EPA study).

²⁵ Draft EIR/EIS §4.1.

²⁶ *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1111.

²⁷ *Berkeley Keep Our Jets Over the Bay Comm'n v. Board of Port Commissioners* (2001) 91 Cal.App.4th 1344, 1370.

²⁸ *Id.*

²⁹ Pub. Res. Code §21083; CEQA Guidelines §15064.7.

³⁰ *National Parks & Conservation Association v. County of Riverside* (1999) 71 Cal.App.4th 1341, 1359.

³¹ CEQA Guidelines §§15143 & 15126.2.

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The Chesapeake Bay Foundation report cited to support this comment correctly uses the argument that moving HOVs into carpool lanes frees up capacity in mixed-flow lanes for SOVs. However, they do not use this argument to oppose the use of HOV lanes, they use this argument to support the conversion of mixed-flow lanes to transit lanes or HOV lanes. Caltrans realizes that, since public opinion in California makes it unfeasible to convert mixed-flow lanes to HOV lanes, the HOV system must be completed through a series of construction projects, not conversion projects.

Caltrans also recognizes the argument that HOV lanes contribute to congestion on the freeway system by imposing a congestion penalty by increasing congestion on the non-HOV lanes. This is why Caltrans does not convert an existing general purpose or mixed-flow lane into an HOV lane. By adding a new lane designated for HOV use, there is no penalty to the existing non-HOV users of the facility; there continues to be the same general purpose capacity available to non-HOV users, who may experience some benefit as HOVs move from the general purpose lanes into the HOV lanes. The arguments cited in the comment are more applicable to situations in which an existing general purpose lane is proposed for conversion to HOV use.

The proposed improvements are intended to balance the need for additional capacity on I-405 with the considerable constraints posed by community and natural resources along the corridor.

Travel demand modeling was used to provide information with which to respond to a number of comments and latent demand is one component of that information. It should be understood that the latent demand served by adding capacity to the I-405 corridor is not new demand, but rather existing demand desiring to travel within the corridor but is discouraged from doing so by the lack of capacity on I-405. Secondly, the trips that are most facilitated by the proposed project are HOV and transit trips, both of which are added at a high level of persons per vehicle, which is a beneficial outcome.

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EIR/EIS does not comply with this standard because it discusses significant effects as an afterthought and instead focuses on the characteristics of the project alternatives. The Initial Study Checklist set forth in Appendix A of the Draft EIR/EIS fails to include any of the required explanation "to indicate that there is some evidence to support the entries."³³ Chapter 4 and Section 4.2 of the Draft EIR/EIS purport to present the CEQA analysis of the conclusions of the Initial Study Checklist in 3 pages of a 491-page Draft EIR/EIS. Section 4.2 includes a list of significant effects and a list of significant unavoidable effects, but instead of providing the required focused CEQA analysis of significant impacts and mitigation measures, Chapter 4 merely refers the reader back to Chapter 3. None of the discussions in Chapter 3 provide any of the focused and detailed analysis of significant impacts and mitigations required by CEQA.

In nearly every impact category, the Draft EIR/EIS fails to comply with CEQA by failing to (a) set forth thresholds of significance or some other method by which the public can determine how Caltrans determined whether a potential impact is or is not significant, (b) clearly identify the significant impacts referenced in the Draft EIR/EIS, (c) use reasonable, good faith efforts to quantify project impacts, (d) disclose other significant impacts of the Project, and (e) include any evidence that the prescribed mitigation measures will reduce the potentially significant impacts to less than significant levels. Although the Draft EIR/EIS identifies significant unavoidable impacts in Section 4.2, in every corresponding impact analysis in Chapter 3 the Draft EIR/EIS fails to specify the significant unavoidable impacts and fails to quantify or analyze the impacts at the level required by CEQA.

Land Use Impacts

The Initial Study checklist in Appendix A of the Draft EIR/EIS concludes that the Project's land use impacts arising from physically dividing established communities and arising from conflicts with applicable land use plans are less than significant with mitigation measures incorporated. By contrast, Section 4.2 of the Draft EIR/EIS identifies land use impacts as significant and unavoidable, but does not identify the precise impacts. Instead, the Draft EIR/EIS refers the reader to Sections 3.1.4, 3.2.4, and 3.3.4. In violation of CEQA, neither the Initial Study nor Sections 3.1.4, 3.2.4, and 3.3.4 of the Draft EIR/EIS provide the requisite focused analysis of significant impacts³⁴ and includes no analysis how the prescribed mitigation measures³⁵ will either reduce impacts to less than significant levels or reduce the severity of significant unavoidable impacts.

Nowhere in Sections 3.1.4, 3.2.4, and 3.3.4 does the Draft EIR/EIS address the impact of the Project on the housing goals in the City of Los Angeles General Plan and Community Plans. Both Alternatives 2 and Alternative 3 require taking and displacement of single-family and multi-family residential units. In evaluating consistency with local plans, the Draft EIR/EIS never addresses how taking and displacing single-family and multi-family residential units is consistent with the applicable Community Plans.³⁶

³³ CEQA Guidelines §15126.4.

³⁴ CEQA Guidelines §15063(d)(3).

³⁵ *Berkeley Keep Our Jets Over the Bay Comm'n*, 91 Cal.App.4th at 1370.

³⁶ Draft EIR/EIS p.292.

³⁷ For a list of the affected Community Plans see Draft EIR/EIS pages 39 through 51.

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Selection of the 12-foot lane has a long history in highway engineering, and has been adopted as the appropriate standard for the design of highway facilities throughout the country and the state of California.

Highway design standards, including the 12-foot lane width, used on California highways and cited in the California Highway Design Manual, conform to standards and policy set forth by American Association of State Highway & Transportation Officials (AASHTO) publications "A Policy on Geometric Design of Highways and Streets" (2004) and "A Policy on Design Standards-Interstate System" (2005). An AASHTO policy "is typically developed through the following [rigorous] steps: (1) The Committee selects subjects and broad outlines of material to be covered. (2) The appropriate subcommittee and its task forces, in this case, the Subcommittee on Design and its Task Force on Geometric Design, assemble and analyze relevant data and prepare a tentative draft. Working meetings are held and revised drafts are prepared, as necessary, and reviewed by the Subcommittee, until agreement is reached. (3) The manuscript is then submitted for approval by the Standing Committee on Highways and then the Executive Committee. Standards and policies must be adopted by a two-thirds vote by the Member Departments before publication. During the developmental process, comments are sought and considered from all the states, the Federal Highway Administration, and representatives of the American Public Works Association, the National Association of County Engineers, the National League of Cities, and other interested parties."

The highway, vehicle, and individual users are all integral parts of transportation safety and efficiency. Consequently, the 12-foot lane width, proposed for the I-405 project, was adopted as a standard in California, as the result of extensive observation of drivers' behaviors, as well as to accommodate for cross-sectional needs of California and STAA (Surface Transportation Assistance Act) "Design Vehicle." The following elaborates further on the benefit of providing 12-foot lanes in lieu of 11-foot lanes.

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For example, the Brentwood Glen community is governed by the Brentwood Pacific Palisades Community Plan Area. Every one of the homes that would be taken by Alternative 3 is designated "Residential" in the Brentwood Pacific Palisades Community Plan.

Objective 1-1. To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policies

1-1.46: Promote neighborhood conservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple-family residences.

1-1.2: Maintain the existing acreage of residential lands designated for single family use.

The Draft EIR/EIS fails to address how taking residential homes in the Brentwood Pacific Palisades Community Plan Area and replacing them with transportation infrastructure is consistent with these goals and policies. In fact, the Draft EIR/EIS cannot provide that analysis because taking residential homes in the Brentwood Pacific Palisades Community Plan Area and replacing them with transportation infrastructure is not consistent with the "Residential" land use designation and is not consistent with the Residential goals and policies. The Brentwood Pacific Palisades Community Plan Area provides no mechanism for allowing major transportation infrastructure to be located in areas designated "Residential."

The very nature of land use designations in Community Plans is to restrict uses to only those permitted by the designation—thereby avoiding the adverse impacts of incompatible land uses being established. It is axiomatic that establishing a land use, such as a freeway, within a Community Plan designation restricted to residential uses, and destroying existing homes in the process, is inconsistent with the Community Plan. Such an inconsistency is a significant unavoidable land use impact that has not been disclosed in the Draft EIR/EIS.

The Draft EIR/EIS concludes that taking residential homes in the Brentwood Pacific Palisades Community Plan Area and replacing them with transportation infrastructure "would have an adverse impact on community cohesion" and "the potential removal of the Village Church further contributes to the potential impact on this community character and cohesion."⁷⁷ This language differs from the threshold language of the land use impact categories set forth in Appendix A of the Draft EIR/EIS. It is impossible to discern whether the Draft EIR/EIS is stating that the Project will or will not have a significant land use impact related to physically dividing an established community. Consequently, the Draft EIR/EIS violates CEQA because it is impermissibly vague regarding the impacts of the Project and omits the required explanations of the conclusions set forth Appendix A.

⁷⁷ Draft EIR/EIS p.75.

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Design Vehicle Requirement:

Federal STAA and the California Vehicle Code Section 3500 (1982), which was developed out of federal and state legislative acts, mandate that routes that are part of this network, such as the I-405 freeway, must accommodate vehicles with a width of 102 inches (8 feet 6 inches). This dimension does not include safety devices (e.g., side mirrors) which are determined to be necessary for the safe and efficient operation of motor vehicles. Under section CVC 35109 such devices can extend beyond the permissible width of the vehicle to a distance 10 inches on each side of the vehicle. Furthermore, CVC 35106 extends these legal dimensions to motor coaches and buses.

When the above dimensions are summed, the California "legal" vehicle width equates to 10 feet 2 inches; therefore, under the 11-foot wide lane scenario, only 5 inches of lateral clearance are left on each side of the vehicles.

With 11-foot lanes a driver has less margin of error in the event of inadvertently drifting into an adjacent lane. Thus an additional buffer zone is critical, particularly during night driving, rainy conditions, or when a driver is experiencing fatigue. Additionally, it has been estimated that, in 11-foot lanes, "one has 17 percent less time to perceive the encroachment and take evasive action compared to the time available with twelve-foot lanes."¹ Hence, the standard 12-foot lane, which is proposed for the I-405 project, would provide added clearance that would further enhance safety.

Operational Needs:

Extensive research performed by the Transportation Research Board (TRB), reflected in the Highway Capacity Manual, has indicated that reducing the width of the lane from 12 feet to 11 feet would have a negative effect on the free flow speed and, consequently, would result in a reduction in flow rate which would lead to congestion and congestion-related types of accidents.

In an effort to provide quick relief from congestion, Caltrans has, in many instances, used 11-foot lanes on Southern California freeways as a way to add capacity by adding one more lane to the existing condition. This strategy is intended as an operational improvement to add capacity and lower density on an interim basis, an approach that Caltrans used in implementing the southbound I-405 freeway project.

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If the Draft EIR/EIS language is saying that the “adverse impact on community cohesion” is not a potentially significant impact related to physically dividing or disrupting an established community, then the Draft EIR/EIS fails to provide any justification for that finding and fails to provide any explanation of the conclusions set forth Appendix A. If the Draft EIR/EIS is attempting to disclose that taking residential homes in the Brentwood Pacific Palisades Community Plan Area and replacing them with transportation infrastructure would have a potentially significant impact related to physically dividing an established community, it fails to provide any mitigation measures that will reduce this impact to less than significant levels. Whatever interpretation is correct, the Draft EIR/EIS violates CEQA either by failing to provide adequate explanations of the Initial Study Checklist or by failing to mitigate a potentially significant impact or by failing to disclose a significant unmitigated impact.

The Draft EIR/EIS similarly fails to address the land use impacts of Alternative 3 modified. Replacing the existing sound wall and mature trees and other landscaping, removing needed parking, and narrowing the primary access road, Church Lane, will clearly disrupt the established Brentwood Glen community and result in a significant impact.

The Draft EIR/EIS includes mitigation measures for land use impacts. But the mitigation measures regard relocation benefits for affected residents, information and outreach by Caltrans, and a requirement that “parcels subject to full acquisition be reconfigured or combined with adjacent parcels to allow for development commensurate with previous land uses. . . . Reconfigurations of remnant parcels would need to comply with local codes.”³⁸ Frankly, the reconfiguration mitigation measure is simply incomprehensible and, therefore, unenforceable. An EIR is inadequate if its mitigation measures are so undefined that it is impossible to evaluate their effectiveness.³⁹

But regardless of the mitigation measures being so indecipherable as to be unenforceable, no reasonable interpretation of any of the mitigation measures mitigates the land use inconsistency of freeway infrastructure on properties designated “Residential” in the Community Plan. This undisclosed significant and unavoidable land use impact remains unmitigated.

Furthermore, and assuming the Project’s “adverse impact on community cohesion” means a significant impact of physically dividing or disrupting an established community, the Draft EIR/EIS mitigation measures do not address physical division impacts at all. Therefore, the impact would remain significant and unavoidable

Growth

The Draft EIR/EIS incorrectly concludes that the Project will not have significant growth-inducing impacts because Caltrans “has no local or county land use planning or approval authority in the study area.” This conclusion is unsupported by any evidence and is contradicted by experts in transportation infrastructure engineering and planning.

³⁸ Draft EIR/EIS p.292.

³⁹ *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 CalApp.3d 61, 74.

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In such instances, the added capacity would mitigate the negative impact of the lane reduction, since overall congestion is reduced by the increased capacity. The currently proposed I-405 project is intended as a long-term solution needed to address forecasted capacity as well as provide long-term safety benefits.

Also as noted in the above response, reducing the lane width increases congestion, which in turn results in increases in accident occurrence.

As is noted in above, the use of 11-foot lanes is intended to provide a near-term increase of capacity on an interim basis. At such time as it becomes feasible to convert 11-foot to 12-lanes on any given facility (thereby achieving the design standard) such conversion would be pursued, as funding permit and in the context of overall improvement of the highway system throughout the state of California.

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The Traffic Analysis Report that was prepared for the proposed project focused on three key components of the roadway network that impact freeway performance; freeway segments, access ramps, and signalized intersections. The proposed improvements would result in an estimated reduction of vehicle-hours of delay.

Travel demand and traffic congestion are expected to increase sizably in the future for the I-405 freeway. In general, the analysis indicates that the build alternatives would provide significant and reasonable improvements over the no build scenario. Results include reduced congestion, smoother operations, a decrease in weaving, and improved safety over the no-build.

HOV lanes have proven to be an effective way in encouraging drivers to ride-share as clearly demonstrated on other routes (e.g. southbound and northbound I-110 from I-10 to I-405 and on eastbound and westbound I-10 from El Monte to US-101).

Please see response to comment AG-7 regarding benefits associated with HOV lanes.

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Contrary to the Draft EIR/EIS's conclusion that a highway project of regional significance will not impact growth or land use patterns, transportation researchers and modelers have found that highway projects like HOV lane additions have appreciable impacts on regional growth and land use.⁴⁰ Transportation infrastructure development is one of the intermediate effects in a causal chain linking increased road capacity to increased traffic volumes.⁴¹ In the absence of any binding commitment by local jurisdictions to control land use policies along the I-405 project area, expansion of freeway capacity must be considered to cause increased real estate development all along the corridor compared to Alternative 1.

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Consequently, substantial evidence shows that the Alternative 3 and 3 Modified will have growth-inducing impacts. The Draft EIR/EIS is legally inadequate for failing to disclose this potential impact and for failing to prescribe any feasible mitigation measures to reduce potential growth impacts.

Landfill Capacity

Appendix A of the Draft EIR/EIS concludes without explanation that the Project will not have a significant impact on landfill capacity. In direct violation of CEQA, the Draft EIR/EIS includes no discussion or analysis explaining or supporting this conclusion.

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The Draft EIR/EIS specifically references significant demolitions of existing residential, commercial, and transportation structures. In its aggregate, the Project involves demolition of an estimated 150,000 to 200,000 square feet of structures, and the resulting debris must be transported to and disposed in landfills. In order to determine that the Project will not have a significant impact on landfill capacity, the Draft EIR/EIS must quantify the amount of debris and waste being delivered to specific landfills and evaluate the impact of that amount of debris and waste on the remaining life of the target landfill. Without this analysis, the Draft EIR/EIS is legally inadequate because no substantial evidence is presented in the Draft EIR/EIS to support its conclusions.⁴²

Transportation and Parking

Appendix A of the Draft EIR/EIS concludes that the Project will have a potentially significant impact from exceeding the level service standards of the County congestion management plan for designated roads or highways. Appendix A also concludes substantial increases in either vehicle trips, volume to capacity ratios, or congestion at intersections will be less than significant with mitigation. Section 4.2.1 of the Draft EIR/EIS identifies transportation and traffic impacts as both significant and unavoidable, but does not explain the significance and instead refers the reader to Section 3.5.4 of the Draft EIR/EIS. But Section 3.5.4 of the Draft EIR/EIS provides no detailed significance analysis or explanations of the thresholds of

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⁴⁰ Robert Cervero, "Induced Travel demand: Research design, Empirical Evidence, and Normative Policies" *Journal of Planning Literature* (2002) Vol. 17, No. 1, pp 4-19; Robert Cervero, "Road Expansion, Urban Growth, and Induced Travel: A Path Analysis" *Journal of the American Planning Association* (Spring 2003) Vol. 69, pp 145-163.

⁴¹ *Id.*

⁴² *Protect the Historic Amador Waterways*, 116 Cal.App.4th at 1111.

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In the above referenced analysis, the recent SCAG travel model run performed for Alternative 2 for horizon year 2025 shows an air quality benefit on a regional basis versus Alternative 1 (No-Build). Both Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) decline for Alternative 2 versus Alternative 1 in the PM peak period. Also, average vehicular speeds on the regional transportation system increase slightly for Alternative 2 in the PM peak. Please note that the proposed northbound HOV Lane in Alternative 2 is serving the peak commute direction on the I-405 in the afternoon peak.

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CEQA requires that an EIR identify the significant environmental effects of the project (CEQA Guidelines Section 15126), but does not promulgate specific thresholds for significance. Instead, CEQA Guidelines Section 15064(b) states that "the determination...calls for careful judgment on the part of the public agency involved..." and that "an ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting." CEQA encourages lead agencies to develop and publish their own thresholds of significance for the purpose of determining the significant effects of their projects. The fundamental definition of significant effect under CEQA is "a substantial adverse change in physical conditions." This criterion underlies the evaluation of environmental impacts for most of the impact issues identified in the CEQA Environmental Checklist Form (Appendix A of the DEIR/EIS).

Some impact categories lend themselves to scientific or mathematical analysis, and therefore to quantification. Some categories have significance thresholds established by regulatory agencies, such as the California Department of Conservation or the regional air quality management district. For other impact categories that are more qualitative or are entirely dependent on the immediate setting, a hard-and-fast threshold is not generally feasible, and the "substantial adverse change in physical conditions" is applied as the significance criterion. In the current analysis, Caltrans has given careful consideration to the issue of significance and has applied the significance criteria shown in the State CEQA Guidelines Appendix G Checklist (Appendix A of the DEIR/EIS) to evaluate the significance of effects of the I-405 Sepulveda Pass Project under CEQA.

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significance or the exact intersections or roadway sections significantly impacted. Consequently, the Draft EIR/EIS is impermissibly vague and fails to fulfill the basic purpose of CEQA—to inform the public about the potential significant environmental effects of a project.⁴³

The Draft EIR/EIS fails to disclose the impacts of Alternative 3 and 3 Modified on any of the 54 intersections included in the traffic study. Table 3.5-7 of the Draft EIR/EIS shows the current level of service on the 54 study intersections, and Table 3.5-11 shows the impact of Alternative 1 on the 54 study intersections in 2015 and 2031 based on ambient growth alone. But that is the last mention of the 54 study intersections. In evaluating Alternative 3 and 3 Modified, the Draft EIR/EIS limits analysis to on-ramps, off-ramps, interchanges, and the closure of the southbound ramp at Valley Vista Boulevard. No analysis is provided as to how changed circulation patterns due to freeway ramp closures at Montana and Sunset would impact any of the study intersections.

Alternative 3 and 3 Modified involve closure of the existing southbound onramp at Sunset Boulevard and Church Lane and related improvements. The Draft EIR/EIS, even as modified, contains no details, analysis or impact conclusion of the effects of the onramp closure on the level of service at the busy Sunset Boulevard/Church Lane intersection. Assuming that the lack of analysis in the Draft EIR/EIS implies a conclusion that the ramp closure and related improvements will not have a significant impact on this intersection, the Draft EIR/EIS is legally inadequate because no evidence supports this conclusion.⁴⁴

Alternative 3 and 3 Modified apparently also involve the addition of a third left turn lane from eastbound Sunset Boulevard at Church Lane to mitigate potential impacts to the remaining southbound onramp north of Sunset Boulevard/Church Lane resulting from closing the onramp south of Sunset Boulevard. The Draft EIR/EIS makes no mention of this measure or its possible impact on operation of the Sunset Boulevard/Church Lane intersection. Rather, the measure is disclosed in the Traffic Analysis Report dated July 29, 2007. This report, however, only considered the impacts to ramp operations and did not consider the effect on overall intersection operations.

It is reasonably foreseeable that there will be impacts to the Sunset Boulevard/Church Lane intersection due to the ramp closure. As eastbound Sunset Boulevard at Church Lane is fully improved, it would not be possible to add the proposed third dedicated left turn lane without removing another travel lane. The Traffic Analysis Report fails to consider the impacts of such removal.

In any event, the Draft EIR/EIS does not reference even the limited analysis in the July 29, 2007 report. Burying critical information in a technical report that was not made widely available to the public violates the good faith public disclosure requirements that lie at the very heart of CEQA.

⁴³ CEQA Guidelines §15002(a).

⁴⁴ *Protect the Historic Amador Waterways*, 116 Cal.App.4th at 1111.

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Land use and zoning patterns are governed by local jurisdictions (cities or counties) and influenced by numerous factors. The Preferred Alternative is only one of the factors influencing local decision makers. We anticipate that the present land uses will remain the same with or without the project (i.e. commercial/industrial land uses will remain commercial/industrial and residential uses will remain residential in this area for the foreseeable future).

Although housing goals in most community plans call for the preservation of existing housing, traffic and circulation elements also call for improvements to transportation infrastructure. Improvements to the I-405 would be consistent with existing Community Area Plans and Specific Plan policies related to reducing traffic congestion, improving circulation and the use of high-occupancy vehicle and transit options (pp. 51 of the DEIR/EIS).

Section 3.1 describes how the Build Alternatives are consistent or inconsistent with the adopted General Plans and redevelopment plans and identifies minimization measures to alleviate these inconsistencies. As acknowledged in Chapter 4 of the DEIR/EIS, these conflicts cannot be completely mitigated and are considered unavoidable significant impacts under CEQA.

As a result of extensive community outreach from Alternative 3, the project description was revised to include Alternative 3 Modified. Caltrans developed Alternative 3 Modified in an effort to reduce impacts to the community of Brentwood Glen. Alternative 3 Modified essentially avoided acquisition of property in the community of Brentwood Glen.

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Section 3.2 of the DEIR/EIS addresses potential growth inducement effects of the Build Alternatives on both a regional and local context. Future growth within the study area and regionally within Los Angeles county is expected to occur and would not be substantially altered from the regional and local growth projections developed by the Southern California Association of Governments by any of the Build Alternatives.

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Caltrans must analyze all direct and indirect impacts of the Project. It is reasonably foreseeable that the proposed ramp closures (Sunset southbound on-ramp and Montana northbound off-ramp) will significantly impact traffic. A Caltrans representative admitted at the June 11, 2007 public meeting that Alternative 3 would change traffic patterns. The ramp closures will cause traffic to be redistributed among other ramps, which will increase traffic on other routes and through other intersections, with a commensurate increase in congestion and delay. Moreover, the closures are likely to increase cut through traffic through Brentwood Glen as drivers seek to avoid the increased congestion at Sunset and Church Lane resulting from the closure of the southbound on-ramp. Closure of the Montana off-ramp will force traffic to exit the freeway at Sunset, thereby increasing congestion at that intersection. Rather than waiting to turn left at Sunset onto the southbound off ramp north of Sunset, it is reasonably foreseeable that drivers will turn right at Acari Drive or Church Lane, travel to Sepulveda via Montana, and enter the freeway at Wilshire. The Draft EIR/EIS must assess these impacts and evaluate feasible mitigation.

With regard to significant impacts to specific study intersections resulting from the closure of the southbound ramp at Valley Vista Boulevard, the Draft EIR/EIS merely states that this would "cause traffic to be redistributed through a highly congested area, and create impacts at intersections 24, 25, 26, 28, 29, 30, 31, 32, and 36."⁴⁵ The reader is left to guess whether these are *significantly* impacted intersections.⁴⁶ Assuming that is true, Caltrans is obligated to evaluate feasible mitigation measures to reduce impacts to these intersections, yet none of the mitigation measures involve improvements to these impacted intersections. One mitigation measure requires Caltrans to "coordinate with the City of Los Angeles to adjust signal timing." But this mitigation measure does not specify what signals should be coordinated and there is no evidence in the Draft EIR/EIS to show that signal timing coordination is the only feasible mitigation for intersection impacts. The Draft EIR/EIS must evaluate feasible street improvements that would mitigate or reduce the severity of impacts to intersections 24, 25, 26, 28, 29, 30, 31, 32, and 36.

Alternative 3 Modified would narrow Church Lane, which is the primary means of ingress and egress into Brentwood Glen, to 20 feet. The Draft EIR/EIS must consider the resulting impacts to emergency access. Alternative 3 Modified would also eliminate existing on-street parking along Church Lane, which used by residents of the multi-family buildings along Church Lane and is also a popular area for non-Brentwood Glen residents to park, including UCLA students. The Draft EIR/EIS must analyze the potential impacts due to loss of this on-street parking.

Aesthetics

Appendix A of the Draft EIR/EIS concludes without explanation that the Project will not result in significant aesthetic impacts. The "Discussion of Checklist Responses" in Section 4.2 of the Draft EIR/EIS never mentions aesthetic impacts. And the Mitigation Monitoring

⁴⁵ Draft EIR/EIS pp. 125-126.

⁴⁶ *Berkeley Keep Our Jets Over the Bay Comm'n*, 91 Cal.App.4th at 1370.

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Rather, the Build Alternatives would maintain or improve the economic vitality of the cities and communities adjacent to the project study area through: the provision of additional capacity to address current and forecasted freeway demand; improvement in the level of service on the freeway mainline in the a.m. and p.m. peak hours; improvement of the performance of major intersections and interchanges in the corridor; improvement to access to and connectivity with regional transit and HOV facilities; and reconstruction of freeway over and undercrossings with new signalization, storage and ramp metering that would improve freeway and arterial operation.

These improvements to the operation of the freeway and local arterials will provide adequate capacity for existing communities and ease development and redevelopment activities anticipated by Community Area Plans. It is not expected that there would be a substantial change in the existing or planned growth pattern or intensity beyond what is identified in the existing community plans. Any redevelopment within the project study area beyond what is currently anticipated would require review of environmental effects by the applicable Lead Agency and appropriate mitigation identified. Without knowledge of the proposed location, type, or intensity of any such future development, potential growth-inducing effects of the Build Alternatives related to such projects would be speculative.

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Only preliminary engineering has been performed on this project thus far; a yet-to-be determined design-build contractor would prepare grading and hauling plans.

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The traffic analysis report for the project (*I-405 HOV Lane over Sepulveda Pass (10 to 101) Project Traffic Analysis Report*, IBI Group, July 2006) evaluated the potential impacts of the project on key intersections on the surrounding arterial system including intersections along Wilshire Boulevard, Sunset Boulevard, Montana Avenue, and Sepulveda Boulevard. It also included analysis of arterial intersections with key collectors such as Church Lane, Skirball Center Drive, Valley Vista Boulevard, Cotner Avenue, and Sherman Oaks Avenue that serve local residential neighborhoods.

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Program⁴⁷ includes a Mitigation Monitoring Report for visual/ aesthetic impacts⁴⁸ but identifies no mitigation measures. Consequently, the Draft EIR/EIS violates CEQA for failing to provide any CEQA analysis or explanation of its impact conclusions.

Section 3.6 of the Draft EIR/EIS provides an analysis of visual and aesthetic impacts, but it does not provide a CEQA analysis. Instead of identifying any significant or less than significant impacts, the Draft EIR/EIS categorizes viewer sensitivity into Low, Moderate, Moderately High, and High. The Draft EIR/EIS then purports to prescribe mitigation for each level of sensitivity. Low sensitivity requires no mitigation; Moderate sensitivity requires "conventional mitigation;" Moderately High sensitivity requires "extraordinary mitigation" and "landscape treatment;" and High sensitivity will require "an alternative project design to avoid highly adverse impacts."⁴⁹ The reader is, therefore, required to guess from this method what constitutes a significant visual/aesthetic impact and what does not.

To make matters worse, the Draft EIR/EIS then conceals what appear to be significant and unmitigated "High" visual/aesthetic impacts. At Viewpoint 1 Pedestrian view sensitivity in the Westwood Transitional Village is identified as High, requiring design changes to mitigate the impact.⁵⁰ Yet none of the mitigation measures set forth in Section 3.6 involve design changes. Thus the Viewpoint 1 visual/aesthetic impact to pedestrians in the Westwood Transitional Village appears by the Draft EIR/EIS's own standards to be significant and unmitigated. The same is true for "High" visual/aesthetic impacts to pedestrians in Viewpoint 2 (Wilshire Blvd.), to residents in Viewpoint 3,⁵¹ and to recreationists in Viewpoint 4 (Getty Center). Because no design changes are included in the Draft EIR/EIS mitigation measures, every unmitigated High visual/aesthetic impact constitutes a significant unmitigated visual/aesthetic impact that has not been disclosed in the Draft EIR/EIS.

Without explanation, the modified portions of the Draft EIR conclude that pedestrians and residents in Brentwood Glen would only have Moderately High sensitivity to visual impacts, while pedestrians at the Wilshire Blvd. interchange are considered to have High sensitivity. There are a number of homes and a church that look out directly toward the freeway. Moreover, Brentwood Glen is a walkable neighborhood and has a high level of pedestrian activity, including joggers, bicyclists, and people walking their dogs or taking their children for a walk. In contrast, there are relatively few pedestrians at the Wilshire Blvd. interchange, which is located a long distance from residences and shops. There is no basis for considering the pedestrians and residents of Brentwood Glen to be any less sensitive than the other viewers identified in the Draft EIR/EIS as having High sensitivity, especially the pedestrians at the Wilshire Boulevard interchange. The Draft EIR/EIS thus understates aesthetic impacts on Brentwood Glen and fails to provide the prescribed mitigation for such impacts.

The Draft EIR/EIS also fails to consider the visual impacts of Alternative 3 on the remaining homes in Brentwood Glen. The demolition of homes currently adjacent to Church

⁴⁷ Draft EIR/EIS Ch. 6.

⁴⁸ Draft EIR/EIS p.302.

⁴⁹ Draft EIR/EIS Table 3.6-1.

⁵⁰ Draft EIR/EIS Table 3.6-2.

⁵¹ Draft EIR/EIS p.134 (as amended by July 2007 Modifications).

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The anticipated impacts of Alternative 2 are limited and localized to the areas in which ramp closures or relocations are proposed, and generally result in improved operations. However, there are several intersections which would be significantly impacted based on the level of service and volume-to-capacity thresholds provided by the City of Los Angeles Department of Transportation:

- Montana Avenue at Veteran Avenue;
- Sunset Boulevard at I-405 Northbound Off-ramp;
- Sunset Boulevard at Veteran Avenue;
- I-405 Northbound On/Off Ramps at Greenleaf Street and Sepulveda Boulevard;
- Ventura Boulevard at Sepulveda Boulevard and
- Ventura Boulevard at I-405 Southbound On/off Ramps.

The impacts to the I-405 Northbound On/off Ramps at Greenleaf Street and Sepulveda Boulevard, Ventura Boulevard at Sepulveda Boulevard, and Ventura Boulevard at I-405 Southbound On/off Ramps, have been eliminated because the relocation of the Valley Vista Ramps has been eliminated from Alternative 2. While opportunities for physical improvements at the intersections of Montana Avenue and Veteran Avenue, Sunset Boulevard and the I-405 Northbound Off-ramp and Sunset Boulevard at Veteran Avenue are severely constrained by existing development, Caltrans will continue to work with the LADOT to identify feasible mitigation for these locations.

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Section 3.6 of the DEIR/EIS provides a discussion on Visual/Aesthetics. A Visual Impact Assessment was prepared according to the criteria set for the Visual Impact Assessment for Highway Projects.

Chapter 4 has been revised to include Aesthetics as having significant environmental effects of the proposed project.

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Lane will render the remaining homes, which are currently buffered by the to-be-demolished homes and church, exposed to the freeway and the proposed unsightly sound wall.

While the Draft EIR/EIS does contain a short discussion of the visual impacts of Alternative 3 Modified, this discussion is inadequate. Alternative 3 Modified eliminates approximately 490 trees, many of which are mature, and other vegetation along the east side of Church lane and replaces them with what appears to be a 30-foot high concrete wall.³² The proposed mitigation for this profound negative impact is to grow vines in the 18-inch space between the wall and Church Lane. This mitigation is not sufficient to reduce this impact below significant levels. It is inappropriate under CEQA to offset one type of environmental impact (i.e., removal of a many trees and other landscaping) with a different type of impact masquerading as a benefit (the sound wall and retaining wall with a few meager vines).³³ Furthermore, even if the vines could somehow mitigate the significant impact of a massive 30-foot concrete wall directly across from single-family homes, then at least for the five years it will take for the vines to grow³⁴ the impact would remain significant and unmitigated.

Air Quality

Appendix A of the Draft EIR/EIS concludes without explanation that the Project will not result in any significant air quality impacts. By contrast, Section 4.2 of the Draft EIR/EIS concludes that unspecified air quality impacts would be significant and refers the reader to Chapter 3.13.4 of the Draft EIR/EIS. Chapter 6 of the Draft EIR/EIS includes mitigation measures regarding air quality impacts during construction.

The Draft EIR/EIS assumes that the Project will relieve congestion, thereby increasing vehicle speeds and performance and resulting in a "slight decrease" in MSAT emissions compared to the No-Build Alternative. As previously stated above, there is no evidence supporting the assumption that the Project will decrease congestion or improve air quality—and there is substantial evidence to the contrary.³⁵ Consequently, the Draft EIR/EIS includes no evidence or explanation to support its conclusions that the Project will not result in significant operational air quality impacts.

The Draft EIR/EIS also claims that the adverse health impacts of MSAT emissions cannot be predicted or quantified because relevant information is unavailable or incomplete. This statement in the Draft EIR/EIS impermissibly avoids the issue of the foreseeable health impacts of MSAT emissions.

An extensive body of epidemiological studies has been published over the past decade examining the health impacts, especially on children, of direct exposure to one or more pollutants associated with motor vehicles.³⁶ The vast majority of these studies have found strong

³² Draft EIR/EIS Figs. 3.6-9 through 3.6-11.

³³ *Lighthouse Field Beach Rescue v. City of Santa Cruz* (2005) 131 Cal. App. 4th 1170, 1194.

³⁴ Draft EIR/EIS Fig. 3.6-11 (Draft EIR/EIS states that vines will grow in fully in 5 years).

³⁵ See Notes 6 through 20 above.

³⁶ A mere sampling of studies are provided herein: Van Vliet, P. et al., *Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways*, Environ Res 1997;74(2):122-32; U.S. Department of Health

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Section 3.13.5 of the DEIR/EIS acknowledges that air quality impacts are inherently cumulative in nature. Based on the NAAQS 1-hour and 8-hour carbon monoxide standards, the analysis shows that the project would improve air quality and it has been shown to be in conformity with the Federal Clean Air Act. It is therefore reasonable to conclude that an adverse cumulative project-related impact would not result.

The DEIR/EIS provides a qualitative construction emissions discussion. Caltrans does not provide an estimate of construction emissions. Caltrans is not obligated to adopt other agency's thresholds; and we certainly have not done so for the SCAQMD's significance thresholds; so, we do not perform localized impacts analysis using SCAQMD's significance thresholds. CT does not perform quantitative analyses for either construction or operational emissions; and it means that we do not perform health risk assessment. The only exception is CO where we do have validated approach and tools with which we are able to quantify the emissions; but even for CO, we have not had to conduct a health risk assessment. For particulate matters, even EPA recognizes lack of available tools for quantifying emissions.

The proposed project is included in the Regional Transportation Plan and Regional Transportation Improvement Program which require Federal approval for satisfying regional analysis criterion. Please refer to Section 3.13.1 regarding project conformity with Federal and State regulations.

Please see response to EPA-8 regarding mitigation for air quality impacts during construction, EPA-9 for a discussion regarding air toxics analysis and EPA-10 regarding health risk assessments.

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associations between health effects associated with worsening asthma and other acute respiratory health concerns and direct exposure to motor vehicle pollution resulting from residing or attending school near major roads with high traffic levels. Living or attending school within approximately 200 meters (660 feet) of a road with high traffic volumes and significant truck traffic appear to be key factors that result in the greatest health risk.⁵⁷

The Draft EIR/EIS shows that hundreds of homes with families and children are located within 200 meters of the freeway, yet the Draft EIR/EIS does not evaluate the air quality and health impacts of increased vehicles and emissions on residents and especially on children. Brentwood Glen in particular has a high number of children as the original residents have moved out and younger families have moved in. In addition, there are schools and public places for children located adjacent to or near the freeway, including The Skirball Center, Westwood Park, Stephen Wise/Milken School, Brentwood School, Mirman School, Curtis School, Berkeley Hall School, and Westland School. Furthermore, Alternative 3 and Alternative 3 Modified would move the freeway closer to the homes of these children, which will increase exposure to airborne toxics and associated health risks, including a permanent reduction in lung function.⁵⁸

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The Project will increase the current 300,000 vehicles-per-day capacity of the I-405 in the Project study area. Each new HOV or mixed-flow lane adds a maximum capacity 1,700 vehicles per hour.⁵⁹ An accurate and reasonable measurement of the Project's increase in vehicles per day can be calculated by accounting for the variations in the amount of vehicles per lane over a 24-hour period: the average number of vehicles-per-hour for each new lane will be half of the maximum capacity—or 850 vehicles per hour. That equals 20,400 new vehicles per day for each new lane. Alternative 3 and Alternative 3 Modified adds 2 new lanes, which equals 14,892,000 new vehicles per year. These numbers will likely be even higher due to induced demand. The Draft EIR/EIS fails to account for these increased trips in evaluating MSAT emissions and the adverse health impacts to residents and children living or visiting locations near the freeway. The Draft EIR/EIS must be revised to analyze these health impacts, including a detailed human health risk assessment in accordance with the most current protocols of the Environmental Protection Agency and other available protocols.

and Human Services, National Institutes of Health, National Heart, Lung and Blood Institute; Data Fact Sheet: *Asthma Statistics* January 1999; American Lung Association, *Trends in Asthma Morbidity and Mortality*, February 2002; Teague, W.G. et al.; *Outdoor air pollution. Asthma and other concerns*, *Pediatr Clin North Am* 2001 Oct;48(5):1167-83, ix; Clark, N.M. et al.; *Childhood asthma*, *Environ Health* 1999 Jun;107 Suppl 3:421-9; McConnell R et al. *Asthma in exercising children exposed to ozone: a cohort study*. *Lancet* 2002; 359: 386-91; Gauderman, W. J. et al.; *Association between air pollution and lung function growth in southern California children: results from a second cohort*, *Am. J. Respir. Crit. Care Med.* 2002; 166: 76-84. U.S. Environmental Protection Agency, 2000 Air Quality Trends Summary Report <http://www.epa.gov/ttn/chieftrends/> (accessed October 30, 2002); Buckneridge, D.L. et al., *Effect of motor vehicle emissions on respiratory health in an urban area*, *Environ Health Perspect* 2002 Mar; 110(3):293-300; 11 Lin, S. et al., *Childhood asthma hospitalization and residential exposure to state route traffic*, *Environ Res* 2002 Feb;88(2):73-81. Friedman, M.S. et al., *Impact of changes in transportation and commuting behaviors during the 1996 Summer Olympic Games in Atlanta on air quality and childhood asthma*; *JAMA* 2001 Feb 21;285(7):897-905.

⁵⁷ Van Vliet, P. et al., *supra* note 55.

⁵⁸ Gauderman, Vora, McConnell, Berhane, Gilliland, Thomas, Lurmann, Avol, Kunzli, Jerrett, and Peters Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study, (*Lancet*, Vol 368 1, 2006.

⁵⁹ Draft EIR/EIS p. 118.

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The Draft EIR/EIS concludes that the Project will not result in any carbon monoxide ("CO") "hotspots," based on the assumption that vehicles will generate less CO over time. As noted above, the Draft EIR/EIS fails to adequately take into account increased traffic due to induced demand or analyze the effects of ramp closures on area intersections. The CO analysis is therefore inadequate.

The Project is located adjacent to many sensitive receptors, including the residents of Brentwood Glen. The Draft EIR should be revised to consider whether the emissions from increased traffic on the I-405 due to the increased capacity and induced demand will cause any local significance thresholds ("LSTs") to be exceeded. Any such exceedance would have to be considered to be a significant impact under the CEQA thresholds established by the SCAQMD.

The Draft EIR/EIS fails to quantify regional emissions of criteria pollutants (other than PM10) or potential LST exceedances during construction. Among other missing information, the Draft EIR/EIS fails to disclose the amount and type of construction equipment to be used, the number of construction workers, construction phasing by activity-type and freeway segment, and the type of materials used. The revised Draft EIR/EIS must disclose this information and identify feasible mitigation.

Both Alternative 3 and Alternative 3 Modified involve the removal of approximately 490 trees as well as other vegetation. These trees convert carbon dioxide to oxygen, trap particulates, and generally buffer Brentwood Glen against freeway-related emissions. The air quality impacts of removing these trees must be assessed.

The Draft EIR/EIS determined that no PM10 and PM2.5 hotspot analysis was required because the Project would not result in any increase in diesel trucks using the I-405. However, the Project, especially Alternative 3 and its modification, will add capacity to the freeway. It is reasonably foreseeable that at least some of the additional capacity will be used by diesel trucks. Thus, the rationale in the Draft EIR/EIS for failing to conduct the PM10 and PM2.5 hotspot analysis is flawed.

Noise

Appendix A of the Draft EIR/EIS concludes without explanation that the Project will result in potentially significant noise impacts related to noise levels in excess of standards and a temporary increase in ambient noise levels. In addition, Appendix A concludes without explanation that groundborne vibration and permanent increases in ambient noise would be less than significant with mitigation. The Draft EIR/EIS then refers the reader to Section 4.2, which describes unspecified noise impacts as significant and unavoidable and then refers the reader to Section 3.14.4 of the Draft EIR/EIS.

With regard to groundborne vibration, Section 3.14.4 includes no discussion whatsoever regarding groundborne vibration. Consequently, the Draft EIR/EIS violates CEQA because it provides no explanation or evidence supporting the conclusion set forth in Appendix A that potentially significant groundborne vibration impacts would be less than significant with mitigation.

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There are no state guidelines for groundborne vibration caused by freeway traffic. Therefore, the traffic noise study report does not mention vibration. Based on experience, groundborne vibration due to freeway traffic is well below the threshold for structural damage.

This project is a Type I project as defined by 23 CFR 772. As such, freeway traffic noise impacts must be identified; and noise abatement must be considered where feasible and reasonable for impacted areas. Two things constitute noise impacts: noise levels that approach or exceed Noise Abatement Criteria (NAC) OR a substantial noise increase (substantial meaning a noise increase of 12 dBA after project). This project does not cause a substantial noise increase, however, does cause noise impacts based on approach/exceed criteria. This project, as mentioned in the traffic noise study report, causes a noise increase of generally 1-2 dBA noise increase due to the addition of a northbound carpool lane along I-405. This confusion may have been caused by the CEQA requirement which states that "under CEQA, a substantial noise increase may result in a significant adverse environmental effect and if so, must be mitigated or identified as a noise impact for which it is likely that no, or only partial abatement measures are available." However, in our case, there is no substantial noise increase.

According to the noise protocol Section 3 entitled, "Unusual and Extraordinary Abatement" is triggered when two things occur: A 'severe' traffic noise impact [equal to or greater than 75 dBA-Leq(h)] exists or is expected and there are no feasible or reasonable solutions. We have a case here where "Unusual and Extraordinary Abatement" is triggered for the residential area along Dalkeith Ave. and Thurston Ave. between Montana Ave. and Sunset Blvd.

Since this process and its outcome are subject to approval by FHWA on a case-by-case basis, Caltrans will coordinate with internal functional units to discuss details of "Unusual and Extraordinary Abatement."

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With regard to temporary and permanent increases in ambient noise, the Draft EIR/EIS is internally inconsistent. Section 4.2.1 identifies unspecified noise impacts as significant and unavoidable, but Section 3.14.4 concludes “[t]his project would not cause a substantial noise increase.”⁶⁰

The Draft EIR/EIS is confusing and unclear with regard to interior noise impacts for “receivers” where predicted noise levels are above 75 dBA-Leq(h) and for which there is no feasible and reasonable solution.⁶¹ The Draft EIR/EIS appears to be saying that noise impacts will be significant where interior noise levels are above 75 dBA-Leq(h) unless mitigated. Yet the Draft EIR/EIS does not identify the “receivers” that are thus impacted. CEQA requires the lead agency be clear and unambiguous in its analysis of significant impacts. If the reader must guess as to the level of impact and guess as to who is impacted, then the document is legally inadequate.

In this same unclear and ambiguous analysis, the Draft EIR/EIS recommends that “extraordinary abatement measures need to be considered” and “further studies will need to be performed.”⁶² This constitutes legally impermissible deferment of mitigation. Environmental review must be performed at the earliest feasible stage in the planning process.⁶³ The Draft EIR/EIS includes no evidence or justification as to why extraordinary abatement measures or further studies cannot be performed now.

As noted above, the traffic analysis failed to take into account increased traffic due to induced demand. The noise analysis therefore understates noise impacts. Moreover, the noise analysis fails to consider possible sleep disruption in Brentwood Glen due to general freeway noise and peak noise events (i.e., Lmax) associated with heavy trucks traveling through the Sepulveda pass. I have personally observed that freeways noise is much more noticeable in the early hours of the morning when ambient background noise is less and have occasionally been awakened by truck noise. The Draft EIR/EIS must analyze these impacts.

The Draft EIR/EIS also fails to quantify construction noise impacts, despite the close proximity of sensitive receptors, including the residences in Brentwood Glen. Among other missing information, the Draft EIR/EIS fails to disclose the amount and type of construction equipment to be used, the number and types of construction and worker vehicles and likely travel routes, location of construction worker parking, and construction phasing by activity-type and freeway segment. The revised Draft EIR/EIS must disclose this information and identify feasible mitigation.

Alternative 3 and Alternative 3 Modified would require the removal of the existing sound wall and trees adjacent Church Lane, both of which substantially reduce freeway noise. (I have personally observed noise levels at the former Waterford onramp, where there was no sound wall

⁶⁰ Draft EIR/EIS p.204.

⁶¹ Draft EIR/EIS p.222.

⁶² *Id.*

⁶³ *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 307.

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Freeway traffic noise impacts are based on future worst-hour noise levels (with project). Based on the Caltrans Highway Capacity Manual, the maximum noise levels occur when the capacity of the freeway is at its optimum. This occurs at 1950 vehicles per lane per hour. This is the highest volume of traffic at 65 mph that yields highest noise levels. This already takes into consideration increased traffic due to induced demand.

As for sleeping patterns disrupted by truck volume, there are no state/federal policies that require us to identify truck noise impacts separately. Traffic noise impacts that are required to be identified in the noise study already include trucks.

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or vegetation, to be considerably louder than areas with the sound wall and vegetation.) In addition to quantifying the noise impacts from construction activities, the Draft EIR/EIS must also consider the impacts of removing the existing sound wall and vegetation. As mitigation for this temporary but severe impact, the Draft EIR/EIS should require the new sound wall in Brentwood Glen to be constructed before the demolition of the existing sound wall.

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The Draft EIR/EIS Violates CEQA by Inadequately Disclosing and Discussing Cumulative Impacts.

Discussion of environmental impacts in an EIR must include all environmental impacts that are individually limited but cumulatively considerable, when the effects of past projects, other current projects, and future projects are taken into consideration.⁶⁴ As previously discussed, the Draft EIR/EIS either fails to disclose significant unmitigated impacts or fails to include substantial evidence or explanation supporting its conclusions that certain impacts will be less than significant. Consequently, in every impact category in which these impermissible errors occurred, the cumulative analysis for each such impact category is also flawed.

We have shown that the Draft EIR/EIS's project description and impact analysis is defective and not in compliance with CEQA. The Project includes potentially significant and unmitigated land use and aesthetic impacts. The Project may involve potentially significant traffic, growth-inducing, air quality, noise, and landfill capacity impacts that were not discussed in the Draft EIR/EIS. Consequently, the Draft EIR/EIS's conclusions regarding cumulative impacts are also flawed because the cumulative impacts analysis depends upon accurate and complete analyses of project-specific impacts. Therefore, the cumulative impacts analysis with regard to air quality, aesthetics, growth, landfill capacity, land use, noise, and traffic are inadequate and must be rewritten and recirculated after correcting the aforementioned defects.

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Furthermore, the related projects section of the Draft EIR/EIS identifies only transportation infrastructure improvements. Many other types of development, including residential, commercial, and institutional projects, have the potential in combination with the Project to result in cumulative impacts in such areas as traffic, noise, air quality, and landfill capacity. Therefore, the cumulative impact analyses must also be revised to consider all reasonably foreseeable past, present and probable future projects that may produce related or cumulative impacts, including, if necessary, those projects outside the control of the Caltrans.⁶⁵

The Draft EIR/EIS Violates CEQA by Failing to Include a Reasonable Range of Alternatives.

To comply with CEQA, the Draft EIR/EIS must consider a reasonable range of alternatives to the Project, which: (1) offer substantial environmental advantages over the project proposal; and (2) may be feasibly accomplished in a successful manner considering the economic, environmental, social and technological factors involved. The discussion of alternatives should focus on alternatives to the Project which are capable of avoiding or

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⁶⁴ CEQA Guidelines §15065(a)(3).
⁶⁵ CEQA Guidelines § 15130(b).

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The comment correctly notes that cumulative impacts are to be considered in the context of past, current and reasonably foreseen future projects. As is described in the EIS/EIR Related Projects (Section 1.4), the primary context of the I-405 HOV Project is the regional transportation system. Since the I-405 freeway is one of the most heavily traveled freeway corridors in the world, the most relevant related projects are those other projects planned or completed along the I-405 corridor. These projects are clearly identified in Section 1.4 and Figure 1.1-2. Also described is the region's HOV network (see Figure S-3) which is the next logical context for related projects, having a direct bearing on the I-405 project as a component of that larger system. Also described are related projects under the control of the City of Los Angeles - the City being the local jurisdiction within which the I-405 project resides.

While it is true that development projects have a bearing on cumulative impacts, because they can contribute to cumulative effects in several subject areas, these projects are taken into account in large part via regional transportation planning. In particular, the projected future land use pattern is embodied within the SCAG regional travel demand model and Regional Transportation Plan, which are the underpinnings of future travel that is to be accommodated, in part, by the I-405 project. It should also be noted that a detailed discussion of development projects is provided under Land Use (section 3.1) in the EIS/EIR. This section covers both the seven City of Los Angeles planning areas and eleven specific development projects relevant to the freeway corridor.

Cumulative impact discussions are provided for each of the environmental subjects discussed in Chapter 3 of the EIS/EIR. Both construction and operational impact phases are discussed in these sections. To focus on the areas noted in the comment, the following responses are provided:

Air Quality (EIS/EIR section 3.13.5) - The section acknowledges that air quality impacts are inherently cumulative in nature. Based on the NAAQS 1-hour and 8-hour carbon monoxide standards, the analysis shows that the project would improve air quality and it has been shown to be in conformity with the federal Clean Air Act. It is therefore reasonable to conclude that an adverse cumulative project-related impact would not result.

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substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives.⁶⁶

Caltrans asks the public to believe that in addition to the No Build Alternative, only two project alternatives (one of which has a slight modification) may be feasibly accomplished in a successful manner. To justify this narrow range of alternatives, the Draft EIR/EIS includes a list of alternatives that were rejected.⁶⁷ But a number of reasonable and feasible alternatives have been ignored in the Draft EIR/EIS. Below, we present four reasonable and feasible alternatives that would accomplish all the objectives and purposes of the Project while reducing impacts to adjacent land uses. Consequently, CEQA requires that these alternatives be studied and analyzed in a recirculated Draft EIR/EIS.

11-Foot Lane Alternative

As previously stated, Caltrans has provided no evidence showing that 12-foot lanes are safer than 11-foot lanes. Furthermore, the FHA provides a waiver mechanism for building 11-foot lanes, and Assemblyman Feuer has called on Caltrans to apply for that waiver. As the Draft EIR/EIS has failed to show any apparent safety benefit from wider lanes, and studies show that wider lanes may decrease safety, an 11-foot lane alternative is feasible and reasonable and would accomplish all the objectives and purposes of the Project.

An 11-foot lane alternative would narrow the northbound side of Alternative 3 (and Alternative 3 Modified) by seven feet and the southbound side of Alternative 3 by seven feet—for a total reduction of 14 feet. This would significantly reduce the amount of impact to streets and structures along the west side of I-405 while achieving all of the purposes and objectives of the Project.

No Additional Mixed Flow Lane South of Sunset

This alternative would add a new mixed flow lane from Skirball Center to Sunset Boulevard only. This would narrow the southbound side of Alternative 3 and Alternative 3 Modified adjacent to Brentwood Glen by 12 feet. This would avoid the significant impacts to Brentwood Glen as described above and would be considerably less costly in that it would avoid the costs of taking the homes in Brentwood Glen and constructing a new retaining wall/sound wall.

This alternative would meet the Project objective to reduce congestion as fully as Alternative 3 and 3 Modified. The length of the new mixed flow lane under Alternative 3 and Alternative 3 Modified would be approximately 4.2 miles. Under the No Additional Mixed Flow Lane Alternative that we have proposed, the new mixed flow lane would be only approximately .7 mile shorter, or approximately 3.5 miles long. This slightly shorter lane length would have no material impact on meeting the Project's congestion reduction objectives.

⁶⁶ CEQA Guidelines §15126.6(b); *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376.

⁶⁷ Draft EIR/EIS §2.4.

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Aesthetics (EIS/EIR section 3.6.5) - The section describes the corridor study area as an urbanized area having both the freeway facility as a major component and both existing and proposed development projects in the vicinity. Since the freeway corridor is an existing feature and the context is, in fact, urbanized and substantially developed, unless some new significant visual feature (i.e. elevated viaduct or transitway) would have to be introduced to substantially change the visual context. It is therefore reasonable to conclude that a cumulative impact would not occur.

Growth (EIS/EIR section 3.2.5) - The section refers to the regional planning context within which the project is located and states that unplanned growth is not supported by the project. This is an acceptable finding since the project is proposed to accommodate future travel demand resulting from planned land use.

Caltrans leads the state in using environmentally friendly and recycled products and processes. This is accomplished in a number of ways. Caltrans' environmentally friendly business practices include using construction and demolition debris, waste tires, compost materials, pavement recycling, office recycling, and many other applications.

Much of the construction and demolition debris from highway projects is salvaged for reuse or made available for recycling, keeping it out of local landfills. Debris such as concrete, asphalt, and reclaimed glass can be crushed and re-used as base material. Using recycled rather than new material also reduces the strain on California's dwindling aggregate supplies.

Steel from rebar, sign posts, light posts, and metal beam guardrail is reused or recycled. If these items are in good condition, they can be reused or stockpiled until needed. If items are damaged or found to be beyond repair, they can be recycled as scrap metal.

Clearing away vegetation in preparation for a project, as well as routine landscape maintenance activities, generates green waste that is shredded for mulch in highway landscaping.

Land Use (EIS/EIR section 3.1.5) - The cumulative impacts addressed in this section are discussed above.

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As noted above, according to the Draft EIR/EIS the added mixed flow lane would only save 130 hours of travel time per day in 2030, or 2.7 seconds per car. Thus, under Alternative 3 and its modification the new mixed flow lane would reduce travel times by an average of approximately 31 hours per mile (130 hours divided by 4.2 miles). It is therefore reasonable to assume that the No Additional Mixed Flow Lane Alternative would result in a travel time reduction of 108.50 hours per day in 2030 (31 hours per mile times 3.5 miles), or only 21.50 hours per day (or less than a half second per car per day – 21.50 hours times 3600 seconds per hour divided by 160,000 cars per day = .48 seconds) less than Alternative 3 and its modification.

Reduced Median/Substituted Transit for Existing Lane

One of the stated purposes of the 12-foot median is to accommodate the possibility of future transit infrastructure on the I-405. This is a laudable goal, but when it becomes desirable and feasible to place transit infrastructure on the I-405, it makes more sense to eliminate a mixed-flow lane, move the HOV lane over, and place the transit in the original HOV lane. The whole purpose of HOV lanes and transit is to discourage solo driver auto-dependence and encourage ride-sharing and transit use. Then it makes sense to reduce the mixed-flow capacity by one lane and substitute it for a transit lane. This alternative would allow the new medians to be reduced to 4 feet and thereby reduce the width of Alternative 3 by 16 feet. This alternative would also meet all the purposes and objectives of the Project while reducing impacts to land uses adjacent to the freeway.

Combination of Measures to Reduce Impacts on Brentwood Glen

As a fourth additional alternative, Caltrans could implement a combination of the above measures to avoid having to move the existing sound wall and take existing homes in Brentwood Glen. This would meet all of the basic Project objectives while avoiding the significant impacts to Brentwood Glen as described above.

BGA Joins with Other Comments on the Draft EIR/EIS.

In addition to the comments set forth herein, BGA joins with and incorporates by reference the comments delivered by all other interested parties and groups, including but not limited to:

- The Bel Air Association;
- Westwood Hills Property Owners Association;
- Alvin Milder; and
- The Getty Trust.

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Noise (EIS/EIR section 3.14.5) - This section acknowledges the short-term cumulative increases in noise that could occur from multiple overlapping construction projects. The section also acknowledges the fact that the project will contribute to long-term noise production, for which noise abatement soundwalls are proposed and which are expected to effectively reduce the resultant noise levels to the range of acceptability, based upon federal and state requirements, although the section does acknowledge that some locations may have noise exceeding federal and state standards.

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According to CEQA guidelines contained in Section 15126.6(b), the nature or scope of the alternatives discussion must be within the rule of reason. This requires that the EIR set forth only those alternatives necessary to permit a reasoned choice. The alternative must be limited to ones that meet the project objectives, are ostensibly feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project.

It would not be operationally and politically feasible to replace a mixed-flow traffic lane with an HOV lane, even with the inclusion of an overhead transitway. The I-405 corridor's future needs require maintaining all proposed mixed-flow lanes. It is critical that median space be set aside now in order to accommodate a future transitway

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Caltrans has received comment letters from the interested parties and groups listed and our responses are contained in this Final EIR/EIS.

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Conclusion

The Draft EIR/EIS is legally inadequate under CEQA. It must be corrected and recirculated for another round of public comments. If Caltrans attempts to certify the Final EIR/EIS without first correcting the significant errors and omissions of the Draft EIR/EIS, the BGA is prepared to challenge the adequacy of the EIR/EIS in court.

} AG-22

Very truly yours,



Dale J. Goldsmith


cc Jason Kogan, Chair, Transportation Committee, BGA
Senator Barbara Boxer
Senator Diane Feinstein
Congressman Henry Waxman
Senator Sheila Kuehl
Assemblyperson Karen Bass
Assemblyperson Michael Feuer
Supervisor Zev Yaroslavsky
Councilman Bill Rosendahl
Councilman Jack Weiss
Douglas Failing
(all w/o encl.)

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The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided.

Stephen K. Leung
President
International Transportation Technology Organization (ITTO)
1100 Lexington Avenue
Montebello, CA 90640

Oct 1, 2007

Ronald J. Kosinski 
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

Re: I-405 Freeway Sepulveda Pass Widening Project

Dear Mr. Kosinski,

I have been retained by the Brentwood Glen Association ("BGA") to review the May 2007 Draft Environmental Report/Environmental Impact Statement for the Interstate 405 Sepulveda Pass Widening Project (the "Draft EIR/EIS"), which includes the July modified portions of the Draft EIR/EIS. My review of the Draft EIR/EIS has focused on the validity of the proposal to incorporate 12-foot lane widths for the ostensible purpose of improving traffic safety.

My credentials as a professional civil engineer specializing in transportation engineering are attached hereto.

The Draft EIR/EIS concludes that the installation of 12-foot lanes would improve traffic safety and reduce accidents. It justifies this statement simply by stating that from 2002 to 2005, the southbound I-405 in the project area experienced higher than average accident rates. However, this implied statement "12-foot lanes would result in less accidents than 11-foot lanes" is not supported by any engineering reports or safety analysis in the Draft EIR/EIS. I strongly believe that the following points must be considered before a decision on the final alternative made on a false assumption of improving traffic safety with wider lanes.

1. With my years of experience as a Traffic Safety Engineer, I'm not aware of any published Engineering Report, Technical Papers or Studies that can conclusively prove that 12-foot lanes are safer than 11-foot lanes. In fact, I have records of several Engineering Reports from FHWA and State Departments of Transportation that conclude with the statement "the increase in lane width has no statistically significant effect on number of accidents". There are even reports that indicate wider lanes may actually lead to increase in incidents. At best, it is inconclusive regarding the effect of wider lanes on reducing accidents.

ITTO-1

Comments from the Brentwood Glen Association, represented by International Transportation Technology Organization (ITTO):

ITTO-1 Highway design standards, including the 12-foot lane width, used on California highways and cited in the California Highway Design Manual, conform to standards and policy set forth by American Association of State Highway & Transportation Officials (AASHTO) publications "A Policy on Geometric Design of Highways and Streets" (2004) and "A Policy on Design Standards-Interstate System" (2005). An AASHTO policy "is typically developed through the following [rigorous] steps: (1) The Committee selects subjects and broad outlines of material to be covered. (2) The appropriate subcommittee and its task forces, in this case, the Subcommittee on Design and its Task Force on Geometric Design, assemble and analyze relevant data and prepare a tentative draft. Working meetings are held and revised drafts are prepared, as necessary, and reviewed by the Subcommittee, until agreement is reached. (3) The manuscript is then submitted for approval by the Standing Committee on Highways and then the Executive Committee. Standards and policies must be adopted by a two-thirds vote by the Member Departments before publication. During the developmental process, comments are sought and considered from all the states, the Federal Highway Administration, and representatives of the American Public Works Association, the National Association of County Engineers, the National League of Cities, and other interested parties."

The highway, vehicle, and individual users are all integral parts of transportation safety and efficiency. Consequently, the 12-foot lane width, proposed for the I-405 project, was adopted as a standard in California, as the result of extensive observation of drivers' behaviors, as well as to accommodate for cross-sectional needs of California and STAA (Surface Transportation Assistance Act) "Design Vehicle." The following elaborates further on the benefit of providing 12-foot lanes in lieu of 11-foot lanes.

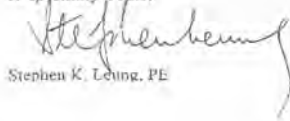
Design Vehicle Requirement:

Federal STAA and the California Vehicle Code Section 3500 (1982), which was developed out of federal and state legislative acts, mandate that routes that are part of this network, such as the I-405 freeway, must accommodate vehicles with a width of 102 inches (8 feet 6 inches). This dimension does not include safety devices (e.g., side mirrors) which are determined to be necessary for the safe and efficient operation of motor vehicles.

2. The Draft EIR/EIS cited the above than average accident rates for the southbound direction of the I-405 as the reason for using wider lanes (1.73 "for southbound" vs. 1.22 "for statewide average" accidents per million vehicle miles). However, in Table 1.3-3 of the Draft EIR/EIS, it also shows that the northbound section within the same project limits has a lower than average accident rate (1.19 "for northbound" vs. 1.22 "for statewide average" accidents per million miles). Since both the southbound and northbound directions within the project limit have the same 11-foot lane width and similar geometric configurations, it certainly points to the fact that the higher accident rates on the southbound direction is not caused by 11-foot lanes.
3. Section S-3.2 in The Draft EIR/EIS states "There is a high percentage of rear-end type accidents occurring in both directions of travel (60.4% for northbound and 69.9% for southbound) which is indicative of stop and go traffic related to congested condition. There are also a relatively large proportion of accidents occurring during the midday traffic period on southbound I-405, which may be related to high volumes combined with intermittent congestion, where drivers may not anticipate stop-and-go traffic." Thus, the higher than average accident rate on this portion of the freeway as stated in The EIS/EIR is related to high traffic volume and drivers who do not anticipate stop and go traffic, instead of lane width.
4. If we are serious about reducing accidents on the southbound direction of the I-405, a comprehensive traffic safety investigation should be conducted to pinpoint the cause of these accidents. Incremental improvements should be used to systematically reduce the accidents at table C locations. Based on the safety analysis, remedies could include adding safety lighting, eliminating conflict points, improving signage, increasing enforcement, implementing ITS, designating the segment as a safety corridor, etc. All these methods could be at very low cost but much more effective compared with the cost to widen the lanes.
5. As disclosed in the Draft EIR/EIS, Alternative 3 and Alternative 3 Modified will result in substantially higher financial costs, much greater environmental impacts and much more severe damage to the neighborhood homes than an alternative that would not involve 12-foot lanes on the southbound I-405.

In conclusion, I believe that valuable taxpayers' money should not be spent, the environment should not be adversely impacted, and homes should not be destroyed simply based on the unproven premise that 12-foot lanes are safer than 11-foot lane.

Respectfully Yours,



Stephen K. Leung, PE

ITTO-1

ITTO-1 cont'd

Under section CVC 35109 such devices can extend beyond the permissible width of the vehicle to a distance 10 inches on each side of the vehicle. Furthermore, CVC 35106 extends these legal dimensions to motor coaches and buses.

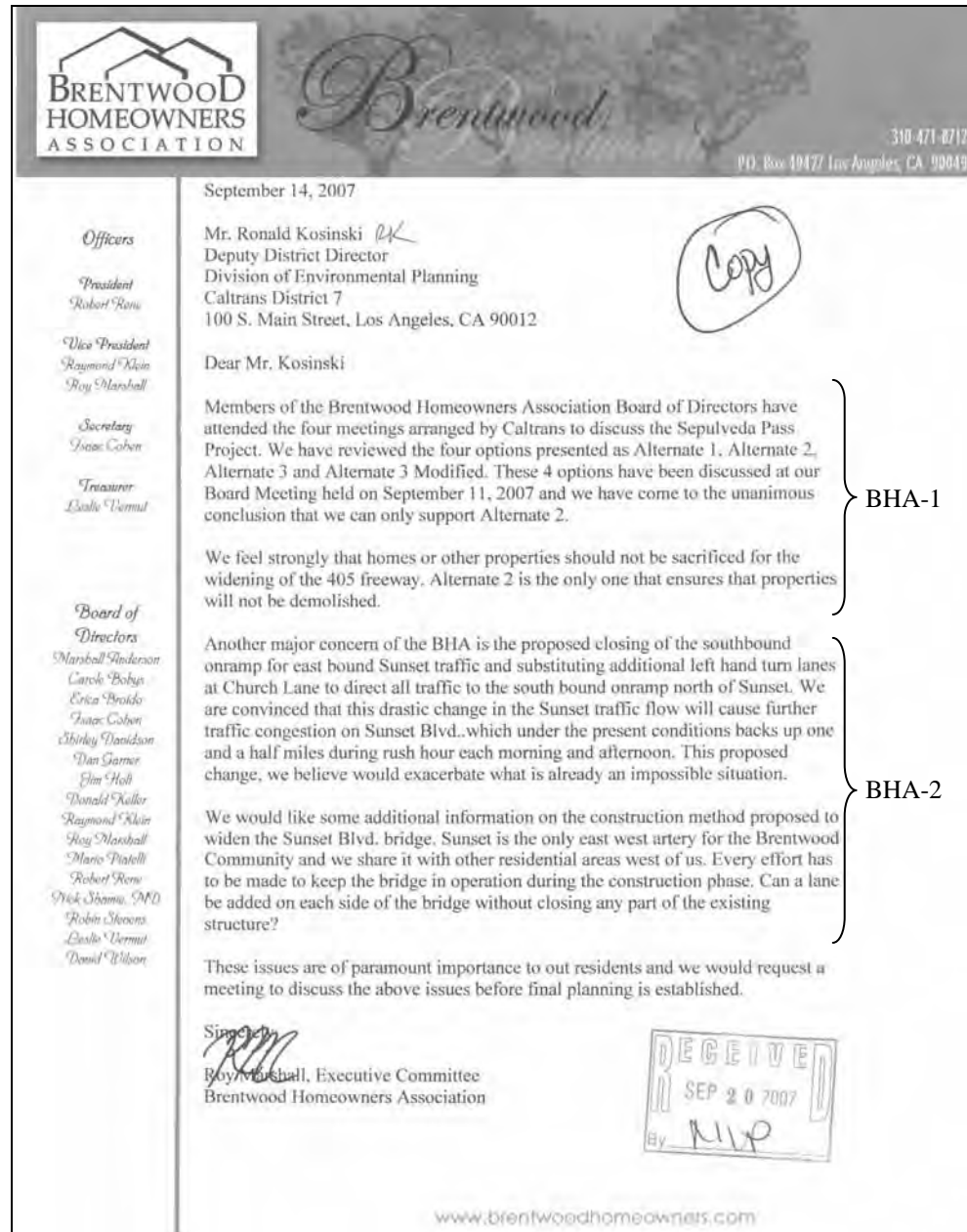
When the above dimensions are summed, the California "legal" vehicle width equates to 10 feet 2 inches; therefore, under the 11-foot wide lane scenario, only 5 inches of lateral clearance are left on each side of the vehicles.

With 11-foot lanes a driver has less margin of error in the event of inadvertently drifting into an adjacent lane. Thus an additional buffer zone is critical, particularly during night driving, rainy conditions, or when a driver is experiencing fatigue. Additionally, it has been estimated that, in 11-foot lanes, "one has 17 percent less time to perceive the encroachment and take evasive action compared to the time available with 12-foot lanes."¹ Hence, the standard 12-foot lane, which is proposed for the I-405 project, would provide added clearance that would further enhance safety.

Operational Needs:

Extensive research performed by the Transportation Research Board (TRB), reflected in the Highway Capacity Manual, has indicated that reducing the width of the lane from 12 feet to 11 feet would have a negative effect on the free flow speed and, consequently, would result in a reduction in flow rate which would lead to congestion and congestion-related types of accidents.

In an effort to provide quick relief from congestion, Caltrans has, in many instances, used 11-foot lanes on Southern California freeways as a way to add capacity by adding one more lane to the existing condition. This strategy is intended as an operational improvement to add capacity and lower density on an interim basis, an approach that Caltrans used in implementing the southbound I-405 freeway project. In such instances, the added capacity would mitigate the negative impact of the lane reduction, since overall congestion is reduced by the increased capacity. The currently proposed I-405 project is intended as a long-term solution needed to address forecasted capacity as well as provide long-term safety benefits.



Comments from the Brentwood Homeowners Association (BHA) on 9/14/07:

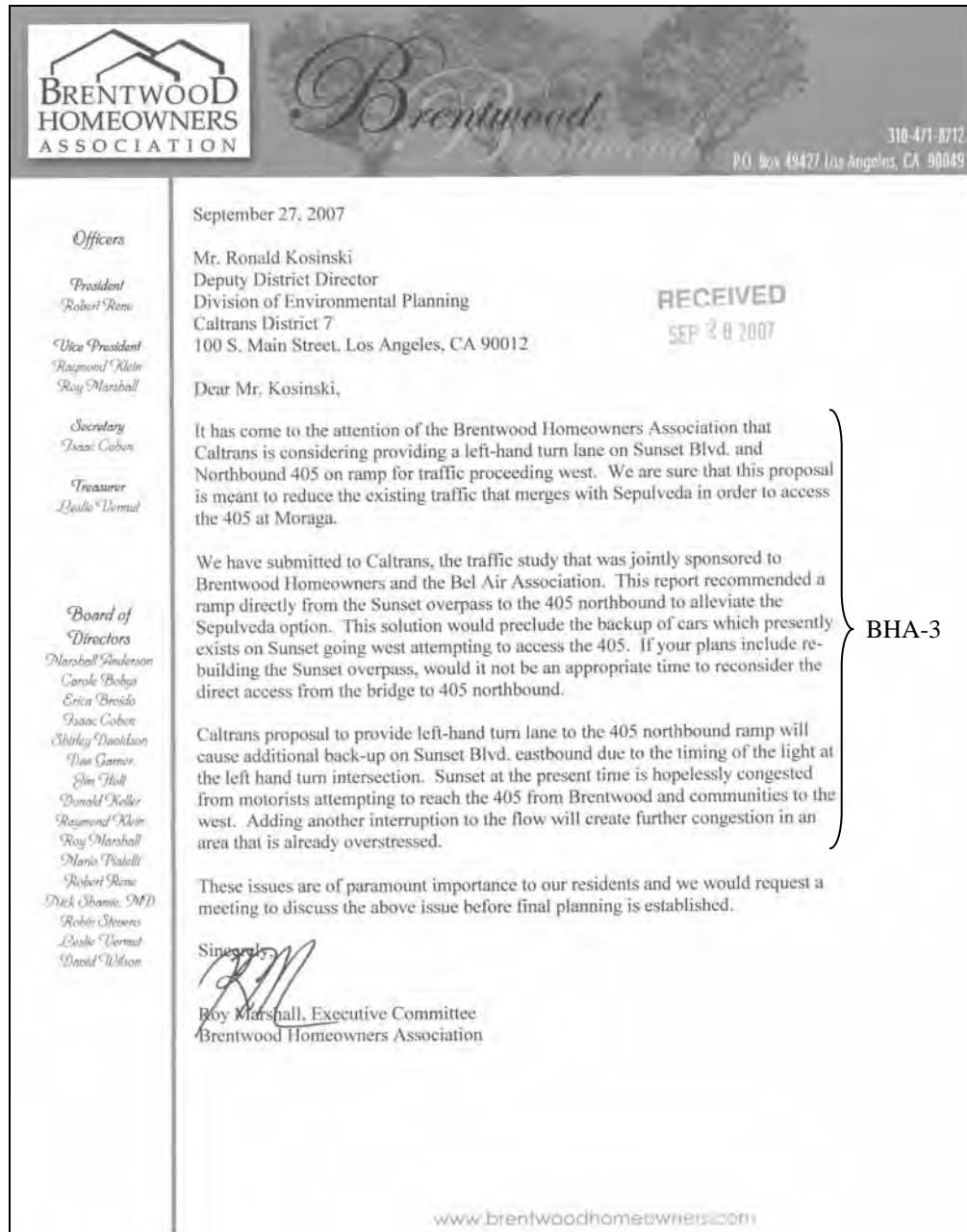
BHA-1
 Your support for Alternative 2 is acknowledged.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts.

BHA-2
 The Preferred Alternative would not require the closure of the southbound on-ramp from eastbound Sunset at Church Lane.

The Sunset Blvd. overcrossing will be rebuilt due to the widening of the freeway. The proposed configuration for the Sunset Blvd. overcrossing will include 3 eastbound through lanes and 2 exclusive right-turn lanes to the northbound I-405 on-ramp. The additional exclusive right-turn lane will provide more capacity since the majority of cars traveling eastbound are entering the northbound on-ramp.

The overcrossing will be constructed in two stages, one half-width at a time. This will allow part of the existing overcrossing to remain in place during construction so that motorists can get across and also to access the ramps.



Comments from the Brentwood Homeowners Association (BHA) on 9/27/07:

BHA-3

Based upon a request by LADOT, Caltrans considered a direct on-ramp from westbound Sunset Blvd. to northbound I-405 as part of Alternative 2. This proposal was rejected due to cost, right-of-way impacts, and the required closure of the Moraga Drive off- and on-ramps, which was opposed by many local residents.

The addition of two left-turn lanes from westbound Sunset Blvd. to the northbound I-405 loop on-ramp would supplement the existing condition of only using the Moraga Drive on-ramp via Sepulveda Way.

Please also see response to LADOT-8 regarding access to northbound I-405 from Sunset Blvd.

**CASIANO/BEL AIR PARK HOMEOWNERS ASSOCIATION
2773 CASIANO ROAD
LOS ANGELES, CA 90077**

June 12, 2007

Mr. Ronald J. Kosinski *AK*
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

We would like to state our opposition to the Alternatives 2 and 3 in the Draft Environmental Impact Report proposed by the DOT.

Our organization understands the needs of the greater community to ease the flow of traffic on the 405 freeways and Sepulveda Blvd.

However, we feel much of which you wish to accomplish could be done without necessitating the dislocation and inconvenience that would be caused by your all-encompassing design proposals.

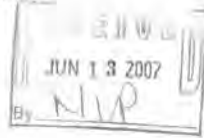
For example we do not see how it serves the greater need to relocate the south on-ramp and off-ramp at Skirball Center Drive. Moreover we understand you are recommending widening the bridges at Skirball and Mulholland.

Both of these redesigns will require tremendous resources and create years of inconvenience for our neighborhood and the others in the area. Our Santa Monica Mountain neighbors and we use the bridges and ramps daily. Whatever the alleged benefits to the city in general, we will strongly oppose any changes that further isolate our neighborhoods by increasing the burden of traffic coming into and leaving Casiano Road on its way to and from the Valley and West Side. It seems obvious to us that moving the ramps further away from us, and widening the bridges will encourage more traffic from outside our communities to use our neighborhood roads as cut-through.

Inasmuch as we are among the greatest users of these pathways we feel our concerns should have priority.

Very truly yours,

Bel Air Park Homeowners Association
Formerly Casiano Homeowners Association.



CHA-1

CHA-2

Comments from the Casiano Homeowners Association (CHA):

CHA-1

Your opposition to Alternatives 2 and 3 of the I-405 Sepulveda Pass HOV Widening Project is acknowledged.

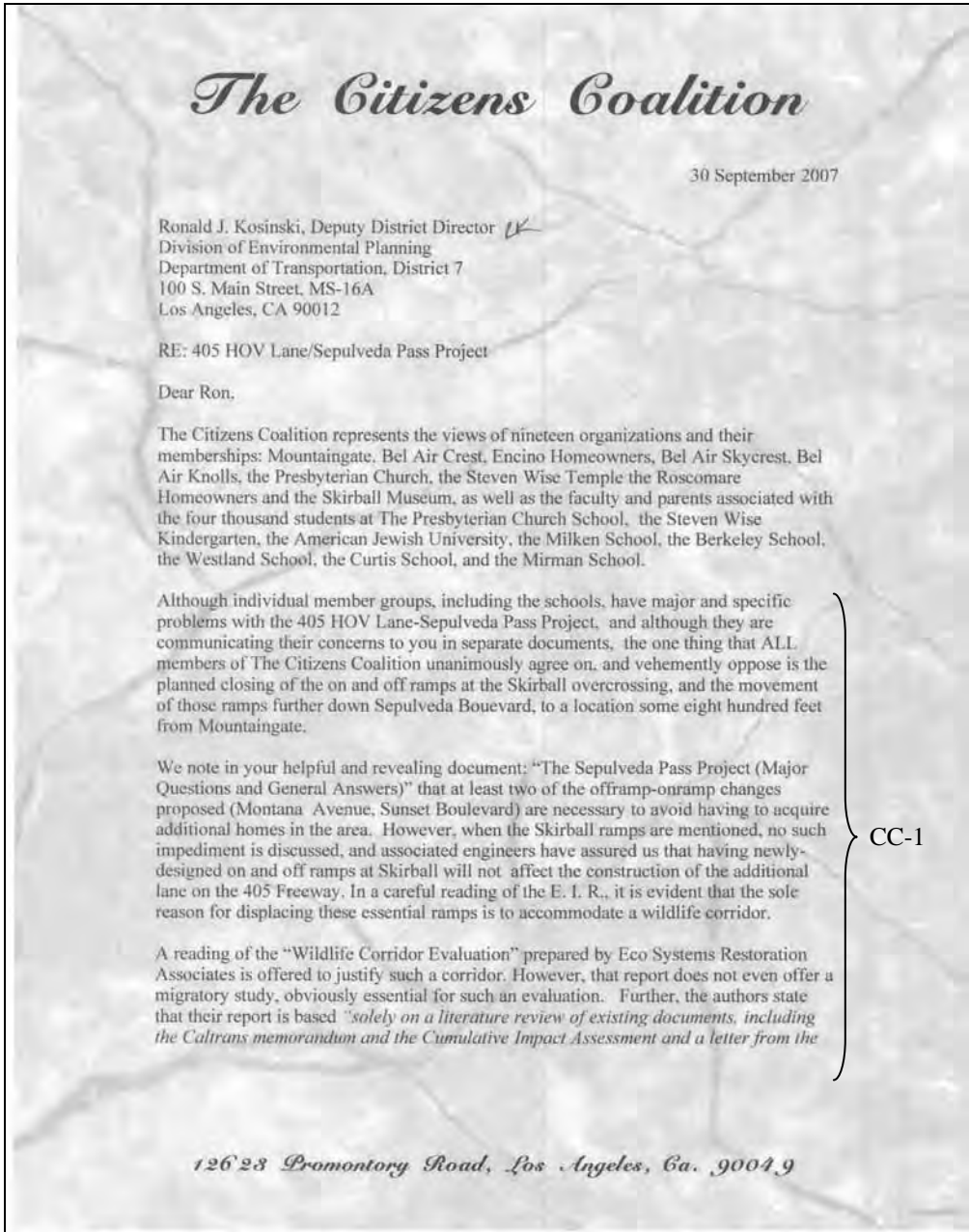
CHA-2

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Caltrans has met with mixed response to the proposed relocation of the I-405 southbound ramps at Skirball Center Drive. Some parties are supportive of the relocation, whereas others are not. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

The traffic impacts caused by reconstruction of the bridges at Mulholland Drive and Skirball Center Drive would be managed by employing a staged construction process. Each of the bridges would have half of their existing lanes remaining open during construction. In addition, the work at Mulholland and Skirball Center Drives would be conducted in separate stages to ensure each can serve as an alternate route for the other while it is being constructed. A vast majority of the freeway widening and ramp modifications or construction would be staged separate from the bridge work. Skirball Center Drive, Sepulveda Boulevard and Mulholland Drive would all be used as alternate routes during construction.

Emergency vehicle access will required to be always available and the contractor will need to develop Traffic Management and Detour Plans along with the Construction Staging Plans to ensure traffic impacts are effectively managed. Detour signage will be provided.



Comments from The Citizens Coalition (CC):

CC-1

While it is true that the relocation of the Skirball Center Drive ramps will allow for accommodation of a wildlife corridor, it would primarily address a critical existing traffic operations issue posed by the current configuration. The existing intersection of the I-405 southbound ramps at Skirball Center Drive is located approximately 54 feet east of the intersection of Skirball Center Drive at Sepulveda Boulevard. During peak traffic periods traffic queues at one intersection extend beyond the limits of that intersection and interfere with operations of the other. LADOT conducted detailed operational analyses which demonstrated that, by relocating the ramps to the south along Sepulveda Boulevard, adequate spacing can be provided between the two intersections to accommodate traffic demand and vehicle queuing and provide improved levels of service and operations at both intersections.

Insofar as the issue of wildlife movement is concerned, mammals clearly approach I-405 on a regular basis. During a hasty reconnaissance of the project area (29 November 2007) tracks of both mule deer and raccoons, as well as piles of deer droppings and flattened beds of plants where deer had bedded down, and coyote droppings were noted on the east side of I-405 where Sepulveda Boulevard passes beneath. Caltrans acknowledges these indirect sign do not reveal movement of individual animals from one side of I-405 to the other. On the other hand, they do indicate animals spend time for some behavioral reason in the immediate vicinity of one of the underpasses thought to be an important passageway between the western and eastern tracts of the Santa Monica Mountains.

Ms. Frankel's tally of such "over/underpasses within the Sepulveda Pass" is duly noted in the context of project design considerations at Skirball Center Drive.

Please also see the response to comment SMMC-3 regarding the wildlife crossing at Skirball Center Dr.

Santa Monica Mountains Conservancy. "

Even the Conservancy Letter referred to is not written by a scientist, but is the writer's unsupported, undocumented supposition that although there are few animals in the area at present, it is wise to provide for MORE animals in the future! The other items in the Eco Systems report have no scientific basis, and are primarily anecdotal.

At present, deer, coyote, gray fox, skunk, raccoon, bobcats and possum move—as they have always moved even before the construction of the 405 Freeway, and in the memory of residents—north and south, ranging from beyond Mandeville to Mountaingate and over Mulholland to Encino. The Conservancy suggests that this movement should be changed to make certain that, in effect, re-directed animals will mate with animals now east of Sepulveda, and thus, assure that the animal gene pool will be distributed east and west as well!

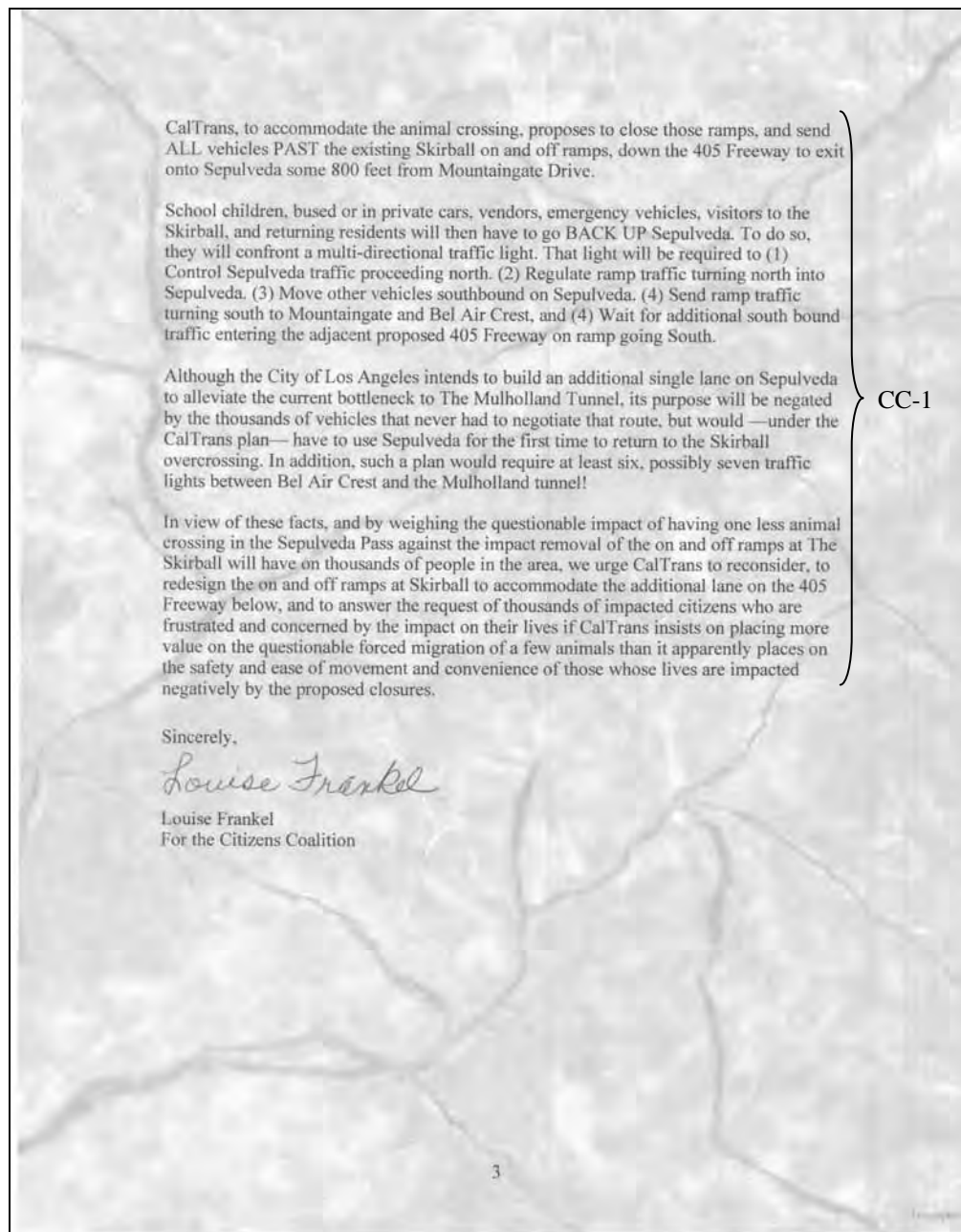
Furthermore, even if such a fanciful result might occur, there are at least three over/underpasses within the Sepulveda Pass; and there is no record provided to document that animals are using these existing animal crossings. In fact, a study will show that there is no utilization of those corridors. And yet, CalTrans proposes to build still another such corridor! —Despite the devastating impact on the community.

The concept of a new overcrossing and a "funneling of wild life" defies rationality. That "funneling" is CalTrans motivation to remove the existing off and on ramps. Although some of the eighteen thousand or more associated with The Citizens Coalition are concerned by some of CalTrans' proposed plans, this notion of a corridor where animals are enticed to move through openings in a concrete wall, and protected by a warning sign, cross heavily-traveled, high speed Sepulveda Boulevard and be funneled into a twenty-foot wide "trail" overcrossing, is so irrational that it impugns the integrity of CalTrans' generally thoughtful and well-reasoned plans for the extra lane.

If the animal crossing was the only consequence of removing the off-ramp and the on-ramp, it would do no harm except to offer a clear example of wasted money. The dead animals and wrecked cars would soon convince the city to cut off the access. However, not only the animals would be injured if CalTrans' concept of moving the ramps is allowed to proceed, There is an overriding, hurtful and unjustified price to be paid by thousands of commuters and students and vendors if the on and off ramps at Skirball are closed, and moved downhill, eight hundred feet from Mountaingate.

At present, those vehicles reach the top of the existing on-ramp, and turn right to cross Sepulveda and immediately enter the Skirball Cultural Center, OR they turn left, and drive directly to Mulholland. Other vehicles enter from Sepulveda, and either join the freeway at that point, or continue to Mulholland to the church, the synagogue, the schools, the university, upper Encino, Rosemare, Casiano Drive, Bel Air Knolls and Bel Air Skycrest.

CC-1



September 27, 2007

Mr. Ron Kosinski, Deputy District Director
Division of Environmental Planning (405 HOV)
California Dept. of Transportation
100 South Main Street
Los Angeles, CA 90012

RECEIVED
OCT 02 2007

RE: Draft EIR, DEIS, and Section 4(f) Evaluation

Case No. SCH #2002011017

Hi. Ron:

Here's a letter for you to review, and it's "on time":

SOUTHBOUND RAMPS, CURRENTLY AT SKIRBALL CENTER DRIVE:

Plans to relocate the above on-off ramps from the Skirball Center Drive location do not give evidence that they will benefit drivers and traffic conditions. The plan will require vehicles Northbound to exit, reverse direction, follow Sepulveda Blvd. to either the Skirball bridge or the Sepulveda Tunnel.

This will create *ADDITIONAL PROBLEMS on a poorly designed boulevard for current vehicular traffic. (*often compounding a 15min. car trip to 1/2 hour or more. {evidence to back same available}

As I related to you some months ago, the husband of my cleaning lady died, along with two others, in a fearsome auto accident on Sepulveda, south of Skirball. That area is now marked with "candlesticks" designed to separate north and Southbound traffic lanes.

Additionally, drivers will utilize the close-by streets of Encino to "short-cut" to Mulholland Drive to cut time frame and to avoid projected construction.

Calneva Drive is already severely impacted by traffic to Mulholland.
Ballina Canyon Road suffers inordinate traffic to Sepulveda/Mulholland.
(I live on Ballina Cyn. Rd. - The street is a "collector" for short-cut drivers.)
Construction will slow response time, fire/Paramedic emergencies.
Additional police patrol is highly unlikely; there is a great shortage of
Police patrol staff. (Facts checked with LAPD & LAFD)

The approximately 4 thousand students of the schools on Mulholland are, for the majority, driven to and from schools by parents/car pools. The noted parents/car pool drivers use Encino residential streets, especially when the freeway is impacted. Creation of ramps more difficult to reach and traverse will additionally impact the residential area by the "short-cutters."

ENC-1

Comments from the Encino Neighborhood Council (ENC):

ENC-1

Moving the Skirball Center Dr. ramps would primarily address a critical existing traffic operations issue posed by the current configuration. The existing intersection of the I-405 southbound ramps at Skirball Center Drive is located approximately 54 feet east of the intersection of Skirball Center Drive at Sepulveda Boulevard. During peak traffic periods traffic queues at one intersection extend beyond the limits of that intersection and interfere with operations of the other. LADOT conducted detailed operational analyses which demonstrated that, by relocating the ramps to the south along Sepulveda Boulevard, adequate spacing can be provided between the two intersections to accommodate traffic demand and vehicle queuing and provide improved levels of service and operations at both intersections.

Caltrans has met with mixed response to the proposed relocation of the I-405 southbound ramps at Skirball Center Drive. Some parties are supportive of the relocation, whereas others are not. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

ENC-2

The "fish-hook" design for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

Please also see response to comment JB-2 regarding the Valley Vista off-ramp.

ENC-3

Please see response to comment ITTO-1 regarding the benefits associated with highway design standards.

CLOSURE, MONTANA AND MORAGA RAMPS;

Absolutely unreasonable. Would create unqualified pressure, problems, usage of other ramps. i.e. Wilshire, Sunset, ramp north of Moraga (name unknown).
Gary Center

} ENC-1

NEW FISH-HOOK RAMPS, SHERMAN OAKS AVENUE:

Uprooting residents for this projected work is unreasonable. The current Fiume off-ramp is admittedly not the easiest to utilize when exiting the #405 freeway and making efforts to turn left or right. However, it is acceptable, and certainly far better to leave "as is" than destroying the home of 7 residents at Sherman Oaks Avenue (or close to same).

} ENC-2

The local traffic utilizing Fiume to travel east/west does not appear to warrant construction of a new south-bound exit ramp or "fish-hook" ramps.

NORTH-BOUND HOV LANE/WIDENING DRIVING LANES/SOUND WALL:

Studies have shown HOV lanes to be ineffective in many cases (perhaps all?) Federal orders to widen driving lanes from 11" to 12" does not appear to be necessary. So doing would absolutely have no effect on traffic travel time, reduction of quantity of traffic. As for safety, it would have to be proved that one foot of driving difference would lessen accidents ratio(s).

} ENC-3

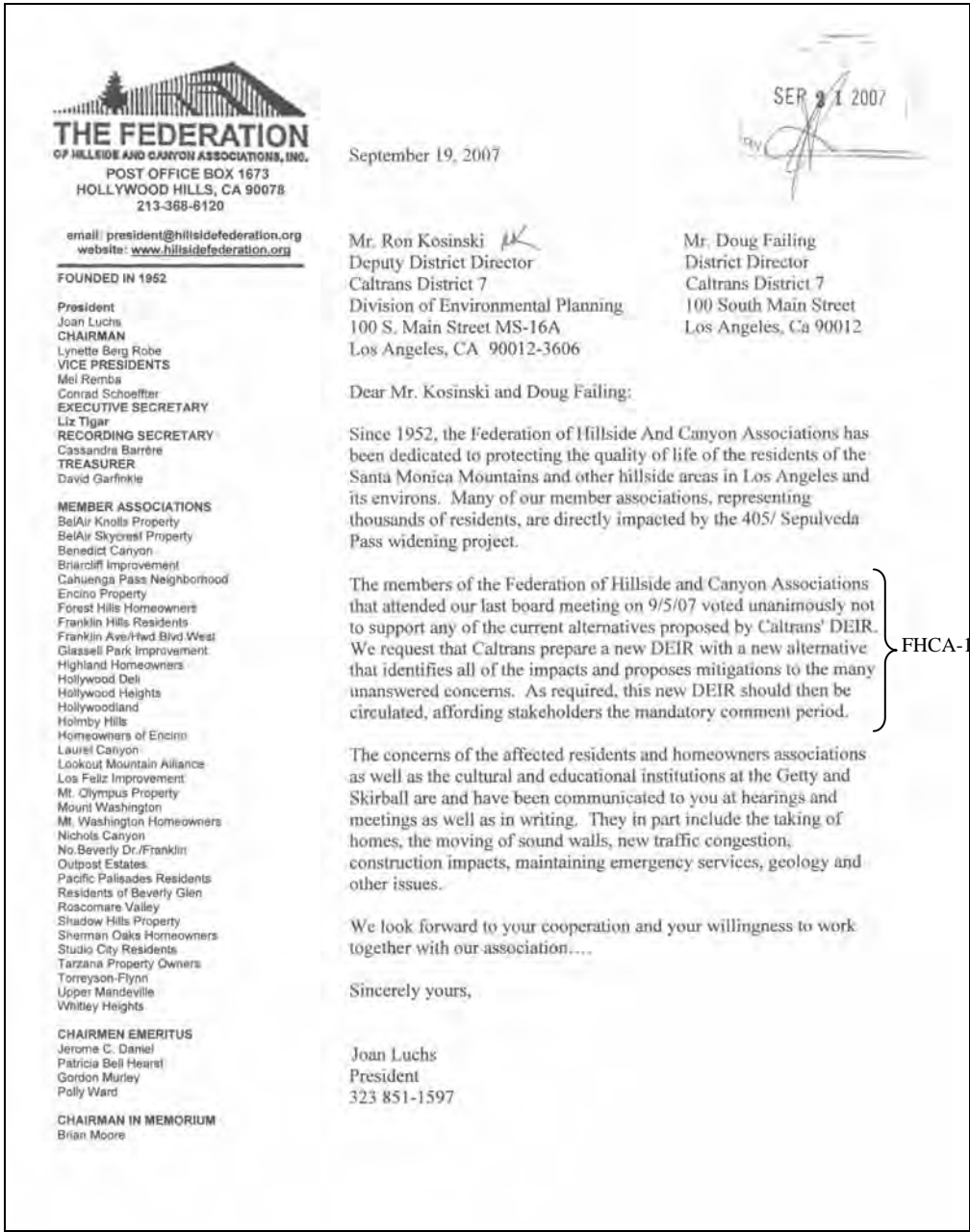
Three of four residence at the east end of Valley Vista Blvd. would lose their homes by terms of Eminent Domain. What would happen to house #4. It would become worthless.

To take residences on a gamble that the proposed construction would be beneficial appears to be neither just nor wise.

I hope that my analysis of your proposed work is read completely;
I present it with great thought and sincerity.


MARGERY GROSSMAN
ENCINO NEIGHBORHOOD COUNCIL
PUBLIC SAFETY REPRESENTATIVE

BALLINA CANYON NEIGHBORHOOD WATCH
DIRECTOR
818-995-1645
MGecc@webtv.net



Comments from the Federation of Hillside and Canyon Associations, Inc. (FHCA):

FHCA-1

The “Purpose” of the project described in Chapter 1 of the DEIR/EIS meets the requirements for project objectives set forth in 40 CFR 1502.13, the FHWA Technical Advisory 6640.8A “Guidance for Preparing and Processing Environmental and Section 4(f) Documents”, Section 15124(b) , project objectives are meant to assist the Lead Agencies (FHWA and Caltrans) in developing a range of reasonable alternatives to evaluate in the EIR/EIS and aid decisions makers in weighing the positive and negative effects of the alternatives. The purpose of the project outlined in the DEIR/EIS fulfills the requirements set forth in 40 CFR 1502.13, TA 6640.8A and Section 15124(b) since it provides a basis for establishing the range of alternatives and evaluation of potential environmental effects of the proposed project.

According to CEQA guidelines contained in Section 15126.6(b), the nature or scope of the alternatives discussion must be within the rule of reason. This requires that the EIR set forth only those alternatives necessary to permit a reasoned choice. The alternative must be limited to ones that meet the project objectives, are ostensibly feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project.

The environmental impacts of the I-405 Sepulveda Pass HOV Widening Project are included in the assessment of environmental effects of the proposed project conducted in the DEIR/EIS; therefore, claims made by the commenter regarding the inadequacy of the DEIR/EIS are inaccurate.

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA & NEPA require up to 60 days.

1 HOMEOWNERS OF ENCINO
2 GERALD A. SILVER, PRESIDENT
3 P. O. BOX 260205
4 ENCINO, CA 91426-0205
5 (818) 990-2757



6
7 INTERSTATE 405
8
9 SEPULVEDA PASS WIDENING PROJECT

10
11 RESPONSE TO
12
13 DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
14 ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND SECTION 4(f) EVALUATION

15
16 CASE NO. SCH #2002011017

17
18 MAY 2007

19
20
21
22 COMMENTS ON THE DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
23 ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(f) EVALUATION

24
25 (CEQA, SEC. 21000 et. seq. and GUIDELINES SEC. 15087)

26
27 RESPONSE to the Draft Environmental Impact Report/Environmental Impact
28 Statement (DEIR/DEIS) for a project known as:

29
30 SEPULVEDA PASS WIDENING PROJECT AND HOV IMPROVEMENT

31
32
33 The project will be located in:

34
35 Los Angeles 405 freeway from I10 to US 101

36
37 The project applicant is:

38
39 Caltrans and U.S. DOT

40
41 The proposed project affects transportation, earth, air, water, plant life, population,
42 energy, utilities, land use, and other environmental elements in Encino, (and
43 surrounding area). This document contains our response to the scope and content of
44 the draft environmental information that is germane to your environmental
45 evaluation of this project.

46
47 I, HOMEOWNERS OF ENCINO, INC.

48
49 This Response is filed by the Homeowners of Encino, a Californian non-profit
50 corporation duly organized and existing under the laws of the State of California.
51 Homeowners of Encino is a public benefit association organized for the purpose of

Comments from Homeowners of Encino (HE):

HE-1

The environmental impacts of the I-405 Sepulveda Pass HOV Widening Project are included in the assessment of environmental effects of the proposed project conducted in the DEIR/EIS; therefore, claims made by the commenter regarding the inadequacy of the DEIR/EIS are inaccurate.

Caltrans and the yet-to-be determined design-build contractor will be responsible for carrying out all mitigation measures as recommended in the DEIR/EIS. All mitigation measures and commitments will be implemented through the Mitigation Monitoring and Reporting Program.

1 promoting social welfare. This corporation seeks to protect the residential character of
2 its neighborhoods and to enhance the quality of life for its members and the
3 community. Many of its members reside within the neighborhood of the proposed
4 project, and will be heavily impacted by it.

5

6

ii. DESCRIPTION OF PROJECT

7

8 The proposed project is a joint project by the California Department of Transportation
9 (Department) and the Federal Highway Administration (FHWA) and is subject to state
10 and federal environmental review requirements. Caltrans is the lead agency under
11 CEQA and the FHWA is lead agency under NEPA. Some impacts determined to be
12 significant under CEQA may not lead to a determination of significance under NEPA.

13

14 **Alternative 1: No Build**

15 This alternative would maintain the current configuration of the existing freeway,
16 ramps, and local intersections within the project limits.

17

18 **Alternative 2: Add a Standard Northbound HOV Lane and Standardize 19 Northbound Mixed-Flow Lanes, Median and Shoulder.**

20 This alternative would add one standard northbound HOV lane to the existing facility.
21 Standard freeway profiles for northbound I-405 within the project limits except
22 through the I-405/I-10 interchange would be: A 12-foot half median, a 12-foot HOV
23 lane, a 4-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside
24 shoulder would also be provided.

25

26 Several interchanges would also be improved in order to reduce accidents associated
27 with traffic on the ramps. Most of the freeway widening required for this project would
28 occur along the east side of I-405 along Sepulveda Blvd. between Montana Ave. and
29 Moraga Dr. and between Getty Center Drive and the northbound Getty Center off-
30 ramp. Sepulveda Blvd. would be slightly realigned at the relocated southbound I-405
31 Skirball Center Drive on/off-ramps in order to add a left-turn lane to the on-ramp.

32 Some widening would also occur along the west side of the freeway within the
33 following segments: between Ohio Avenue and Waterford Street; between Bel Air Crest
34 and Mulholland Drive; and between the southbound on-ramp from Sepulveda/Valley
35 Vista to the north end of the project (just south of Ventura Boulevard).

36

37 The Wilshire Blvd. interchange would be improved in both directions. The northbound
38 on-ramp from eastbound Wilshire Blvd. would be grade-separated from the
39 northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The
40 southbound off-ramp to eastbound Wilshire Blvd. would be grade-separated from the
41 southbound off-ramp to westbound Wilshire Blvd. The northbound I-405 off-ramp to
42 Montana Blvd./Sepulveda Blvd. would be closed in order to accommodate freeway
43 widening (this closure would be required under all build alternatives).

44

45 The northbound I-405 Sunset Blvd. interchange would also be improved. The
46 northbound I-405 off-ramp to eastbound Sunset Blvd. would be widened to include
47 one more lane. The northbound I-405 on-ramp from eastbound Sunset Blvd. would
48 have two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and
49 two 12-foot lanes on the on-ramp. In the eastbound direction, three 12-foot lanes and
50 three 11-foot lanes in the westbound direction would be provided, which would solve
51 the existing reduction from three lanes to two lanes in the eastbound direction. In

1 both directions, 4-foot shoulders and 5-foot sidewalks as well as a 13-foot median
2 would be provided on the Sunset Blvd. overcrossing. The irregular northbound I-405
3 on/off-hook ramps at the Getty Center interchange would be reconfigured to a
4 standard diamond interchange to increase stopping sight distances in order to
5 improve safety.

6
7 The southbound I-405 Skirball Center Drive interchange would be relocated
8 approximately 1,640 feet to the south to form a "T" intersection with Sepulveda Blvd.
9 This would eliminate the existing intersection at the end of the southbound I-405
10 Skirball Center Drive off-ramp located 66 feet east of the Skirball Center
11 Drive/Sepulveda Blvd. intersection. The traffic congestion problems caused by the
12 close proximity of these two traffic intersections would be eliminated.

13
14 The southbound Valley Vista/Sepulveda Blvd. off-ramp would be reconstructed due to
15 freeway widening. A total of 12 soundwalls and 54 retaining walls within the project
16 limits would be constructed at embankments where right-of-way is constrained.
17 A total of 12 undercrossings within the project limits would be widened. Three
18 overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive
19 would need to be replaced.

20
21 **Alternative 3:** Add a Standard Northbound HOV Lane and Standardize
22 Northbound and Southbound Lanes, Median and Shoulder

23 In addition to the features as described in Alternative 2, standard freeway profiles
24 would be provided for northbound and southbound I-405 within the project limits
25 except through the I-405/I-10 interchange. Similar to Alternative 2, I-405 would be
26 widened along the east side and along most of the west side throughout the project
27 limits. Changes associated with this alternative that are not a part of Alternative 2
28 include:

- 29 - Closure of the southbound I-405 on-ramp from eastbound Sunset Boulevard. In
30 conjunction with this ramp closure, the ramp intersection located immediately north
31 of the Sunset Boulevard/Church Lane intersection would be reconfigured so that the
32 existing island would be eliminated and the middle lane at the northbound approach
33 would be changed from a through lane to a shared through/right-turn lane;
- 34 - Approximately 2,300 feet of Sepulveda Boulevard would be realigned along the
35 westside of I-405 north of the Getty Center/I-405 interchange due to the widening
36 planned along the westside of I-405; and
- 37 - Most of Church Lane between approximately Chenault Street and Kiel Street would
38 be realigned to the west to facilitate the I-405 widening.
- 39 - A total of 13 soundwalls and 75 retaining walls within the project limits would be
40 constructed at embankments where right-of-way is constrained.

41
42 III. IMPACTS THAT HAVE NOT BEEN FULLY ASSESSED

43
44 We believe that the proposed project will have significant impacts on the environment
45 that have not been fully addressed in the draft Environmental Impact
46 Report/Environmental Impact Statement (EIR/EIS). It will have a significant impact
47 on air quality, water, natural resources, population, noise, geology, energy, and
48 population growth,

49
50 Your DEIR/DEIS is a poorly worded, descriptive statement of what is intended to be
51 done, without an adequate description of how the negative impacts are to be

HE-1

1 mitigated. Your DEIR/DEIS is grossly lacking in a delineated response on how all of
 2 the negative impacts are to be addressed. The DEIR/DEIS does not meet the minimal
 3 criteria for an environmental impact report, as set out in CEQA Sec. 21000 et. seq.
 4 and Guidelines Sec. 15087.

5
 6 The Lead Agency must take into consideration the effects of this and other projects
 7 which, will have individually limited, but cumulatively considerable impact on the
 8 environment. This has not been done. With the effects of past, current and probably
 9 future projects mandatory findings of significance must be found. (Guidelines Sec.
 10 15065) Throughout your draft DEIR/DEIS you lack "mitigations" that are required by
 11 law or official regulations.

12
 13 In preparing your final DEIR/DEIS, you must recognize that any mitigations that you
 14 propose must go beyond those mandated by law or existing policy and practice. Your
 15 final DEIR/DEIS must include an extensive list of mitigations that show how each
 16 negative impact will be reduced to a minimum.

17
 18 You must include verifiable mitigations in the final DEIR/DEIS, not merely a recital of
 19 legal requirements or standard operating practices. We ask that you revise your Draft
 20 and address the following environmental concerns that we believe have been
 21 overlooked or inadequately dealt with in your draft DEIR/DEIS:

22
 23 IV. IMPACTS ON EARTH
 24

25 This enormous road building and transportation expansion project will result in
 26 disruptions, displacements, compaction and overcovering of soil. The final DEIR/DEIS
 27 should specify what grading will be done, and provide a time line indicating the
 28 starting and ending dates of all grading and construction activities. Haul routes
 29 should be described, and mitigation proposed for dealing with the traffic congestion
 30 created by the hauling of large amounts of soil on city streets to dumpsites. The
 31 information presented in the final DEIR/DEIS should be sufficient to allow for a clear
 32 understanding of the geologic hazards and the DEIR/DEIS impacts. The final
 33 DEIR/DEIS should present a comprehensive summary of known geologic and seismic
 34 hazards near the site. These should be clearly identified to ensure that the proposed
 35 enormous road building and transportation expansion plan evaluates and mitigates
 36 the problems.

37
 38 The final DEIR/DEIS should include maps that show areas of unsuitable fill soils,
 39 potentially unstable slopes, areas of differential settlement, areas of expansive soils,
 40 and the potential zone of inundation from flooding, due to a 100 year flood. The final
 41 DEIR/DEIS should present a summary of seismic information on ground acceleration
 42 and the duration of strong shaking that could be expected from large earthquakes on
 43 nearby faults. Impacts of seismic shaking on existing freeways in the area, and on
 44 stability of slopes and fills, should be addressed.

45
 46 V. AIR IMPACTS
 47

48 The draft DEIR/DEIS did not adequately consider the air impacts. An enormous road
 49 building and transportation expansion project of this magnitude will have a
 50 deteriorating effect on air quality in the region, which is located in a locality which
 51 does not meet Federal and State air quality standards. The construction of the project

HE-1

HE-2

HE-3

HE-4

HE-2

The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided.

HE-3

Only preliminary engineering has been performed on this project thus far; a yet-to-be-determined design-build contractor would prepare grading and hauling plans.

Extensive geotechnical boring and testing is currently being performed in order to determine the appropriate footing and/or pile design for the various bridges, retaining walls, sound wall structures, as well as any required slope stabilization mitigation work.

An Initial Site Assessment conducted for the project corridor identified potential contaminated soil areas. Upon approval of the Final EIR/EIS, soil samples from unpaved areas will be tested for contaminants and results will be documented in a Site Investigation report. Any contaminated soil must be handled and removed by the construction contractor following Department of Toxic Substances Control procedures.

HE-4

The proposed project is included in the Regional Transportation Plan and Regional Transportation Improvement Program which require Federal approval for satisfying regional analysis criterion. Please refer to Section 3.13.1 regarding project conformity with Federal and State regulations.

SCAG has charged the Plans and Programs Technical Advisory Committee with coordinating and ensuring the technical integrity of the RTP, including the overall technical analysis of the RTP as well as specific assumptions for finance, growth, aviation, freight, and modeling for air quality. The committee brings forward recommendations on technical aspects of the RTP to various task forces and policy committees. The committee is comprised of staff from transportation planning (or related) agencies at all levels of government, as well as representatives from community, environmental, business, and other interest groups.

1 will generate Carbon Monoxide, Nitrous Oxide, Ozone and particulate matter, making
2 it more difficult to attain the required air standards in the basin.
3
4 Please identify in the final DEIR/DEIS the specific increases of air pollutants
5 generated by constructing this project, and the cumulative impacts on the air quality
6 in the region.
7
8 It is irresponsible to assume that adding more cars, trucks, vehicles and expanding
9 the roadway system will reduce air pollution. Research shows that adding vehicles to
10 a region only adds to the air pollution problem. SCAG must rethink its view on this
11 issue and modify the DEIR/DEIS accordingly.
12
13 Your assessment should show how this project, when taken together with all other
14 proposed projects in the area will impact air quality. It should show threshold levels
15 of significance for each type of air emission. The City of Los Angeles and the EPA have
16 entered into a Consent Decree regarding growth within the Hyperion Service Area.
17 They have agreed that growth within the area will not result in air emission increases,
18 nor impede the region's progress toward National Ambient Air Quality Standards
19 (NAAQS) attainment. Your final DEIR/DEIS should show that all impacts have been
20 reduced to insignificance, in order to comply with the City of Los Angeles and EPA
21 agreement. Anything short of this is a breach of the terms of the Federal consent
22 decree, and actionable, with the possibility of substantial fines being imposed against
23 the City.
24
25 Also address the air impacts at both the local level, and within the region. Explain
26 how these impacts will be fully mitigated. Specifically, quantify all related vehicular
27 air emissions, and include the factors, formulas and computations used to arrive at
28 these impacts, and their mitigations. Provide an appendix with all necessary and
29 supporting documentation, including the paper trail that will allow concerned
30 citizens, or decision makers to trace your steps, and your conclusions with regard to
31 air impacts.
32
33 Please explain in the final DEIR/DEIS what effects diesel fumes, gasoline powered
34 equipment fumes and construction odors will have upon those with respiratory
35 problems, or the aged living nearby. Also discuss the impact on local flora and fauna,
36 giving specific effects upon plant and animal life, as a result of the additional air
37 degradation that may be caused by the project. The EPA has stressed the importance
38 of secondary air impact analysis. The final DEIR/DEIS should assess the secondary
39 air impacts that will result from this project and please provide adequate mitigations
40 for these air impacts.

VI. WATER IMPACTS

44 The Los Angeles basin is located in a permanent drought area. The direct water
45 impacts from this enormous road building and transportation expansion project have
46 not been fully addressed. Identify source of water, how it will be used in the project,
47 and how the removal of water from the aquifer will be replaced. Fully explain the
48 quantitative impacts on the local and regional water supply, as a result of this project.
49 Estimate water consumption both during and after construction. Provide a detailed
50 list of mitigations to reduce the consumption of water to insignificance.
51

HE-4

HE-5

HE-4 cont'd

Section 3.13.5 of the DEIR/EIS acknowledges that air quality impacts are inherently cumulative in nature. Based on the NAAQS 1-hour and 8-hour carbon monoxide standards, the analysis shows that the project would improve air quality and it has been shown to be in conformity with the Federal Clean Air Act. It is therefore reasonable to conclude that an adverse cumulative project-related impact would not result.

The DEIR/EIS provides a qualitative construction emissions discussion. Caltrans does not provide an estimate of construction emissions. Caltrans is not obligated to adopt other agency's thresholds; and we certainly have not done so for the SCAQMD's significance thresholds; so, we do not perform localized impacts analysis using SCAQMD's significance thresholds. CT does not perform quantitative analyses for either construction of operational emissions; and it means that we do not perform health risk assessment. The only exception is CO where we do have validated approach and tools with which we are able to quantify the emissions; but even for CO, we have not had to conduct a health risk assessment. For particulate matters, even EPA recognizes lack of available tools for quantifying emissions.

Please see response to EPA-8 regarding mitigation for air quality impacts.

HE-5

It is unknown at this time from what source or aquifer the design-build contractor will obtain water from during construction. It is also not clear why more extensive water saving measures should be imposed during construction of this project that that required by law.

The amount of water to be used to dust control purposes will be specified in the construction special provisions that will be prepared by the contractor.

If the contractor uses reclaimed wastewater, the sources and discharge shall meet the California Department of Health Services water reclamation criteria and Regional Water Quality Control Board requirements. Permits from these agencies will be required as necessary.

1 The City of Los Angeles has enacted ordinances which mandate many water saving
2 and conservation measures. These items must be considered baseline, and do not
3 qualify as mitigation measures, since they are already the law. Your final DEIR/DEIS
4 should impose more extensive measures to deal with the water consumption issue.
5 Please also provide mitigations for dealing with secondary water impacts. The growth
6 sustained by an enormous road building and transportation expansion project of this
7 magnitude will consume large amounts of fresh water which are in short supply in the
8 region. Also please detail the amount of water necessary for control of dust as well as
9 the cumulative amount of water needed by this project during the construction phase.

HE-5

10
11 If reclaimed sewage water is to be used for dust control on the road building, the
12 effects of misting and air borne transfer of viruses should be analyzed and reported.
13 Include the factors, formulas and computations used to arrive at these impacts, and
14 their mitigations. Provide an appendix with all necessary and supporting
15 documentation, including the paper trail that will allow concerned citizens, or
16 decision makers to trace your steps, and your conclusions with regard to water
17 impacts.

VII. IMPACT UPON ANIMAL AND PLANT LIFE

20
21 An enormous road building and transportation expansion project of this scope will
22 have a detrimental effect upon the flora and fauna in the region. The region is a
23 natural habitat for birds and other animals. It will not be possible to construct the
24 enormous road building and transportation expansion project, without a serious
25 impact on the local biota. Provide a detailed assessment of impacts on both plant and
26 animal life as a result of the project. Also provide detailed mitigations to reduce these
27 potential impacts to insignificance.

HE-6

VIII. NOISE IMPACTS

30
31 A substantial amount of noise will be generated by the proposed project during
32 construction. The movement of heavy vehicles, trucks, compressors and construction
33 equipment will create severe noise problems. Show how it will be possible to construct
34 this enormous road building and transportation expansion project, including removal
35 of many cubic yards of soil without creating severe noise impacts. Noise must be
36 reduced to insignificance.

37
38 This enormous road building and transportation expansion project will add miles of
39 freeway lanes that will generate a huge increase in the ambient noise levels at nearby
40 homes and businesses. Fully explain how this will be mitigated to insignificance. The
41 use of sound walls reflect freeway noise from one neighborhood to another, without
42 fully mitigating the number of people impacted.

HE-7

43
44 The final DEIR/DEIS should explain the effects of noise levels on local residents and
45 construction workers, during construction, and the impact on the emotional and
46 physiological well being of people living near the freeways and expanded
47 transportation corridors.

48
49 Please explain in detail the effects of specific pieces of construction equipment, the
50 noise levels, dBA, frequency and duration of sound that people will be exposed to.
51 Also explain the impact of sustained noise upon the aged or those who are ill and may

HE-6

The EIR/EIS presents quantitative expectations of adverse changes to native plants and animals if the project is adopted. Foreseeable effects, or lack of any in regard to some habitat features in the project area are documented in Section 3.16 and Section 3.20 (pp. 228-272) of the DEIR/EIS. Proposed forms of environmentally beneficial commitments and forms of mitigation measures to address adverse changes are interspersed throughout this portion of the DEIR/EIS.

HE-7

Final determinations regarding the location of noise barriers are dependent on the selection of the Preferred Alternative. Once a Preferred Alternative is identified, public comments on noise barriers received during the review of the DEIR/EIS are considered, additional technical evaluation of the noise is conducted, and a final determination regarding noise barriers is prepared. Table 3.14-4 and 3.14-5 of the DEIR/EIS preliminarily identifies noise barriers at sensitive receptor locations along the project alignment. Recommended noise barriers that meet the feasibility requirements of the Caltrans Noise Analysis Protocol that have been preliminarily identified were made available for review by the public.

1	reside near the construction site. The final DEIR/DEIS should provide mitigation	}	HE-7
2	measures that will reduce the noise created by this enormous road building and		
3	transportation expansion project to insignificance.		
4			
5	IX. LIGHT AND GLARE IMPACTS.		
6			
7	Light and glare was not adequately assessed in the draft DEIR/DEIS. Residents living	}	HE-8
8	near the construction sites will be subjected to light and glare. Many miles of freeway		
9	are located directly adjacent to the region's freeway network. The applicant must be		
10	required to illuminate the freeways without casting light and glare on nearby		
11	buildings. Buildings located adjacent to the project will be directly impacted. The		
12	light and glare that will spill onto nearby buildings must be mitigated in the final		
13	DEIR/DEIS. The construction project will result in altered shade and shadow		
14	conditions that should also be mitigated to insignificance in the final DEIR/DEIS.		
15			
16	X. CHANGES IN POPULATION		
17			
18	Changes in population will occur if this project is approved. It will alter the	}	HE-9
19	distribution, density and growth rate in the region. Providing more transportation		
20	infrastructure will lead toward more jobs and employment and thus more structures		
21	in this region. This enormous road building and transportation expansion project will		
22	make it more difficult to achieve a balance between the environment and the		
23	population. It will cause greater population density in a regional already without		
24	adequate infrastructure.		
25			
26	In your final DEIR/DEIS, please show how the project adheres to the job/housing		
27	balance. Provide a detailed assessment of the growth and job impacts. What kinds		
28	and types of jobs will be created, as a result of this project. Analyze the effects on		
29	unemployment on individuals with various jobs skills. Also explore what housing is		
30	available to accommodate any increase in direct and indirect employment, due to		
31	transportation improvements. How does this project conform to the Regional Housing		
32	Needs Assessment? Provide a detailed list of mitigation measures to deal with any		
33	job/housing imbalance created by the project.		
34			
35	XI. HOUSING IMPACTS		
36			
37	The project condemn or drive out affordable housing or small business near this	}	HE-10
38	enormous road building and transportation expansion project. The final DEIR/DEIS		
39	should mitigate the number of low- to moderate housing units that will be lost due to		
40	the project. The final DEIR/DEIS should explain how the loss of housing stock will be		
41	replenished. It should also show the impact on nearby small retail and consumer		
42	serving shops and businesses.		
43			
44	XII. TRAFFIC AND CIRCULATION		
45			
46	In the long run, transportation and traffic circulation will be negatively impacted by	}	HE-11
47	the proposed project. There are many of E and F level intersections in the region. The		
48	construction of this project and removal of large amount of soil over city streets will		
49	impede traffic and circulation and make gridlock worse. The final DEIR/DEIS should		
50	explain how the E and F level, gridlocked intersections in the region will be mitigated		
51	to insignificance.		

HE-8

Caltrans contractors engaged in nighttime construction work must comply with California Division of Occupational Safety and Health Construction Safety Orders, Subchapter 4. Construction Safety Orders Article 3. General (b) which states, "Nighttime highway construction work lighting shall be provided within the work zone to illuminate the task(s) in a manner that will minimize glare to work crews and not interfere with the vision of oncoming motorists (e.g. providing screens, mounting lamps below the top edge of the barrier wall, varying the beam angle, etc.)."

1
2 In particular the DEIR/DEIS must adequately address the issue of "latent demand."
3 For every space opened up on the freeway, a new driver waits in line to fill the space.
4 While some short-term benefits may be realized, how will the DEIR/DEIS address the
5 long-term latent demand impacts of traffic?

6
7 Because of the project's magnitude and the substantial construction required, the
8 proposed project will generate significant traffic congestion problems. Traffic
9 congestion resulting from the expansion of freeways and access roads, lane closures,
10 detours, slow moving construction vehicles and equipment, project personnel
11 commutes, etc. significantly increase traffic and mobile-source air emissions. Please
12 provide detailed maps in the final DEIR/DEIS which will show how the project will
13 mitigate traffic in the area, including the number of lanes of traffic that will be lost
14 due to the movement of heavy equipment to and from the site during construction.

15
16 Since this enormous freeway and road building project has corridor level
17 transportation impacts, what are the long-term impacts? Estimate the number of trips
18 generated, and provide documentation on the assumptions. How will the project affect
19 public transportation in the region, and locally? What will the long-term impact be on
20 nearby freeways and will it encourage the need to double deck freeways, bringing with
21 it more noise, congestion, parking lots and air pollution. This project will have a
22 mutual impact on other projects in the area. Explain in the final DEIR/DEIS the
23 interactive impacts on the existing circulation system, on ATSAC, and the secondary
24 highways.

25
26 The final DEIR/DEIS should deal with the phasing issue comprehensively. What will
27 be the incremental impacts on traffic this phased project how will the infrastructure.
28 Include the factors, formulas and computations used to arrive at these impacts, and
29 their mitigations. Provide an appendix with all necessary and supporting
30 documentation, including the paper trail that will allow concerned citizens, or
31 decision makers to trace your steps, and your conclusions with regard to traffic
32 impacts.

33
34 XIII. PUBLIC SERVICE IMPACTS
35

36 The final DEIR/DEIS should fully address impact on public services. California
37 Highway Patrol, Police and fire services are inadequate to meet the present
38 community needs in many areas. This project will generate additional demands that
39 these systems that they cannot handle. The final DEIR/DEIS should show how the
40 applicant intends to mitigate the drain on local public services. It should present a
41 detailed explanation of the degraded response times for highway patrol, police, fire
42 and paramedic services. It should present specific mitigations and funding
43 mechanism that show how the applicant will offset the deteriorated public service
44 response capability.

45
46 The final DEIR/DEIS should also analyze police services and crime rates throughout
47 the region, and the impact of this massive freeway and road building project will have
48 on these rates. Include average response times, and show the number of officers
49 deployed in the area, and the impact on current levels of staffing. Show how parking
50 areas will be controlled, use of closed circuit television, and how elevators, lobbies
51 and parking areas will be illuminated near the transportation stations to prevent an

HE-11

HE-12

HE-9

Section 3.2 of the DEIR/EIS addresses potential growth inducement effects of the Build Alternatives on both a regional and local context. Future growth within the study area and regionally within Los Angeles county is expected to occur and would not be substantially altered from the regional and local growth projections developed by the Southern California Association of Governments by any of the Build Alternatives. Rather, the Build Alternatives would maintain or improve the economic vitality of the cities and communities adjacent to the project study area through: the provision of additional capacity to address current and forecasted freeway demand; improvement in the level of service on the freeway mainline in the a.m. and p.m. peak hours; improvement of the performance of major intersections and interchanges in the corridor; improvement to access to and connectivity with regional transit and HOV facilities; and reconstruction of freeway over and undercrossings with new signalization, storage and ramp metering that would improve freeway and arterial operation.

HE-10

Alternative 2 has been identified as the Preferred Alternative. This alternative will add a 12' northbound carpool lane and standard median and buffer with reduced standards at several spot locations in order to reduce impacts in these specific areas.

Caltrans is committed to avoiding impacts to the community to the greatest extent possible. Six residential properties will be acquired. The preferred alternative will no longer require the acquisition of the Verizon and Rodeo Realty properties. Property acquisition has been minimized through reducing freeway design standards at various locations where right-of-way is constrained. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts. According to a Relocation Impact Report prepared for the project, it was determined that the number of low-income to moderate housing that would be lost would be minimal and would not require replacement housing.

1	increase in crime which could result from this project. In particular include data on	} HE-12
2	burglary from autos, auto theft and assaults near the expanded freeway and roadway	
3	system.	
4		
5	XIV. IMPACT ON ENERGY AND UTILITIES	
6		} HE-13
7	Utilities will be impacted by this massive freeway and road building project. The lead	
8	agency is, or should be, aware of the limits on solid waste disposal. Large amount of	
9	soil will have to be trucked to a dumpsite as the freeway expansion proceeds, making	
10	landfill disposal problems worse. The final DEIR/DEIS should quantify the impact	
11	that this project will have on the capacity and exhaustion of local landfills, both	
12	during and after construction. Specifically how many cubic yards of soil will be	
13	trucked to landfills, and how much solid waste will be exported, and to which sites?	
14	Show haul routes and the time of day when city streets will be used for this purpose.	
15	How much electrical energy will be needed to operate the project, once it is in	
16	operation. Will backup energy sources be used?	
17		} HE-14
18	What will be the impact on the sewage system. Show the volume of sewage produced	
19	in the regional due to the added transportation infrastructure, and how it will impact	
20	the Hyperion, Los Angeles-Glendale and Tillman plants. Show which sewage lines will	
21	need to be upsized, which streets will be affected, and for how long a period. The final	
22	DEIR/DEIS should analyze the availability of hydraulic capacity for the anticipated	
23	flow in the local and interceptor sewers serving the proposed project areas. The	
24	quantity and quality of wastewater to be discharged to the sewer system should be	
25	thoroughly analyzed.	
26		
27	The City of Los Angeles has enacted ordinances that are designed to reduce the	
28	volume of water introduced into the sewage system. These measures must be	
29	considered baseline, and do not qualify as mitigation measures, since they are	
30	already the law. Your final DEIR/DEIS should impose extensive measures to deal with	
31	the sewage flow issue. Include the factors, formulas and computations used to arrive	
32	at these impacts, and their mitigations. Provide an appendix with all necessary and	
33	supporting documentation, including the paper trail that will allow concerned	
34	citizens, or decision makers to trace your steps, and your conclusions with regard to	
35	energy, sewage and utility impacts.	
36		
37	XV. AESTHETIC IMPACTS	
38		
39	This massive freeway and road building project will result in aesthetically offensive	
40	sites to public view. Some residents living near the freeway and roadway system	
41	presently, have an open view of the skyline. Their view will be blocked by the	
42	structures that will be built. Mitigation should be proposed for this problem. The	
43	project will be out of scale in relation to the other buildings nearby. This is especially	
44	true of any double-decked sections of freeway. Explain how this project will impact	
45	the ambiance and habitability of the adjacent communities. What impact will this	
46	massive freeway and road building project have on the other business establishments,	
47	access to businesses and the present viewscape? What impact will it have on the	
48	marketability of homes nearby?	
49		
50		
51		

HE-11

With regard to traffic impacts at intersections, please see the response to comment LADOT-1.

Insofar as corridor travel demand is concerned, supplemental travel demand model runs have been conducted using the SCAG travel demand model to better understand the impact of the project on the freeway and transportation system. These were performed for future year conditions for four alternatives. All four alternatives (described below) include the SCAG baseline highway and transit networks and Year 2025 socio-economic data:

- Alternative 1 – No Build (existing conditions on I-405 through the Sepulveda Pass; northbound HOV lane ends at I-10 and resumes at US-101).
- Alternative 2 – Same as Alternative, with the addition of one continuous northbound HOV lane for the entire length of I-405.
- Alternative 3 – Same as Alternative 2, with the addition of one southbound mixed-flow lane from Ventura Blvd. to Wilshire Blvd.
- Alternative 4 – Same as Alternative 2. with the addition of three additional Metro Rapid bus lines through the Sepulveda Pass, using HOV lanes.

The travel demand model runs show that there is indeed a huge demand for traffic capacity through the Sepulveda Pass. Peak hour traffic demand is approximately 50 percent higher than the capacity of the freeway lanes. As each additional lane is added to the freeway, the new capacity is immediately consumed by the “latent demand,” however.

The peak commute direction through the corridor is southbound in the AM peak period. AM peak period travel in the SB direction will not be affected (improved) by the NB HOV lane, so there will be no new capacity to attract additional traffic in the peak direction.

In the PM peak period, the peak direction of travel in this corridor is northbound. This PM peak travel is the major recipient of travel time benefits from the NB HOV lane in Alternative 2. HOVs will benefit from having the new lane. The mixed flow traffic will benefit from having the additional capacity provided by moving HOVs to the HOV lane. Parallel routes, which include canyon roads and other freeways, will benefit from the removal of traffic that uses them as a detour around the Sepulveda corridor.

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XVI. GROWTH INDUCING IMPACTS

The final DEIR/DEIS should discuss properly the growth inducing impacts of this massive freeway and road building project and the environmental effects, and must be adequate under CEQA, Pub. Res. Code, Sec. 21000 et seq. Please include a detailed forecast of growth for each phase of the project, as phased. What will be the cumulative impacts of growth in the region? How is this related to the Growth Management Plan forecast, at the expected date of project or phase completion? In *Laurel Heights Improvement Assoc. of San Francisco, Inc. v. Regents of the University of California* (88 Daily Journal D.A.R.15037), the California Supreme Courts laid down clear guidelines and requirements for the preparation of an environmental document.

XVII. NO PROJECT ALTERNATIVE

The importance of alternatives in the EIR process is clearly established in law. CEQA Sec. 21081 requires a finding of infeasibility for each environmentally superior project alternative in the EIR prior to approval of any project which will result insignificant adverse environmental effects. It will be essential that the final DEIR/DEIS make a full assessment of the impacts of alternatives, including a thorough discussion of a No Project alternative. (*Citizens of Goleta Valley*, 89 Daily Journal D.A.R. 11920) The No Project alternative is especially important since the project is located in the center of a polluted ecosystem with degraded air, water and earth. This alternative should consider not constructing the project, or shifting it elsewhere and thus reducing the demands on the infrastructure.

The lead agency is required to make a finding, supported by substantial evidence that the "no project" alternative is infeasible. You should be aware of this requirement in the preparation of the final DEIR/DEIS. Pub. Res. Code Seqs. 21002 and 21002.1(b) affirmatively mandate that public agencies take concrete actions to protect the environment" whenever it is feasible to do so." This substantive duty is enforced through the findings requirements of Seq. 21081 and Guidelines Sec.15091. These sections require a public agency to make detailed findings regarding the feasibility of all environmentally superior alternatives or additional mitigation measures available prior to approving any project which may cause significant impacts on the environment. See *Village Laguna of Laguna Beach, Inc. v. Board of Supervisors* (1982) 134 Cal.App.3d 1022, 1034-1035, 185 Cal.Rptr. 41.

Where the project, as approved, will result in significant environmental impacts, the agency must make the finding, pursuant to Seq. 21081(c) [Guidelines Sec. 15091(a)(3)] that each environmentally superior alternative to the project proposed in the EIR but rejected by the agency is "infeasible" for specific economic, social, technical or other reasons. *Village Laguna*, 134 Cal.App.3d 1022, 1034. The findings must also expressly identify the "specific economic, social or other considerations" relied upon by the agency in determining that the alternative is infeasible. *Id.*, at 1034-1036.

Each finding must also be supported by substantial evidence in the record. Sec. 21081.5; Guidelines Sec. 15091(b). An agency's failure to make the required findings for any major project alternative invalidates any subsequent project approval. *Village*

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HE-15

HE-16

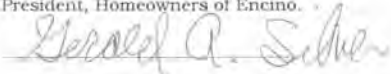
HE-11 cont'd

While it could be argued that the northbound HOV lanes will satisfy a latent demand that exists during the PM peak period, a rational analysis will show that this is not a valid argument. Since the majority of the PM peak period traffic is comprised of commuters returning home from trips that they made in the AM peak period, there will be no latent demand for commuters in the PM peak period. The only latent demand that would be attracted to the I-405 travel corridor is for trips that do not originate during the AM peak period, such as shopping and recreational trips.

The model runs can be used to predict the traffic volume on the I-405 freeway. In the northbound direction, the model indicates that the total vehicle demand, including use of the HOV lane, will increase by approximately eight percent. The demand in the existing mixed flow lanes will drop by ten percent, as a result of HOVs shifting into that lane, but mixed flow demand will still be far above capacity.

The SCAG model assignment for Alternative 2 generally shows that changes in traffic volume on parallel roadways to the I-405 will be small. The model output indicates that the demand on Sepulveda Blvd. and other canyon roads will drop by approximately five percent.

On the subject of transit, Caltrans remains committed to working with the transit operators to improve transportation linkages using the highway system. The commuter bus services that offer services from the San Fernando Valley to the Westside of Los Angeles will continue to utilize the freeway and their service can only be enhanced with HOV lane improvements within the corridor. Throughout the I-405 HOV project planning process, Caltrans staff has been in communication with transit agencies to continue to devise strategies to improve service within the I-405 corridor. Caltrans will work closely with the local transit agencies, as well as Los Angeles County Metro to develop long-term transit solutions between the Valley and Westside of Los Angeles, using the freeways as linkages within a multimodal transportation system. The HOV lane project is a critical element within this multimodal approach and will help Caltrans to encourage increased transit planning and project development adjacent to the project area. Over 14,000 people currently are utilizing transit service within the Sepulveda Pass area and enhanced service, specific to transit activities within the corridor, could greatly increase that number.

1 Laguna, 134 Cal.App.3d at 1034-1035; San Bernardino Valley Audubon Soc. v.
 2 County of San Bernardino, 155 Cal.App.3d. 738, 752-753; Resource Defense Fund v.
 3 LAFCO (1987) 87 Daily Journal D.A.R. 2105, 2108. } HE-16
 4
 5 XVIII. PUBLIC CONTROVERSY SURROUNDING PROJECT
 6
 7 There has been much public controversy surrounding this. Community organizations
 8 have held meetings objecting to freeway widening or adding traffic lanes, express
 9 lanes in the right-of-way, or by adding right-of-way. Numerous articles have appeared
 10 in print in which community members have voiced opposition to the massive
 11 expansion of the freeway system. } HE-17
 12
 13 The draft DEIR/DEIS is silent on this controversy. The public outcry against the
 14 project and the local concern expressed about its environmental impacts were not
 15 reported in the draft DEIR/DEIS. The final DEIR/DEIS should include copies of all
 16 letters, written comments, and objections raised by the public, community groups
 17 and elected officials to the size and scope of the project, which led up to the
 18 DEIR/DEIS.
 19
 20 XIX. NO STATEMENT OF OVERRIDING CONSIDERATIONS SHOULD BE ISSUED BY
 21 THE LEAD AGENCY
 22
 23 We ask that the lead agency prepare a final DEIR/DEIS that interprets CEQA to afford
 24 the fullest possible protection for the environment within the reasonable scope of the
 25 statutory language. (Friends of Mammoth v. Board of Supervisors (1972) 8 Cal.3d,
 26 247) We request the lead agency require additional changes and alterations in the
 27 project to avoid and substantially lessen the significant impacts that have been
 28 reported in the Draft DEIR/DEIS, satisfying the requirements of CEQA Section 21001. } HE-18
 29
 30 After certifying the DEIR/DEIS, we ask the lead agency not issue a statement of
 31 Overriding Considerations, as a means to justify this massive project with its inherent
 32 negative environmental impacts.
 33
 34 XX.
 35
 36 We appreciate your allowing us the opportunity to comment on the draft DEIR/DEIS.
 37 We look forward to receiving a detailed and comprehensive final DEIR/DEIS, fully in
 38 compliance with CEQA, State and local Guidelines.
 39
 40 Executed at Encino, California on August 21, 2007
 41
 42 by Gerald A. Silver,
 43 President, Homeowners of Encino.
 44 
 45

HE-11 cont'd

While the current design does not include a dedicated right-of-way for public transit, the most current version of Alternative 2 has sufficient space in the center (i.e., median, barrier and buffers) to accommodate the construction of columns for an elevated transitway at some point in the future. Also, the current design of Alternative 2 will provide travel benefits to transit riders. There are already six transit routes that use this stretch of the I-405 corridor - one Metro Rapid, two Commuter Expresses, two Santa Clarita Expresses and one Antelope Valley Express. The northbound HOV lane will allow transit vehicles in both directions of travel to realize travel time benefits from the HOV lanes. The HOV lane will also allow transit operators to explore other potential transit markets that would benefit from the initiation of transit service through the corridor.

Also modeled was a transit option (Alternative 4) that would add Metro Rapid bus service to three additional routes through the Sepulveda Pass using the HOV lanes. These model runs indicate that these services could increase transit ridership through the corridor by as much as 50 percent.

HE-12

Please see refer to the Los Angeles Police Department's letter dated August 15, 2007. LAPD makes the determination that "a project of this size would have a less than significant impact on police services in the region. LAPD also provides information on crime rates and response times for the region.

Caltrans will continue to coordinate with LAPD's Crime Prevention Unit and appreciates your partnership in ensuring public safety through measures to facilitate timely response to emergency calls.

HE-13

There is no estimate as to the amount of energy, utilities and solid waste material that will be used by the design-build contractor during construction.

Preliminary estimates for roadway excavation are about 456,000 cubic meters for the Preferred Alternative. Some of these quantities will be used to embankment and the rest will be taken to a location to be determined by the construction contractor.

HE-13 cont'd

Caltrans, under the oversight of the Regional Water Quality Control Board, implements several storm water control measures to mitigate the problem of trash and debris entering local storm water drain systems.

HE-14

Bridges and other structures that will be constructed under the Preferred Alternative will have similar grade lines as existing ones. Although some newly constructed soundwalls may impact the views of some homes and businesses, there will be an overall improvement in noise reduction.

HE-15

Section 3.2 of the DEIR/EIS addresses potential growth inducement effects of the Build Alternatives on both a regional and local context. Future growth within the study area and regionally within Los Angeles county is expected to occur and would not be substantially altered from the regional and local growth projections developed by the Southern California Association of Governments by any of the Build Alternatives. Rather, the Build Alternatives would maintain or improve the economic vitality of the cities and communities adjacent to the project study area through: the provision of additional capacity to address current and forecasted freeway demand; improvement in the level of service on the freeway mainline in the a.m. and p.m. peak hours; improvement of the performance of major intersections and interchanges in the corridor; improvement to access to and connectivity with regional transit and HOV facilities; and reconstruction of freeway over and undercrossings with new signalization, storage and ramp metering that would improve freeway and arterial operation.

These improvements to the operation of the freeway and local arterials will provide adequate capacity for existing communities and ease development and redevelopment activities anticipated by Community Area Plans. It is not expected that there would be a substantial change in the existing or planned growth pattern or intensity beyond what is identified in the existing community plans. Any redevelopment within the project study area beyond what is currently anticipated would require review of environmental effects by the applicable Lead Agency and appropriate mitigation identified. Without knowledge of the proposed location, type, or intensity of any such future development, potential growth-inducing effects of the Build Alternatives related to such projects would be speculative.

HE-16

The project description was developed consistent with both the requirements of CEQA and NEPA. Pursuant to 40 CFR 1502.14, and the FHWA Technical Advisory 6640.8A, all alternatives that meet the project purpose shall be considered equally throughout the Final EIR/EIS. As described at the beginning of Chapter 2, selection of a Preferred Alternative would not be made until consideration of public comments on the DEIR/EIS and the FEIR/EIS is approved. Neither CEQA nor the CEQA Guidelines requires the evaluation of a Preferred Alternative unless one has been publicly identified by the Lead Agency as delineated in Section 15126.6(e)(2) of the CEQA Guidelines. The alternatives discussion meets the intent of Section 15124(c) of the CEQA Guidelines, which requires “a general description of the project’s technical, economic and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.” This level of documentation has been provided in Chapter 2 of the DEIR/EIS for each of the alternatives under consideration, and the discussion clearly states that all of the alternatives will be considered equally throughout the document. CEQA does not limit the project description to one project design. The DEIR/EIS actually provides a more detailed evaluation of the environmental effects of each alternative under consideration since it assesses all environmental effects rather than focusing on significant environmental effects as required under CEQA.

HE-17

Circulation of the DEIR/EIS began on May 22, 2007. It became apparent that there was much public controversy surrounding the proposed project once the DEIR/EIS was made available to the public. The Final EIR/EIS incorporates all comments received on the DEIR/EIS.

HE-18

After considering the Final EIR/EIS, a Statement of Overriding Considerations will be prepared only if it is determined that the benefits of the proposed project outweigh the unavoidable adverse environmental effects (CEQA Guidelines 15092, 15096(h)).

MOUNTAINGATE OPEN SPACE MAINTENANCE ASSOCIATION

October 26, 2007

Mr. Ronald Kosinski *RK*
Deputy Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street
Los Angeles, CA 90012

Re: INTERSTATE 405 Sepulveda Pass Widening Project

We are writing as the Board of Directors of the Mountaingate Open Space Maintenance Association which is the parent homeowners association for Mountaingate to offer our comments on the Interstate 405 Sepulveda Pass Widening Project.

Mountaingate is a 20 year old development of over 300 homes located in Brentwood on the west side of the 405 Freeway and Sepulveda Blvd. about 1 mile south of the intersection of the 405 Freeway and the Skirball Center / Mulholland Drive Exit. Our community of over 1,000 residents owns homes with a combined property value of about \$750 million and is the largest community of homes located at the heart of the Sepulveda Pass. As such the daily lives of all residents are significantly impacted by traffic conditions on the 405. In fact, our community is the quintessential example of the singular community that has no alternative but to negotiate the 405 freeway and Sepulveda Blvd. both north and south for anywhere we need to go. Every time the 405 is excessively congested, our community is affected and there have been many times when access to our community has been blocked for hours at a time due to accidents on the overcrowded 405, which present major safety risks. For us, there is no alternative transportation route. The 405 Freeway is, quite literally, our lifeline to the rest of the world.

Much has been written on the progressive worsening of traffic conditions over the past 15 years on the 405 between the 10 and 101 Freeways and no community has experienced the negative effects of the growing traffic congestion more than the residents of Mountaingate.

Although there are many aspects of the Draft Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation that might be discussed, dissected and debated, we are writing today to communicate one basic message. We strongly support what is generally referred to as Alternative 3 of the Department's proposal. To be specific, we wish to go on the record in support of the addition of

} MOSMA-1

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

Comments from the Mountaingate Open Space Maintenance Association (MOSMA):

MOSMA-1

Your support for Alternative 3 is acknowledged.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

MOSMA-2

Please see response to LADOT-9 regarding the Skirball off- and on-ramp relocation.

both a northbound and a southbound lane (as well as the widening of the size of the southbound lanes to 12 feet) for the 405 Freeway.

In our view, there is simply no logic to the notion that we should fix half the problem by adding a northbound lane only and not addressing the already beyond unreasonable congestion of the southbound lanes of the 405 south of the 101 freeway.

} MOSMA-1

We are aware that there are those here in the Brentwood community who oppose the addition of a southbound lane because it may necessitate the removal of some home and create some temporary inconveniences for the Getty Center and we are sympathetic to the concerns of the affected homeowners. However, we believe the proposal before you is a classic case of serving the greater good. In this case, it is the quality of life interests of our community of 1,000 residents and the interest of the hundreds of thousands that depend on the 405 both north and south each day that far outweigh the concerns of a small group of others.

Finally, we wish to point out that there are others who have also commented on the parts of this proposal that would relocate the on and off ramps of the southbound 405 from its current location at Skirball Center Drive to a point about 1,600 feet south of that location. To be specific, you have a communication from an entity that identifies itself as the "Citizens Coalition" that has communicated its opposition to that on-off ramp re-location. In their communication, they suggest that they speak for Mountaingate. They do not. Nor are we familiar with that organization. We do not endorse their position with respect to the on/off ramp relocation and wish to clarify that they do not speak for or represent our Mountaingate community.

} MOSMA-2

Because we have differences of opinion in our community about this particular aspect of the proposal, we are neither advocating or opposing the on/off ramp relocation, but we do wish to point out that the statement suggesting we oppose it is without foundation.

In summary, we urge the Department of Transportation to endorse Alternative #3 as it relates to the addition of both a northbound and a southbound lane to the 405.

Sincerely,



Jeffrey P. Eves
Vice President
Mountaingate Open Space Maintenance Association

President,
The Terrace Homeowners Association

**MULHOLLAND ESTATES
HOMEOWNERS ASSOCIATION, INC.**

October 1, 2007

TO: Ron Kosinski, Deputy District Director *RK*
Division of Environmental Planning (405 HOV)
California Dept. of Transportation
100 South Main Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

Re: I-405/Sepulveda Pass Projects

At the August 22nd meeting of the Bel Air-Beverly Crest Neighborhood Council, it was moved and passed to oppose any changes in the I-405 Freeway that would alter Sepulveda Blvd. or destroy any homes on the east or west side of the freeway.

It is believed that mitigation for this project is essential, and that proposals for public transportation be fully developed and implemented along the I-405 Freeway.

It is our hope that the LADOT and Caltrans may propose solutions to this problem that will be acceptable to the thousands of area homeowners and businesses.

On behalf of the Mulholland Estates Homeowners Association's 96 residents, I am signing and returning the petition regarding the I-405/Sepulveda Pass Projects.

MEHA-

Thank you.

Sincerely,

MULHOLLAND ESTATES HOMEOWNERS ASSOCIATION
By: Bartlein & Co. Inc. Managing Agency

Mary Fishkin
Mary Fishkin
Property Manager

:id

The Mailing Address for The Association is in Care Of:

 Bartlein
& Company, Inc.

25031 W. Avenue Stanford, St. 110 ♦ Valencia, CA 91355 ♦ (661) 257-1570 ♦ (800) 350-2123

Comments from the Mulholland Estates Homeowners Association (MEHA):

MEHA-1

Caltrans appreciates the input of all affected residents. All comments received from the public have been taken into consideration.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

MEHA-2

Please see response to comment AG-19 regarding a further discussion on cumulative impacts.

PETITION REGARDING THE PROPOSED
INTERSTATE 405 / SEPULVEDA PASS WIDENING PROJECT

TO: Ron Kosinski, Deputy District Director
Division of Environmental Planning (405 HOV)
California Dept. of Transportation
100 South Main Street
Los Angeles, CA 90012

RECEIVED
SEP 28 2007

Re: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND SECTION 4(f) EVALUATION

CASE NO. SCH #2002011017

Dear Mr. Kosinski:

The Interstate 405 / Sepulveda Pass Widening Project ("Project") proposed will have significant impact on the environment that has not been fully addressed in the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The proposed expansion will have a significant cumulative negative impact on emergency response, air quality, water, natural resources, noise, geology, energy, population growth, safety, and emergency response for all the students, faculty, residents and commuters.

The Mulholland Drive educational institutions serve roughly 4,000 students per day. After reviewing the Project, we are expressly concerned about the safety of all the students that attend school in the Institutional Use Corridor (IUC), which will be immediately and severely impacted by this proposed Project during the construction period, estimated at 3-5 years.

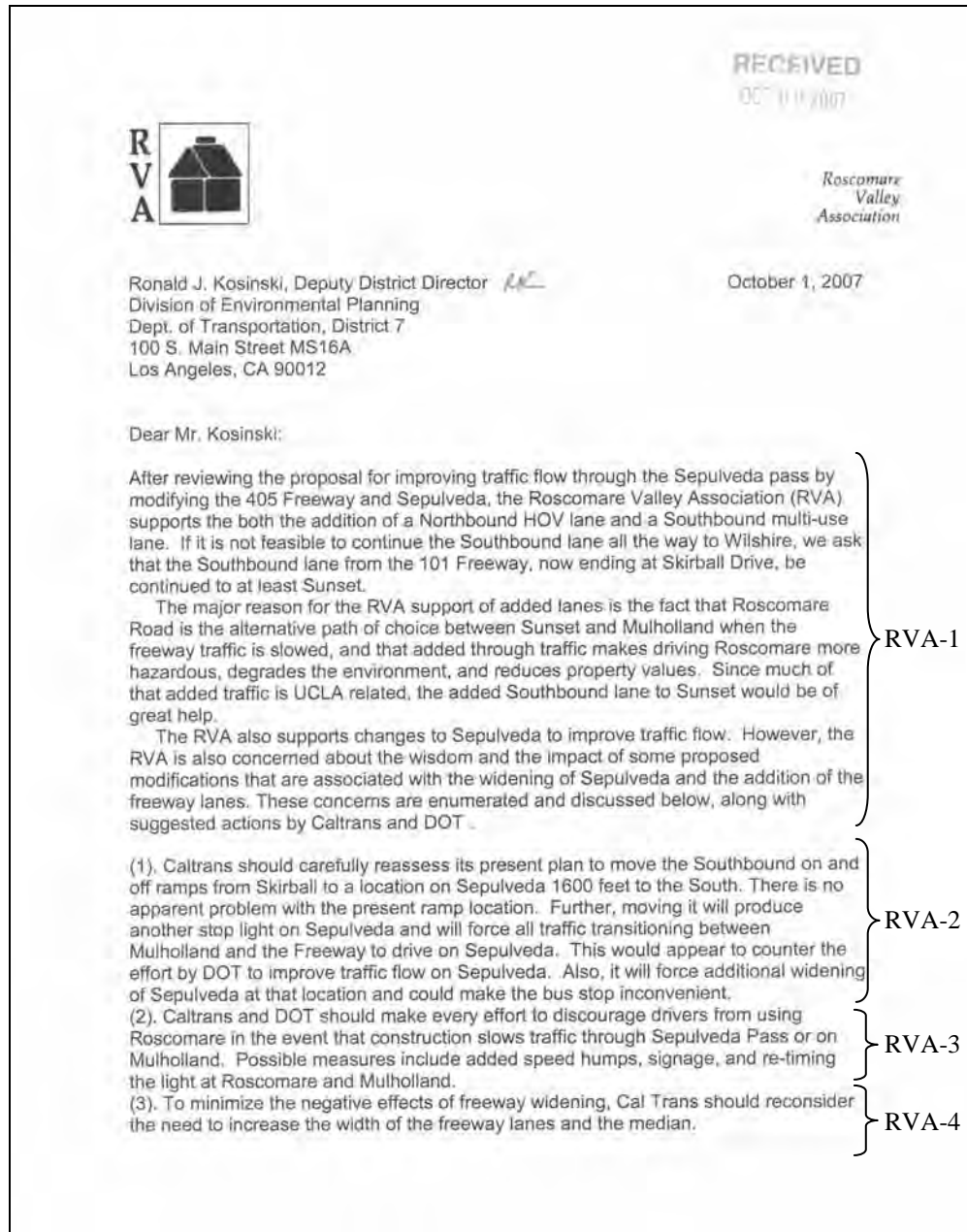
Your DEIR/DEIS lacks an adequate description of how the negative impacts are to be mitigated, especially the safety and emergency response to the residents, students, faculty and parent drivers. There is no evacuation plan, emergency response plan, and it appears the DEIR/DEIS does not address, at all, traffic management studies, plans or notification systems for the IUC. It appears the DEIR/DEIS does not address emergency traffic management studies, planned traffic mitigating measures or notification systems for the IUC, the non-local commuters, and the adjacent neighborhoods.

Thank you for allowing us the opportunity to comment on the draft DEIR/DEIS, and we look forward to a response as well as a detailed and comprehensive final DEIR/DEIS, fully in compliance with CEQA, the Mulholland Corridor Scenic Parkway Specific Plan, State and Local Guidelines.

MEHA-2

The petition shown on the left was signed by the following persons:

Jenna Abouzeid
Joseph Abouzeid
Shelby Benson
Dan Berkoff
Betsy Bogart
Allen Brannigan
Mitchell S. Cohen
Scott Demyon
Mary Fishkin
Roland Gabriel
Mildred W. Hamilton
Ronald Hudson
Katherine Huyler
Gwen Intzerp (sic)
Avril Jordan
Pat F. Kater
Michael Kiel (sic)
Joan Marantz
Raymond Patterson
Andrew Raymond
Leslie Stevens
Vicki Tashman
Kim Weiskopf



Comments from the Roscomare Valley Association (RVA) on 10/1/07:

RVA-1

Your support for the addition of a northbound HOV lane, southbound mixed-flow lane and improving traffic flow on Sepulveda Blvd. is acknowledged.

RVA-2

The existing intersection of the I-405 southbound ramps at Skirball Center Drive is located approximately 54 feet east of the intersection of Skirball Center Drive at Sepulveda Blvd. During peak traffic periods traffic queues at one intersection extend beyond the limits of that intersection and interfere with operations of the other. LADOT conducted detailed operational analyses that demonstrated that, by relocating the ramps to the south along Sepulveda Blvd., adequate spacing can be provided for improved levels of service and operations at both intersections.

Please also see response to LADOT-9 regarding the Skirball Center Dr. ramps.

RVA-3

As the project construction timeframe/schedule is finalized, a Traffic Management Plan (TMP) will be formalized, in coordination with LADOT and MTA. The TMP will establish the working perimeters for construction activities to ensure that traffic diversion is minimized. The TMP will include adequate budgeting to mitigate costs associated with diversion onto local streets. So the project budget will include financial resources for congestion mitigation and pavement rehabilitation on impacted adjacent city streets, during project construction of the project.

The TMP will be developed in close partnership with the affected communities. Signage for detours and alternate routes during construction will be designed according to Highway Design Manual Standards. Additional signage to further enhance public awareness of alternate routes and detours can be implemented during TMP development. Up-to-date information regarding construction-related detours will also be available on the internet.

Caltrans would continue project coordination with MTA throughout project development and construction. Caltrans would ensure that all of the mitigation commitments contained in the FEIR/EIS for the I-405 Sepulveda Pass Project, along with any other agreements with LADOT or MTA as a result of project coordination, would be implemented.

(4). Caltrans should reconsider the need for adding to the width of the Skirball Drive bridge for an animal crossing. Residents in the area do not believe it will be used.
(5). Caltrans must maintain traffic flow and emergency vehicle access for the many institutions and residents in the area during the rebuilding of the bridges at Skirball Drive and Mulholland, and the work must be accelerated to the maximum in order to reduce the period of inconvenience.

} RVA-5

} RVA-6

The RVA recognizes that the serious negative impact on our community by added unfamiliar and unsympathetic commuters and others caused by any and all of the above projects will be difficult to mitigate by any direct means. We therefore request that Caltrans and DOT commit to ameliorative steps to reduce traffic and congestion from any source. To that end, the RVA suggests a study of a plan to reduce congestion around the Roscomare Elementary School.

} RVA-7

We believe that serious consideration of this concept would demonstrate a good faith effort on the parts of Caltrans/DOT to consider realistic mitigation for our community related to the above proposed projects.

Sincerely,



Robin Greenberg

CC: Jack Weiss, Michael Feuer, Louise Frankel

RVA-4

Although a buffer zone between adjacent high-speed lanes is inherently safer than having no buffer zone, the preferred alternative has reduced the HOV buffer width from four feet to one foot in order to reduce R/W impacts to residences between Wilshire Blvd. and Sunset Blvd.

Caltrans is required to follow FHWA design standards even if federal funds are not involved in the project because I-405 is an interstate route and is therefore subject to federal regulations and oversight. FHWA requires that any improvements that are implemented for the freeway adhere to FHWA design standards.

Non-standard lane widths of 11 feet, due to lack of right-of-way necessary to construct standard 12-foot lanes and median were approved on an interim basis by FHWA on June 21, 2005.

Exceptions to design standards for southbound 405 were made on a conditional basis in a letter of approval from FHWA to Caltrans on June 21, 2005. Caltrans was expected to give full consideration to the restoration of full geometric design standards during the planning, budgeting, design and construction phases of any subsequent projects in the vicinity, including the addition of the northbound HOV lane which was under consideration at the time.

RVA-5

Caltrans has a different view of circumstances regarding this overpass. Redesigning it to make it more friendly to wildlife offers a feasible means to mitigate, in part, for adverse changes attributable to the project which cannot be avoided. Other feasible mitigation are also under consideration.

RVA-6

The project improvements will undoubtedly cause delays and possibly other temporary inconveniences during construction. Caltrans is committed to the constant sharing of information between all the agencies involved and affected by the project. In order to mitigate impacts associated with emergency response, regular updates will be distributed and all agencies will be notified regarding closures of ramps or streets. Special access privileges through construction zones may be extended to emergency service providers, if necessary to assure adequate delivery of services within acceptable response times.


RVA-6 cont'd

Construction along the Bel Air Crest area, from Mulholland Drive to Sunset Boulevard, will be staged so that adjacent interchanges are not subject to closures at the same time. Emergency vehicles will always be provided with access; the contractor will be required to develop Traffic Management and Detour Plans, along with the Construction Staging Plans, to ensure traffic impacts are effectively managed. Detour signage must be provided and be easy to understand, readily visible to motorists and maintained on a daily basis. No permanent impacts to fire road access will occur with construction of this project. An evacuation plan will be developed by the contractor in case an emergency situation arises during construction.

Please also see response to comment RVA-3 regarding the Traffic Management Plan.

RVA-7

As discussed in the response to comment BAKPOA-2, staging of construction will assist in managing traffic impacts at the Mulholland and Skirball bridges and subsequently in and around the Roscomare Elementary School. The school is located over one mile from the freeway, therefore, the traffic disruption experienced in the immediate vicinity of the bridge construction would achieve a "steady state" condition before reaching the school. Anticipating this to be the case, traffic conditions near the school would not likely be markedly different that they are currently.

<p><i>Officers</i> <i>President</i> Richard H. Close <i>Vice President</i> Matt Epstein <i>Vice President</i> Jules Feir <i>Treasurer</i> Chuck Betz <i>Secretary</i> John Isen</p> <p>Founded In 1964</p>	 <p>SHERMAN OAKS HOMEOWNERS ASSOCIATION POST OFFICE BOX 5223 SHERMAN OAKS, CALIFORNIA 91413 Information: (818) 377-4590 www.shermanoaks914.com</p>	<p><i>Board of Directors</i> Chuck Betz Richard H. Close Matt Epstein Jules Feir John Isen Nancy Kaleel Marshall Long Mikie Maloney David Rankell Ellen Vukovich Wayne Williams</p> <p><i>Director Emeritus</i> Carmen Knight</p>
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SHERMAN OAKS HOMEOWNER'S ASSOCIATION ("SOHA")
POSITION PAPER ON THE
I-405 SEPULVEDA PASS HOV WIDENING PROJECT

PROJECT OBJECTIVES

The proposed project is called the I-405 Sepulveda Pass HOV Widening Project. The project is on the I-405 between the I-10 interchange in West Los Angeles and I-101 interchange in Sherman Oaks. The project has two main objectives.

The first objective is to add one (1) HOV northbound lane to the existing I-405. The addition would create a continuous HOV lane on the northbound I-405.

The second objective is to widen the northbound I-405 or widen both the northbound and southbound I-405. The widening would bring the I-405 up to federal standards which are 12' median, 12' HOV lane, 4' HOV buffer, 12' mixed-flow lanes and 10' shoulder. The intention of widening is to improve highway safety.

EXISTING LANES

Currently there are five (5) northbound lanes within the project area, except for six (6) northbound lanes in Sherman Oaks beginning at Mulholland Drive. Currently there are six (6) southbound lanes within the project area, except for five (5) southbound lanes in West Los Angeles between Skirball Center Drive and Waterford Street.

PROJECT ALTERNATIVES

Caltrans' Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) dated May 22, 2007 proposes the following three alternatives. Alternative 1 is to do nothing. Alternative 2 is to add one (1) HOV northbound lane and widen the northbound I-405. Alternative 3 is to add one (1) HOV northbound lane and widen both the northbound and southbound I-405. Both Alternatives 2 and 3 also include improving numerous on-ramps, off-ramps, under-crossings, over-crossings, and building numerous

1

Comments from the Sherman Oaks Homeowners Association (SOHA):

SOHA-1

Your support for Alternative 3 Modified is acknowledged.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

soundwalls and retaining walls. The cost of Alternative 2 is estimated at \$649M in 2006 dollars. The cost of Alternative 3 is estimated at \$911M in 2006 dollars.

According to the EIR/EIS, the widening of the I-405 can be accomplished (i) under Alternative 2 with the taking of seven (7) homes in Sherman Oaks west of the I-405 generally between Dickens Street and Sepulveda Boulevard and (ii) under Alternative 3 with the taking of thirty (30) homes in West Los Angeles and the seven (7) homes in Sherman Oaks.

ALTERNATIVE 3 MODIFIED

Caltrans modified the EIR/EIS on July 20, 2007. The modified EIR/EIS proposes Alternative 3 Modified. Alternative 3 Modified proposes to make design modifications in West Los Angeles to the I-405 and Church Lane to avoid the taking of all of the thirty (30) homes in West Los Angeles. The design modifications in West Los Angeles to avoid the taking of all homes in West Los Angeles will result in an HOV buffer and/or median width below federal standards and require a waiver from the Federal Highway Administration.

Alternative 3 Modified also proposes to add a sixth (6th) southbound lane in West Los Angeles between Skirball Center Drive and Waterford Street. Under Alternative 3 Modified both the northbound and southbound lanes will be identical within the project area consisting of one (1) HOV lane and five (5) mixed-flow lanes, except northbound beginning at Mulholland Drive there will be one (1) HOV lane and six (6) mixed-flow lanes.

SOHA OBJECTIVES

SOHA supports the following dual objectives: (i) improving I-405 capacity and safety, and (ii) eliminating any adverse impact of the project on the residential neighborhoods of West Los Angeles and Sherman Oaks. These objectives are not mutually exclusive. In fact Alternative 3 Modified achieves both objectives in West Los Angeles.

SOHA SUPPORTS ALTERNATIVE 3 MODIFIED WITH THE ADDITION OF DESIGN MODIFICATIONS IN SHERMAN OAKS

More specifically, SOHA supports the following:

1. The addition of a northbound HOV lane to improve I-405 capacity;
2. The addition of a sixth (6th) southbound lane in West Los Angeles between Skirball Center Drive and Waterford Street to improve I-405 capacity;
3. The widening of both northbound and southbound I-405 to improve highway safety;

} SOHA-1

4. The building of a new I-405 soundwall along the residential community on the west known as Royal Woods.

5. Design modifications in West Los Angeles to avoid the taking of all homes in West Los Angeles; and

6. Design modifications in Sherman Oaks to avoid the taking of all homes in Sherman Oaks and to not move the I-405 soundwall closer to the residential community on the west generally between Sepulveda Boulevard and Dickens Street.

In summary, SOHA supports Alternative 3 Modified with the addition of design modifications in Sherman Oaks to avoid the taking of all homes in Sherman Oaks and to not move the I-405 soundwall closer to the residential community on the west generally between Sepulveda Boulevard and Dickens Street.

SOHA QUALITY OF LIFE OBJECTIVES

SOHA also supports the following two quality of life objectives: (i) increase the number of vehicles staying on the I-405 and off city streets, especially off residential streets and (ii) reduce the number of vehicles cutting through residential neighborhoods during peak hours. SOHA believes that Alternative 3 Modified with the addition of design modifications in Sherman Oaks will advance these objectives.

DESIGN MODIFICATIONS IN SHERMAN OAKS

There are many possible design modifications in Sherman Oaks to avoid the taking of all homes and to not move the I-405 soundwall closer to the residential community on the west generally between Sepulveda Boulevard and Dickens Street. Among the possible design modification options are the following:

1. Widen the northbound and southbound I-405 north of Mulholland Drive, but do not increase the number of northbound lanes beyond the six (6) existing lanes until Dickens Street. Under this option, the number of northbound lanes will remain six (6) throughout the entire project until Dickens Street. Re-stripe the existing number 1 lane as an HOV lane. Wherever there is insufficient freeway width between Sepulveda Boulevard and Dickens Street, widen as much as possible and obtain a waiver from the Federal Highway Administration. Begin an additional seventh (7th) lane at Dickens Street.

2. Widen the northbound and southbound I-405 north of Mulholland Drive. Increase the number of lanes between Mulholland Drive and Sepulveda Boulevard to seven (7). Merge the two right most lanes at Sepulveda Boulevard. Begin the seventh (7th) lane again at Dickens Street. Wherever there is insufficient width between Sepulveda Boulevard and Dickens Street, widen as much as possible and obtain a waiver from the Federal Highway Administration.

SOHA-1

SOHA-2

SOHA-2

The Preferred Alternative would include a total of seven northbound and six southbound lanes between Mulholland Dr. and Sepulveda Blvd. A seventh southbound lane is not feasible. Connectors to and from the I-405/US-101 interchange do not permit the addition of any more lanes in either direction.

Conclusion

Caltrans successfully developed a design modification in West Los Angeles to avoid the taking of all homes in West Los Angeles. The cost of the design modification in West Los Angeles has not been quantified, but the cost is well worth it to achieve the dual objectives of improving I-405 capacity and safety in West Los Angeles, and eliminating any adverse impact of the project on the residential neighborhoods of West Los Angeles.

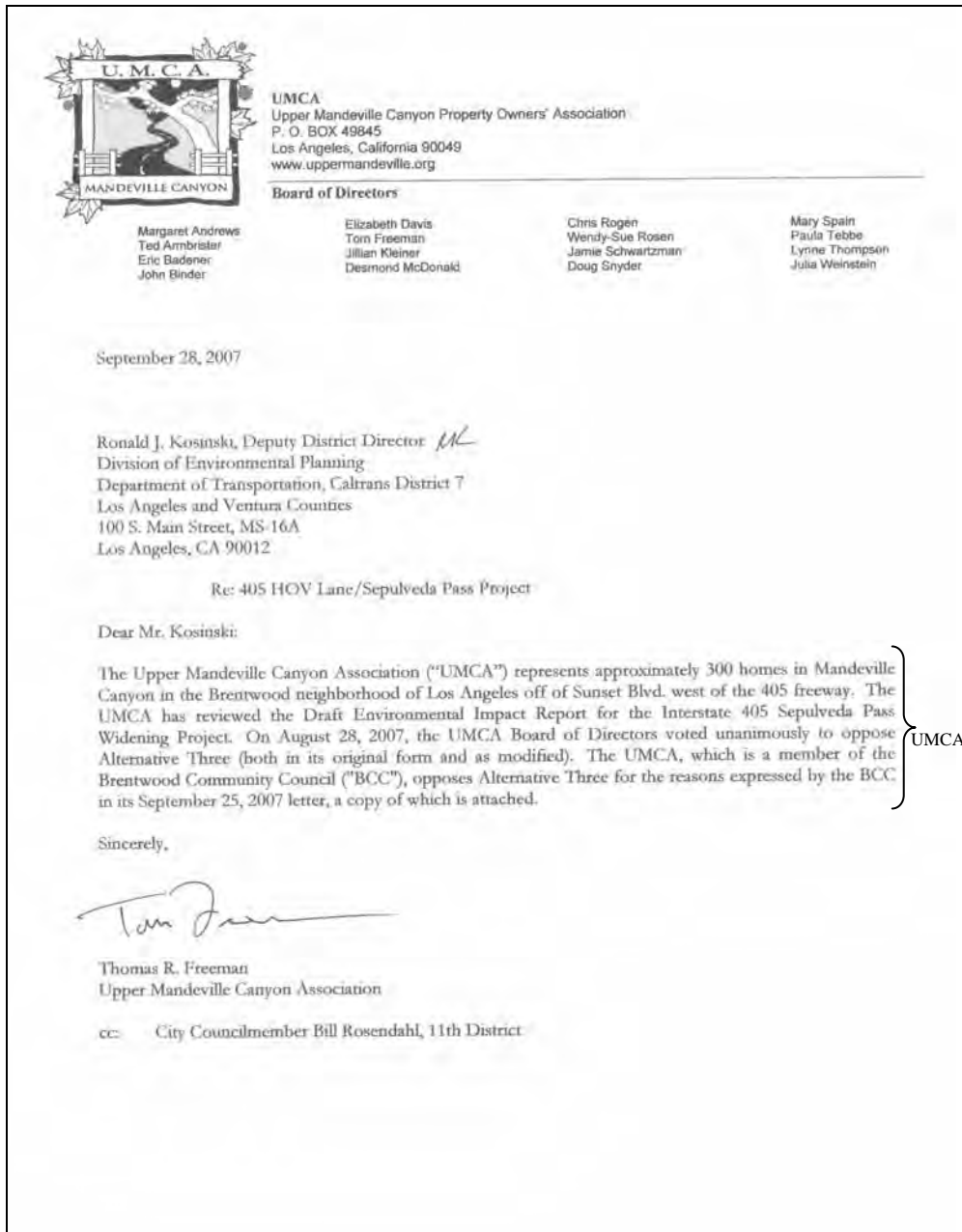
SOHA now requests Caltrans to develop a design modification in Sherman Oaks to avoid the taking of all homes and to not move the I-405 soundwall closer to the residential community on the west generally between Sepulveda Boulevard and Dickens Street. The Sherman Oaks community expects and is entitled to no less than equal treatment to the West Los Angeles community. The dual objectives of improving I-405 capacity and safety in Sherman Oaks, and eliminating any adverse impact of the project on the residential neighborhoods of Sherman Oaks can be achieved.

SOHA also asks federal, state and local officials representing Sherman Oaks and West Los Angeles, Sherman Oaks and West Los Angeles organizations, and residents of Sherman Oaks and West Los Angeles to join SOHA in requesting Caltrans to develop a design modification in Sherman Oaks.

} SOHA-3

SOHA-3

Please see response to comment SOHA-1 regarding efforts to avoid property acquisition.



Comments from the Upper Mandeville Canyon Property Owners' Association (UMCA):

UMCA-1

Your opposition to Alternative 3 and Alternative 3 Modified is acknowledged.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

The Brentwood Community Council letter that is referenced as an attachment is already included in the comments received from Associations.

WESTWOOD HILLS PROPERTY OWNERS ASSOCIATION

Post Office Box 24515 Los Angeles, CA 90024

FAX 310.472.8914



August 3, 2007

RON KOSINSKI *rk*
Deputy Director, Environmental Planning
Department of Transportation
District 7
100 S Main Street
Los Angeles CA 90012

RE: Revised DEIR for 405 Sepulveda Pass Project

Dear Mr. Kosinski:

We have very recently learned that Caltrans has developed new engineering drawings of a modified Alternative 3 that moves the 405 freeway at least nine feet closer to homes on Thurston and Dalkeith Avenues, and will require cuts into the hillside in excess of those required by Alternative 2 described in your DEIR on the Sepulveda Pass Project. These and other impacts on the community are not disclosed in the Revised DEIR or the prior DEIR that will be subject of a public hearing on August 22, 2007.

Neither the DEIR nor the revised DEIR disclose that massive retaining walls will be needed to support hillsides east of Sepulveda Blvd. if it is relocated. These walls effectively will convert Sepulveda into a trench. The new design has other issues as well, including but not limited to, reduction in lane width on Sepulveda Blvd. and incompatibility with Los Angeles Department of Transportation plans for Sepulveda set forth in the City of Los Angeles General Plan. It is vitally important that all public agencies and interested citizens know about these plans and have an opportunity to comment on them. Such full disclosure of all aspects of a project and its impacts are required by CEQA.

Caltrans representatives have said that Caltrans will make a decision on which alternative to build after the public comment period closes and all comments received have been reviewed. Not only is this approach illogical and unfair, but it violates the law regarding the CEQA process. Interested persons, including members of our Association, cannot comment on information that has not been timely included and published in a properly noticed DEIR. It is Caltrans' duty to present a full and complete DEIR, afford interested parties ample time to study the DEIR, and then convene public hearings. Instead, Caltrans has presented an incomplete DEIR,

WHPOA-1

Comments from the Westwood Hills Property Owners Association (WHPOA) on 8/3/07:

WHPOA-1

Caltrans developed Alternative 3 Modified in an effort to reduce impacts to the community of Brentwood Glen. This alternative was presented at the August 22, 2007 Public Hearing and the comment period was extended to October 1, 2007.

August 3, 2007
Page 2

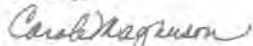
followed by various modifications and changes, and expects interested parties who have no knowledge of these modifications to provide meaningful comments.

CEQA requires a full and complete DEIR, which must include an accurate and detailed description of the complete project and all components thereof. It is only through a full and accurate description of the project that the public and the decision makers can make an informed analysis. A complete and accurate description of the project is the *sine qua non* of an informative and legally sufficient DEIR.

In the interest of full disclosure and ensuring a fair and legal process, Caltrans should immediately withdraw the previous DEIR, cancel the August 22 hearing, recirculate a new all-inclusive DEIR that fully discloses all proposals and all consequences, and then reschedule a public hearing.

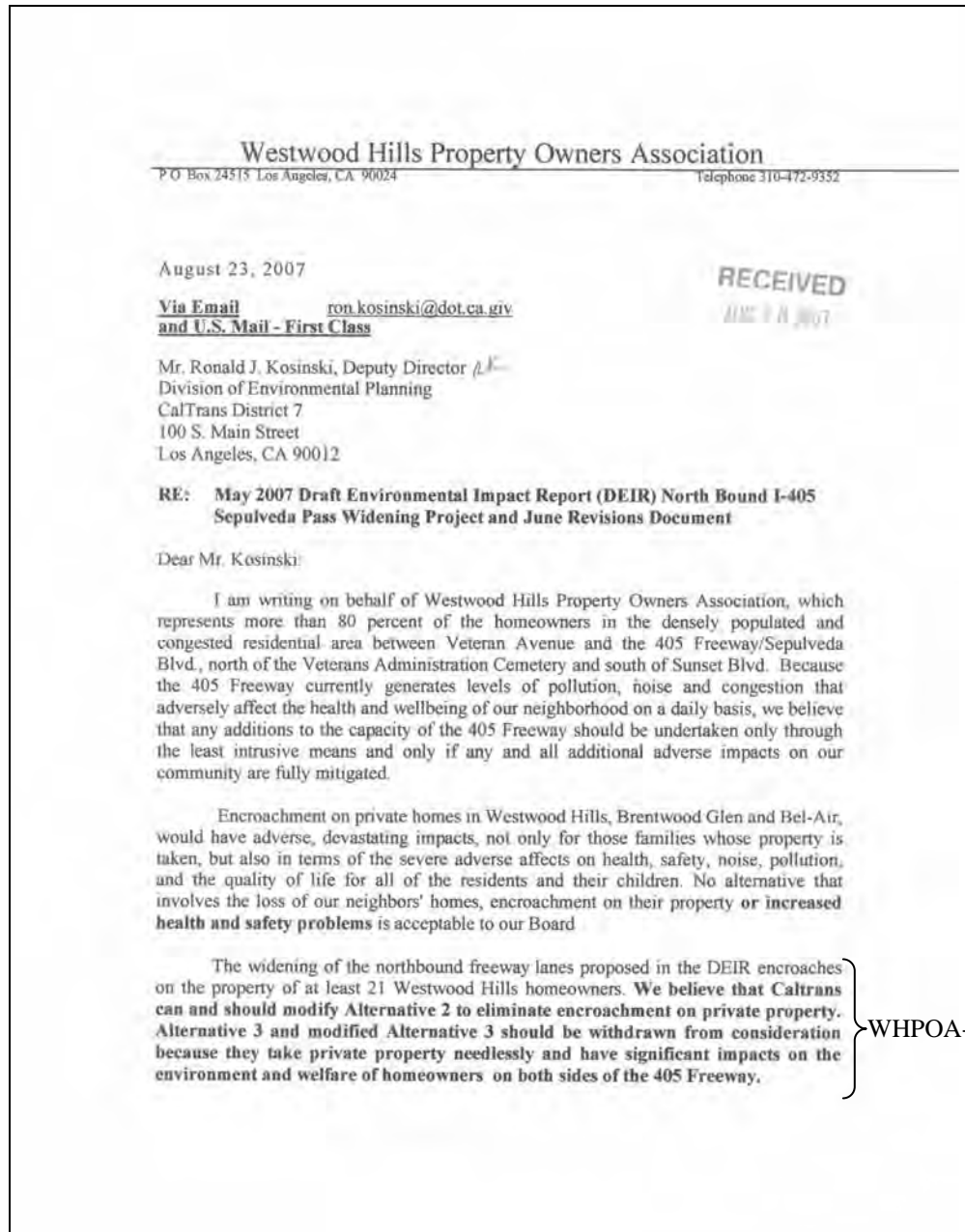
} WHPOA-1

Sincerely,



Carole Magnuson
President

cc: Alvin Milder, Esq.
Steven Rohde, Esq.



Comments from the Westwood Hills Property Owners Association (WHPOA) on 8/23/07:

WHPOA-2

Your opposition to Alternative 3 and Alternative 3 Modified is acknowledged.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

WHPOA-3

Retaining walls will be required to widen the freeway and shift Sepulveda Boulevard to the east in the vicinity of Montana Avenue. Such structures and their construction methods are not unusual and would not damage the homes adjacent to the work, whether soil nails are or are not used. Given the logistics of construction in this area, soil nails would be a primary option for the contractor. For the east side of Sepulveda Boulevard, construction would commence at the top of the wall/slope west of the homes, where the contractor would cut in an access road for equipment movement.

The wall would be constructed approximately five feet at a time, depending upon the site-specific soil conditions, in a sequence that would first excavate down approximately five feet, after which tiebacks would be installed into the adjacent hill to secure the excavated area, followed by construction of the five-foot section of retaining wall. This stepwise process would be continued until the entire retaining wall is constructed down to the point of the desired finish grade level. The construction of these walls in this manner will ensure the hillside remains stable during and after the freeway widening and Sepulveda Boulevard reconstruction. Construction of the walls would not affect Sepulveda Boulevard traffic as construction would be staged. For example, at Montana Avenue, the relocation of Sepulveda Boulevard would occur before the freeway widening and the east wall would be constructed before the roadway. Once completed, traffic would shift east to the new Sepulveda Boulevard alignment and at a later stage the west wall can be constructed and the freeway widening would occur.

Please see Possible Retaining Wall Locations on Sepulveda Blvd. Cross-Section located at the end of Appendix I.

WHPOA Comments Carole Magnuson

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Our review of the DEIR has identified serious errors and omissions that must be corrected before this document can support any administrative approval of the project. Our concerns include, but are not limited to, the following:

1. Caltrans DEIR has failed to address significant impacts on Sepulveda Blvd. and adjacent areas that arise from its decision to widen the freeway beyond the 12 feet required for an HOV lane. Caltrans can and must restrict widening in the area between Montana and Getty Center Drive to a dimension that will not require relocation of Sepulveda Blvd. Modification of the proposed design will save money and time and reduce community disruption while providing the same level of congestion relief.

The Sepulveda relocation would require installation of massive and unsightly retaining walls continuously for almost one half-mile between Montana Avenue and Bronwood Avenue, a fact not disclosed in the original or revised DEIRs. These walls will be 30 to 40 feet high at many locations, and will be anchored with multiple "soil nails" extending as much as 60 feet beneath private property. The DEIR does not reveal or address significant negative impacts associated with their construction nor does it discuss alternative technology that might be used to retain the hillsides.

Installation of these walls will significantly impact abutting homes and the entire neighborhood by increasing congestion, noise, air pollution, and exposing unsightly views of the freeway, and could result in unstable and dangerous hillside conditions that will diminish the owners' use and enjoyment of their homes and their property values and could cause closure of Sepulveda Blvd. by landslide. The DEIR does not mention the loss of vegetation, including native plants and trees, that will occur during the construction of the wall, in spite of the fact that aerial photographs included in the DEIR clearly show trees and plants growing east of Sepulveda for the entire distance from Montana Ave. to Bronwood Ave. These trees and shrubs screen the Freeway from view and buffer noise and pollution. Inexplicably, the DEIRs ignore potential impacts on this viewshed. No mitigation is provided for impact on vegetation and aesthetics.

Equally puzzling, the revised DEIR includes visualizations of the impact of a new freeway wall on homes on Church Lane, but doesn't provide a visualization of the impact of similar walls on Sepulveda Blvd. These walls, which will tower on both sides of the roadway, will have negative aesthetic impacts on nearby residents, whose views they affect, and on the hundreds of thousands of drivers who use that portion of Sepulveda daily. The revised DEIR does not consider other impacts of the "trenching" of Sepulveda, such as the potential for the trench to amplify noise and prevent the natural dispersion of pollutants.

The DEIR does not include any discussion or analysis of traffic congestion that will result while crews are installing half a mile of massive retaining walls in a congested area adjacent to a major, heavily used major highway. No information is provided about the soils in the area of the retaining walls, nor is there any assessment of the geological stability of the hillside in this area, nor of the reliability of technology employed in wall

WHPOA-3

There will be an unavoidable loss of some hillside vegetation as a result of constructing the walls. While the lost vegetation cannot be replaced in the areas that the hillsides are removed and replaced by walls, Caltrans will have the opportunity to mitigate vegetation loss throughout the limits of the project and will make every effort to do so. It should be noted that there would still be significant areas of vegetated hillside that would remain after construction between the homes and the walls.

Geological conditions within the study area are summarized in section 3.11 of the DEIR/EIS and documented in Preliminary Geotechnical Investigation Report (April 2000) and a reevaluation of that report (April 2006). As is noted in this documentation, no unique geological feature is known to be located within the area designated for construction and the need for additional subsurface soil investigations is noted prior to construction, for purposes of wall construction. Insufficiently compacted soil will be recompacted to the appropriate density prior to construction.

The necessity of having walls on both sides of the relocated Sepulveda Boulevard could result in a semi-enclosed roadway section that could reinforce noise between the two parallel walls along Sepulveda Boulevard. For situations such as this, approaches to mitigation would include treating the walls with absorbent materials or texturing the walls to break up the parallel surfaces. This would also provide more visually appealing wall surfaces.

The commenter also questions investigations on soil conditions, geological stability, and wall technology. Since the freeway project is intended to be constructed using a design-build contract approach, the contractor will be responsible to investigate the soil conditions, geological data and all other factors pertinent to the proper design of the walls.

The project is currently estimated to require a period of approximately four years to complete. Given that the construction would be phased, it would be expected that at any given point in time during that four years, the area between Montana Avenue and Getty Center Drive will be under construction. It is not expected that construction would impair local access such that residents would be required to leave their homes for any period of time.

WHPOA Comments Carole Magnuson

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construction, nor any estimate of the amount of time that construction would take or to what degree homeowners might be deprived of the use of their homes during the period of construction, or of the appearance of the retaining walls. No effort is made to estimate the impact of delay in emergency response time due to closure or congestion of Sepulveda during wall construction and utility relocation. No mitigations are proposed in any of these areas.

The DEIR acknowledges that "some" utilities will need to be moved but does not say which and how many of at least four fuel and gas pipelines beneath Sepulveda would be involved, although it does estimate that relocating them will cost \$29 million. It does not discuss or mitigate danger of disruption or terrorism associated with exposure of high pressure gas and methane lines, or disclose the impact on air quality if methane from Mountaingate must be burned in the atmosphere while the line is being relocated. No information is provided regarding the extent and duration of traffic congestion due to the relocation of Sepulveda and the construction of retaining walls or of the impact of interruption of Verizon internet and telephone services to our community, with potential impacts on health and safety, resulting from acquisition of the Verizon building at Ovada.

To comply with the CEQA requirement that all impacts of a project be disclosed, analyzed and mitigated, the DEIR must be revised to address the foregoing questions and the following:

- How does the relocation of Sepulveda Blvd. and installation of retaining walls impact the area east of Sepulveda Blvd. in all areas, including, traffic congestion, air quality, vegetation, aesthetics, noise, community character and land values? Will the installation of soil nails beneath private property restrict the future use of that property?
- Is the geology where the walls will be installed suitable for the soil nail technology that has been proposed? Has a geological evaluation been performed? Are soils in the area east of Sepulveda suitable for installation of the walls required?
- How many trees will be removed to facilitate the relocation of Sepulveda? Will Caltrans replace mature trees removed from slopes? Will freeway and retaining walls be landscaped?
- How will the appearance of Sepulveda Blvd. between Montana and Bronwood change if the massive retaining walls are installed? Will Caltrans provide a cross-section or computer rendering showing Sepulveda after the installation? Is the result Sepulveda in a trench between towering concrete walls? What is the implication of the trench for noise and air quality?
- How will freeway noise be mitigated for homes on Dalkeith and Thurston and other streets that are on hillsides substantially above the freeway?
- What will be the impact of tree removal on animal and bird habitat. What is the potential effect on the health of children and other persons living near the Freeway as a result of the widening of Sepulveda?

WHPOA-3

WHPOA-4

WHPOA-5

WHPOA-6

WHPOA-7

WHPOA-8

WHPOA-9

While high-pressure gas and methane lines do exist within the construction zone, it is not known with certainty if their relocation is required. At this time, the worst-case scenario, utility relocation must be acknowledged as a potential impact. If at all possible, protection of any utility is desirable over relocation, and the aforementioned lines are no different. However, should they need to be relocated, the selected design-build contractor would have the requisite experience and resources to do so safely without interruption of service to the community. The owners of these facilities have stringent requirements for any work to be done on or around their facilities, and Caltrans is currently coordinating with all utility companies to ensure all their requirements are made a part of the Technical Provisions of the bid documents.

There would be no interruption of phone or internet services (or any utilities) during construction, as all new utilities would be constructed prior to abandoning any existing facilities.

WHPOA-4

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

Please see Possible Retaining Wall Locations on Sepulveda Blvd. Cross-Section located at the end of Appendix I.

WHPOA-5

Specially designed retaining walls will be used in this area, and these walls will not extend into private property.

Please see response to comment WHPOA-4 above.

WHPOA-6

The retaining walls will be constructed using safety precautions that will fully support and maintain the slopes of adjacent homes. All retaining walls will have fully secured safety fencing installed along the top of the wall.

WHPOA-7

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

Please also response to comment WHPOA-3 above.

WHPOA Comments Carole Magnuson

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- Will the closure of sound bound on-ramps from Sunset and the northbound Montana Avenue off-ramp result in increased congestion on Sunset Blvd.? What mitigations are available to protect residential streets from cut-through traffic as a result of increased congestion on Sunset Blvd.?

WHPOA-10

2. Caltrans should seek, and the Federal Highway Administration (FHWA) should grant, waivers from the existing freeway construction standards for the segment between Montana Avenue and Getty Drive, to allow Caltrans to develop an HOV lane that does not require relocation of Sepulveda Blvd.

From 2002 Caltrans' communications we learned that Caltrans' 2002 proposal to add only a single 11-foot lane to the northbound 405 was unacceptable to the Federal Highway Administration and that as a result Caltrans proposed additional widening to accommodate Federal standards. We believe that the right-of-way and existing infrastructure constraints in the area between Montana and Getty Center Drive clearly justify Federal waiver of highway standards for this segment, as well as for the southbound segment south of Sunset. The high cost of the project should be considered since many worthwhile transportation projects in Los Angeles County are unfunded and likely to remain so because of State and local budget issues. The DEIR should provide an estimate of the cost savings that would be realized from reduction in the width of the freeway to eliminate the need to move Sepulveda.

Ample precedent exists for such waivers in congested urban areas. All agencies should focus their attention on arriving at a reasonable, cost-effective alternative to the current proposal even if it requires obtaining waivers of Federal design standards. Caltrans has validated this principle by developing a design variation of Alternative 3 that would avoid severe negative impacts on the community of Brentwood Glen. The design variation reduces the width of the southbound freeway by eliminating a buffer, narrowing the median and moving a soundwall. A design option should be developed for Alternative 2 that confines northbound freeway widening to existing Caltrans right-of-way.

WHPOA-11

The DEIR should disclose all other Federal waivers granted for other segments of HOV projects in Los Angeles County and provide data to support arguments offered in the DEIR to support the proposed 98-foot configuration. The DEIR should also reveal the actual width of segments of the roadway that exceed 98 feet, as is the case north of Montana Ave on the northbound side.

On page 122, the DEIR seems to indicate that the proposed improvements don't affect forecast mainline volumes at all. Will widening the freeway an additional 17 feet beyond the 12 feet needed for an HOV result in less congestion over the project lifetime? If so, how much? Please provide data to support assertions that highways with 12-foot lanes have fewer accidents than highways with 11-foot lanes.

Please also explain the need for the proposed 12-foot half median. Is the 12-foot half median intended to facilitate a future project? If so, what is the future project? Please provide analysis to support the assumption that a 24-foot median is required or

WHPOA-8

According to the noise protocol Section 3 entitled, "Unusual and Extraordinary Abatement" is triggered when two things occur: A 'severe' traffic noise impact [equal to or greater than 75 dBA-Leq(h)] exists or is expected and there are no feasible or reasonable solutions. We have a case here where "Unusual and Extraordinary Abatement" is triggered for the residential area along Dalkeith Ave. and Thurston Ave. between Montana Ave. and Sunset Blvd.

Since this process and its outcome are subject to approval by FHWA on a case-by-case basis, Caltrans will coordinate with internal functional units to discuss details of "Unusual and Extraordinary Abatement."

WHPOA-9

Due to the high level of land development, there is minimal presence of native plant communities and many wildlife species in this area. Vegetation along the roadway consists of landscaping plants which are not likely to provide much habitat value as those located in a more natural setting.

For those project areas where nesting birds may occur, Caltrans would be required to be in compliance with the Federal Migratory Bird Treaty Act to remove nesting habitat outside the bird nesting season (September 1st - January 31st).

WHPOA-10

Under Alternative 2, the Montana Avenue ramps are proposed to be closed and both the Sunset Boulevard ramps and Sunset Boulevard itself, in the vicinity of the ramps, will be improved. The proposed closing of the I-405 northbound on/off ramps at Montana Avenue is anticipated to result in a redistribution of traffic to the I-405 northbound ramps at Wilshire Boulevard and at Sunset Boulevard. In particular, the substantial volume of traffic that exits I-405 northbound at Montana Avenue, destined for UCLA, was assumed in the traffic analysis to divert to the I-405 northbound off-ramp at Sunset Boulevard, traveling eastbound on Sunset Boulevard then southbound on Veteran Avenue.

WHPOA Comments Carole Magnuson

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adequate for the future project. Is the future project likely to be developed in this decade? If not, when might it be revealed? Will Caltrans amend the project description to include as a goal "providing infrastructure for a future project?" If a future project is contemplated, does CEQA require that it be revealed in this DEIR? Does failure to disclose future projects constitute piecemealing under CEQA? What is the cost of providing the median for the full 12 miles of the project?

WHPOA-11

4. Caltrans must provide decision-makers with an environmentally superior alternative, other than the no-project alternative, as required by CEQA.

The DEIR appears to offer multiple alternatives to a single project, but really offers no choice of alternatives. There is only one alternative in each direction. There is the northbound project (Alternative 2) and the southbound project (Alternative 3.) In the case of the northbound project the only choice offered is to widen to a standard 98 feet. The same choice is offered for the southbound project (Alternative 3), although the revised DEIR includes a design variation that could count as a southbound alternative. To provide decision-makers with the choice intended by CEQA, the DEIR should propose an environmentally superior alternative to both the northbound and the southbound projects and analyze the impacts of those alternatives. Decision-makers can then chose between the Caltrans alternatives and the environmentally preferable alternatives, as CEQA intends.

WHPOA-12

Finally, we are concerned with the many areas outside of our immediate community where areas of potential impact have not been addressed, proposed roadway design not completed even to a schematic stage, homes put in jeopardy perhaps needlessly, traffic congestion on nearby streets poorly analyzed or not analyzed, and, as in the case of the Getty, a prized community institution threatened with damage to visitor and emergency circulation and site stability. For these and other reasons, the Westwood Hills Property Owners Association believes the current document to be fatally flawed, and joins its neighbors in demanding the Caltrans not move forward with this DEIR until it can provide the community with a fully developed and meaningful project description and environmental analysis.

WHPOA appreciates Caltrans efforts to complete this project in a manner that causes the least harm and brings the greatest benefits. We believe that the suggestions offered herein would result in a better project for all, and commend them to you for consideration. Thank you for your attention to our concerns.

Sincerely yours,



Carole Magnuson
President

WHPOA-10 con'td

While this improvement would increase traffic using the I-405 northbound off-ramp at Sunset Blvd. and increase traffic on Sunset Blvd. and on Veteran Ave. north of Montana Ave., it would, in fact, reduce commuter-related traffic impacts on neighborhoods by diverting traffic from the substantially residential segment of Montana Ave. between Sepulveda Blvd. and Veteran Ave., to the more appropriate arterials of Sunset Blvd. and Veteran Ave.

Additionally, with the improvements to the Wilshire Blvd. interchange as part of this project, which would improve traffic flow from the northbound off-ramp to eastbound Wilshire Blvd., it would be expected that some of the traffic currently exiting I-405 northbound at Montana Ave. would divert to Wilshire Blvd. Additional signing, incorporated into the improvements at Wilshire Blvd. would further encourage motorists destined for Westwood and the UCLA campus to use the Wilshire Blvd. interchange as an alternative to Montana Ave. or to the potentially out-of-direction travel that results from using the Sunset Blvd. off-ramp. By diverting some of the Montana Ave. ramp traffic to Wilshire Blvd., the impacts at Sunset Blvd. and at Montana Ave. at Veteran Ave. would be reduced.

The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts under the Preferred Alternative.

WHPOA-11

FHWA approval of non-standard design features of other projects is not relevant due to varying conditions. Each federal review judges the merits of each project on a case-by-case basis.

Please also see response to comment BGA-7.

WHPOA-12

The Summary of the DEIR/EIS has been updated to include a discussion on the Environmentally Superior Alternative.

Westwood Hills Property Owners Association
P O Box 24515 Los Angeles, CA 90024 Telephone 310-472-9952

September 17, 2007

Via Email ron.kosinski@dot.ca.gov
and U.S. Mail - First Class

Mr. Ronald J. Kosinski, Deputy Director *RK*
Division of Environmental Planning
Caltrans District 7
100 S. Main Street
Los Angeles, CA 90012

**RE: May 2007 Draft Environmental Impact Report (DEIR) North Bound I-405
Sepulveda Pass Widening Project and June Revisions Document**

Dear Mr. Kosinski:

Thank you for letting me know that the comment period on the I-405 North Bound Sepulveda Pass Widening Project and Revisions Documents has been extended by two and one-half weeks. While it is nice to have more time to study the information in those documents, the fact remains that those documents do not fully describe the project that you are proposing to build and do not analyze all of the impacts of that project. For example you do not disclose the impact of modified Alternative 3 on the roadways, businesses and private homes east of the 405 between Montana and Getty Center Drive, and west of the 405 between Mulholland and Wilshire. The revised project rather ingenuously notes that the 405 centerline will be moved eastward, but it doesn't say by how much (an inch? a mile? 13 feet?) and it doesn't describe what the effect of moving the freeway centerline will be. Full disclosure of the project requires that you reveal that engineering drawings for this design modification show the 405 centerline shifted 13 feet east. This is a significant shift equal to just under 50 percent of the total widening proposed for the northbound segment and must be acknowledged and analyzed.

Caltrans has indicated that it will correct such disclosure deficiencies in the Final EIR. Surely Caltrans understands that information withheld until the Final EIR does not fulfill CEQA requirements. The purpose of the Draft EIR is to provide interested parties with all of the information they need to understand the impacts of the project. To withhold information at the Draft EIR stage as Caltrans has done misleads the public regarding the true impacts of the project. For example, modified alternative 3 might seem attractive to persons and organizations who base their judgment on limited information included in the modified document and so are unaware that the alternative has negative impacts east of the freeway, as well as negative traffic impacts on Sunset Blvd., and compromises safety



Comments from the Westwood Hills Property Owners Association (WHPOA) on 9/17/07:

WHPOA-13

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

In addition, as a result of extensive community outreach, the project description was revised to include Alternative 3 Modified which essentially avoided acquisition of property in the community of Brentwood Glen. Large aerial displays of Alternative 3 Modified were presented at the public hearing on August 22, 2007.

Caltrans believes that the DEIR/EIS was fundamentally and basically adequate in nature and a meaningful public review and comment period was accomplished. Caltrans never intended to mislead the public at any time throughout the environmental process. The modifications to the alternatives did not result in any significant environmental impacts or new mitigation measures. It did increase the severity of an environmental impact to Alternative 2 and also lessen the impact to Alternative 3. It was a feasible alternative that was not considered different from others previously analyzed and resulted in reducing the project environmental impacts.

The project description was developed consistent with both the requirements of CEQA and NEPA. Pursuant to 40 CFR 1502.14, and the FHWA Technical Advisory 6640.8A, all alternatives that meet the project purpose shall be considered equally throughout the Final EIR/EIS. As described at the beginning of Chapter 2, selection of a Preferred Alternative would not be made until consideration of public comments on the DEIR/EIS and the FEIR/EIS is approved. Neither CEQA nor the CEQA Guidelines requires the evaluation of a Preferred Alternative unless one has been publicly identified by the Lead Agency as delineated in Section 15126.6(e)(2) of the CEQA Guidelines.

WHPOA-13

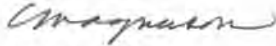
WHPQA Comments Carole Magnuson

2

for motorists south of Waterford Avenue. Caltrans must not rely on statements of support for any of the proposed alternatives in order to approve an alternative until it has produced and circulated a new DEIR that fully describes the project and its impacts. Until the deficiency in the current DEIR documents is corrected, your environmental review is fatally flawed and cannot support certification and approval of a project alternative.

WHPQA-13

Very sincerely,



Carole Magnuson

President

The alternatives discussion meets the intent of Section 15124(c) of the CEQA Guidelines, which requires “a general description of the project’s technical, economic and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.” This level of documentation has been provided in Chapter 2 of the DEIR/EIS for each of the alternatives under consideration, and the discussion clearly states that all of the alternatives will be considered equally throughout the document. CEQA does not limit the project description to one project design. The DEIR/EIS actually provides a more detailed evaluation of the environmental effects of each alternative under consideration since it assesses all environmental effects rather than focusing on significant environmental effects as required under CEQA.

After considering the Final EIR/EIS, a Statement of Overriding Considerations will be prepared only if it is determined that the benefits of the proposed project outweigh the unavoidable adverse environmental effects (CEQA Guidelines 15092, 15096(h)).


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Comments from the Aleh Foundation (AF):

AF-1

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway.

Alternative 2, which has been identified as the Preferred Alternative, will require six property acquisitions. Only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.



Rabbi Shlomo Braun
Founder & Director

Honorary Board
 Joseph I. Lieberman
 Charles Schumer
 U.S. Senators

Jerrold Nadler
 Edolphus Towns
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 Alisa Kasachoff, Ph.D.
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 William Nusseu
 Robert Rubin
 Herschel Sauber
 Rabbi Gershon Tannenbaum
 Jeffrey Tennenbaum, DDS

Woman's Chapter
 Past President
 Joan Gewartz OB'M
 Adelade Heller, President

Shlomo Berger
Administrator

Yossi Kahana
Director of Development

RECEIVED
 JUN 28 2007
 By NUP

June 26, 2007

Mr. Ron Kosinski *RK*
 Deputy District Director, Division of Environmental Planning
 100 South Main Street
 Los Angeles, CA 90012

Dear Mr. Kosinski:

I am writing to you on behalf of the family of Jill and John Donaty of 4426 Sherman Oaks Circle, Sherman Oaks, on the west side of the 405 freeway.

Aleh is Israel's leading provider of long-term care and treatment of severely developmentally disabled infants and children. Please visit our website at www.aleh.org to learn more about us. The Donatys have been major supporters and contributors to Aleh for many years. Their concern for those in our society least able to help themselves is well-known in the philanthropic community, and their generosity is exceeded only by their affable nature.

Because of their long history of helping others, I feel obligated to do whatever I can to help them now in their time of need. Enclosed is a copy of a letter sent to County Supervisor Zev Yaroslavsky by the Donaty's Rabbi, which clearly outlines their predicament. I urge you to give the plight of the Donaty family due consideration, and to take immediate action to relieve their distress.

Thank you for your consideration.

Sincerely,

Shlomo Braun
 Rabbi Shlomo Braun
 Founder & Director

Enc.

AF-1

U.S. OFFICE 3317 JEFFERSON, BROOKLYN, NY 11219 Tel: (718) 851-4398 Fax: (718) 851-4397 • Toll Free: (800) 317-ALIEH	CENTRAL OFFICE 661 Hill St., P.O. B. 435, Berkeley, CA 94704 Tel: (415) 871-1711 Fax: (415) 574-3261
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WWW.ALEH.ORG



June 12, 2007

County Supervisor Zev Yaroslavsky
821 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisor Yaroslavsky,

I wish to bring to your attention a serious issue affecting our community. There is a family in our congregation, Jill and John Donaty, who reside at 4426 Sherman Oaks Circle, Sherman Oaks, on the west side of the 405 Freeway. The original plans for the widening of the 405 would have taken their home, an eventuality they regretted but were ready to accept. Now, however, the good people at CalTrans have changed their collective minds. CalTrans has announced a decision move the freeway inches from their property leaving this poor family living literally alongside the freeway with a 30-foot concrete wall just steps from their children's bedrooms. This would render their home unlivable, unsafe, and impossible to sell.

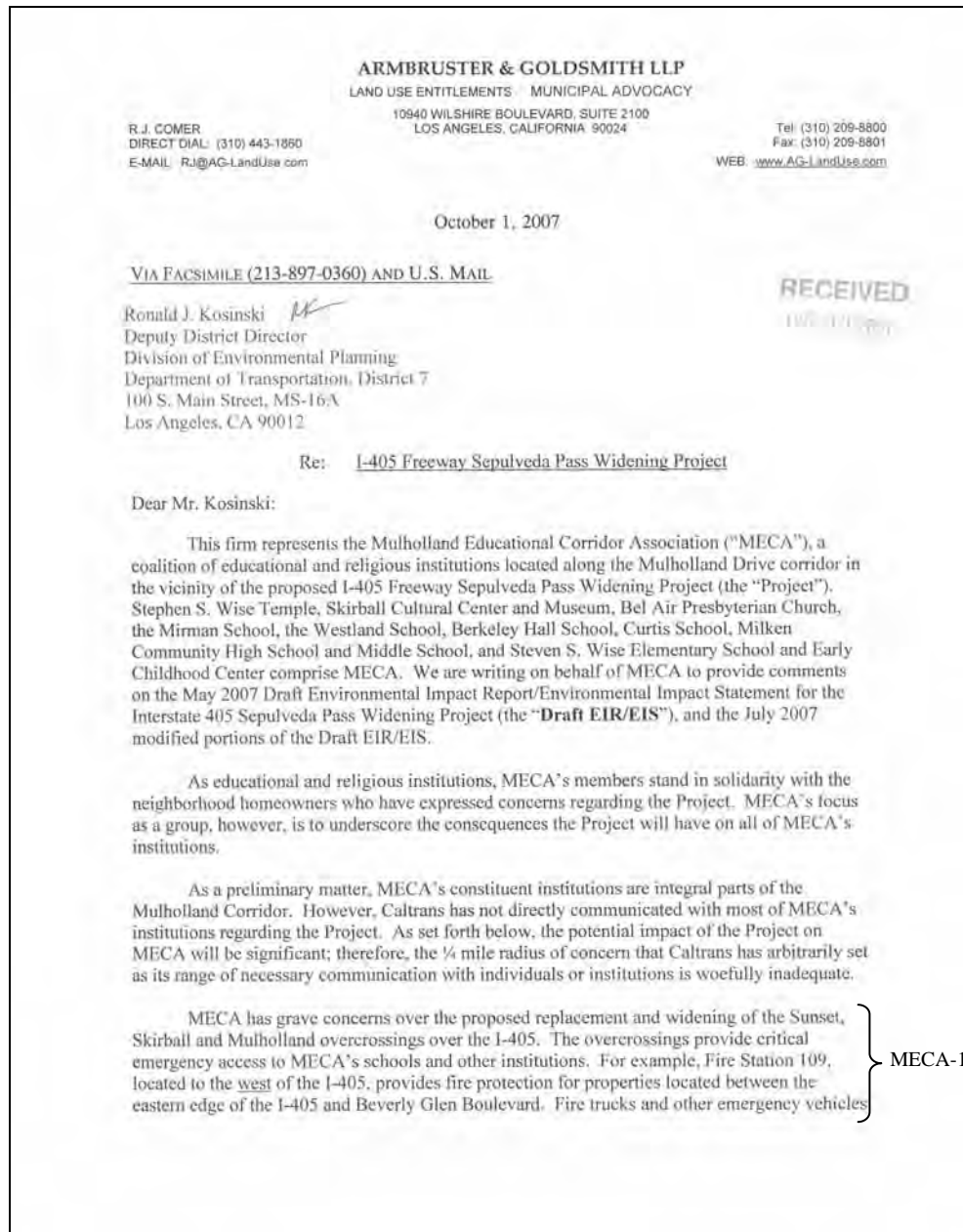
The family has gathered petitions from their neighborhood. They've asked me to share this situation with our congregation, and to bring it to your attention.

I know that you work hard for the people of our city and our neighborhood. Jill and John will be calling to meet with you and your staff to share their predicament. I'm sure you'll do your best to help them.

Yours,



Rabbi Ed Feinstein,
Valley Beth Shalom



Comments from the Mulholland Educational Corridor Association (MECA) represented by Armbruster and Goldsmith LLP:

MECA-1

Fire Station 109 has a service area that includes the area that will be affected by construction activities. The traffic impacts caused by construction of the bridges at Mullholland Drive, Skirball Center Drive and Sunset Boulevard would be managed by using a staged construction approach. All bridges would have at least one half of their existing lanes maintained through the construction period. In addition, work would be conducted in separate stages to ensure each bridge can serve as an alternate route for the other while it is being constructed. Skirball Center Drive, Mullholland Drive and Sepulveda Boulevard would all be used as alternate routes during construction. Close and continuing coordination will be maintained with the City of Los Angeles Fire Department during the entire construction period in order to ensure that adequate access is provided for emergency response to areas in the vicinity of construction activities.

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must use the overcrossings to provide a timely response to emergencies. The removal of the existing overcrossings will prevent direct access for many months. Similarly, increased traffic on Sepulveda Boulevard due to construction on the mainline freeway could impair emergency access even after the overcrossings are reconstructed. Impaired access would place MECA's 4,000 students, together with faculty, staff, parents, congregants and visitors, in jeopardy. The Draft EIR/EIS does not address these potential impacts.

MECA-1

The proposed reconstruction of the overcrossings will also impair school bus and carpool access to MECA's schools, Stephen S. Wise Temple and Bel Air Presbyterian Church worship services, and visitor access to the Skirball Cultural Center and Museum. Existing traffic will need to take alternate routes while the overcrossings are under construction and will potentially cause significant traffic impacts on the alternate routes. This traffic will generate additional pollution by having to travel on longer, more circuitous routes. Again, the Draft EIR/EIS fails to consider any of these potential impacts.

MECA-2

Construction in the vicinity of MECA's institutions has the potential to generate noise and air emissions that could impact MECA's sensitive receptors. The Draft EIR/EIS does not attempt to quantify these impacts.

The Final EIR/EIS must include analyses of the foregoing impacts and identify feasible mitigation measures, including the following:

1. Caltrans shall have monthly meetings with representatives of MECA as an ongoing process throughout the construction to exchange information and jointly develop measures to avoid possible impacts on MECA's institutions.
2. Construct new overcrossings prior to closing those existing overcrossings targeted for reconstruction. This would avoid impairing institutional access or emergency response.
3. Build and open each of the new off-ramps, southbound and northbound, before closing existing off-ramps.
4. Develop a detailed construction safety and management plan to prevent accidents and mishaps like the fallen crane on Valley Vista Boulevard or the congestion at the Palms Boulevard overpass.
5. Provide secondary emergency access for the residents, students, congregants, employees and visitors on the west side of the Mulholland overpass through a monitored escort through a route running on the south side of Bel Air Presbyterian Church's property through Mission Canyon.

MECA-3

MECA-2

The same response is offered for this comment as is provided above in the response to comment MECA-1. The Stephen S. Wise Temple and Bel Air Presbyterian Church are both reached via Mulholland Drive. As is noted in the above response, construction will be staged to provide for continuing through traffic on Mulholland Drive while it is in the construction process. Access to the Temple and Church will be maintained throughout the construction period.

MECA-3

The suggestions offered in the comments are appreciated and will be considered as the construction management planning effort gets underway. Caltrans will consider conducting regularly scheduled meetings to keep all affected parties up-to-date on the construction schedules and items of particular interest or importance.

Construction of each of the bridges crossing over I-405 will need to be handled using staged construction methods which will allow traffic circulation patterns to be maintained throughout the construction period and which will management traffic disruption as best as possible.

Construction of the entire project will require careful staging to ensure that traffic patterns can be maintained to the maximum extent practicable. With regard to construction of the ramps, the intent will be to construct all new segments first, each up to the point of encroaching into the existing ramps. Portions of the existing ramps would be removed by the same process, again not yet encroaching into the in-use ramps. Then, when all is ready, ramps will be shut down in a sequential manner, such that access to and from the freeway will still be permitted at an adjacent ramp location. This process should result in the least practicable disruption to normal freeway use, within the context of the construction process.

Caltrans will be developing and following a detailed construction management plan that will have components to address safety and emergency access. Please also see the response to comment BAC-2.

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6. Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers or noise curtains) shall be used to screen propagation noise from such activities towards these land uses to the maximum extent possible.

7. Use power construction equipment with state-of-the-art noise shielding and muffling devices.

8. The use of those pieces of equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include use of drills, jackhammers, and pile drivers.

9. Any pile driving shall be conducted with equipment such as a sonic pile driver, or similar type of equipment, which generates a level of ground-borne that is less than 0.2-inch per second of peak particle velocity at a reference distance of 50 feet.

10. Deliveries shall be scheduled to avoid peak traffic hours.

11. To the extent possible, construction activities should be scheduled so as to avoid operating several pieces of heavy machinery simultaneously, which results in high noise levels.

12. All equipment shall be properly tuned and maintained in accordance with manufacturers' specifications

13. On-site mobile construction equipment shall be powered by alternative fuel sources (e.g. methanol, natural gas, propane or butane) as feasible.

14. To the extent possible, petroleum powered construction equipment shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

15. Maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off when not in use to reduce vehicle emissions. Construction activities shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

16. During construction, a 24-hour hotline shall be established for MECA to register complaints regarding noise and inquire about the construction process. Upon receipt of

MECA-4

MECA-5

MECA-6

MECA-4

Please see response to BAC-5 regarding mitigation measures to minimize temporary construction noise impacts.

MECA-5

Please see response to MECA-4 above regarding construction equipment maintenance and control.

MECA-6

The suggestion of a 24-hour hot line is appreciated and will be considered as the details of construction planning are underway.

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complaint, the Caltrans construction relations officer shall determine the cause of the complaint, and what reasonable measures can be taken to resolve it.

} MECA-6

Thank you for providing us with the opportunity to comment on the Draft EIR/EIS. We look forward to your responses.

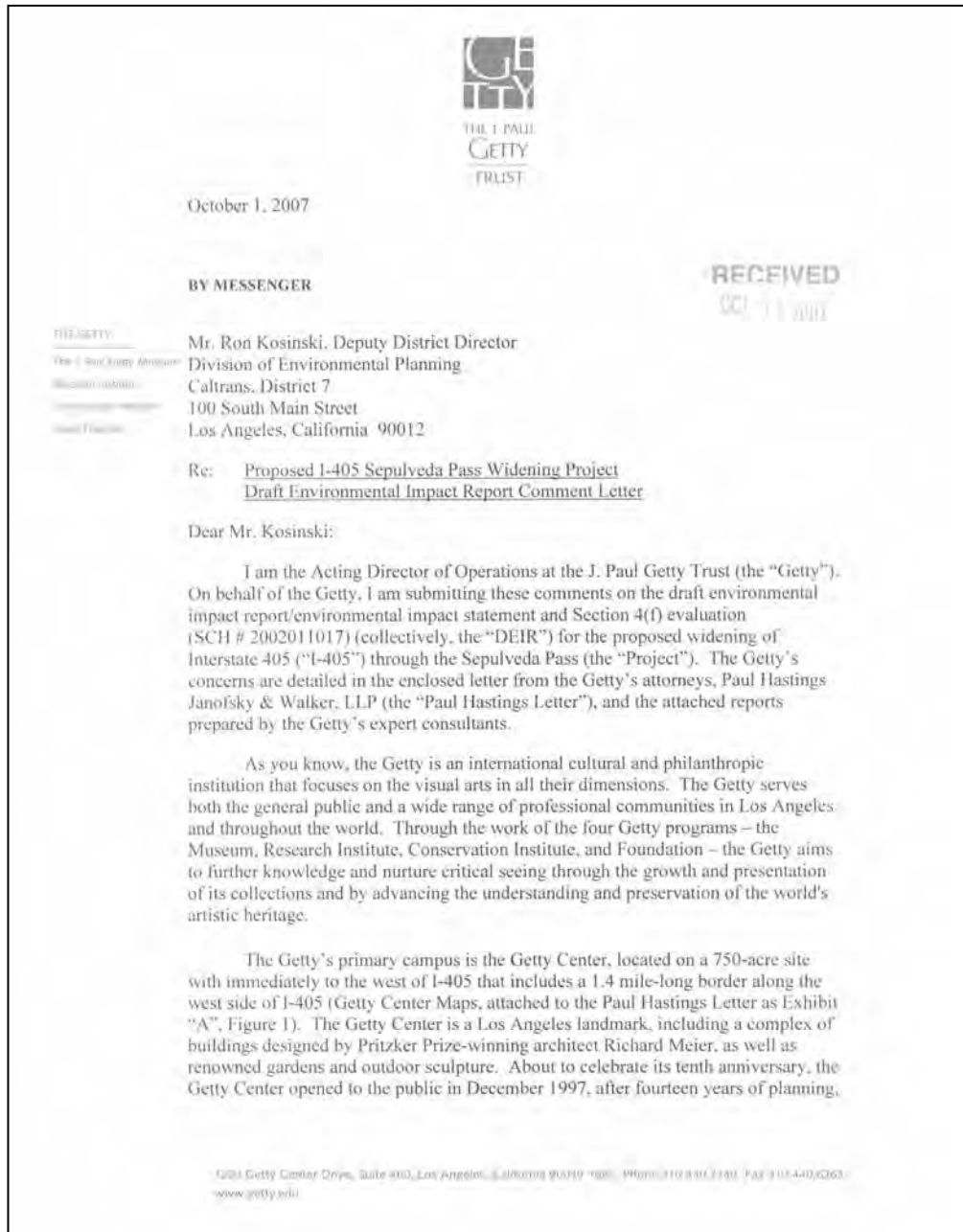
Very truly yours,



R.J. Comer

cc Stephen W. Wise Temple
Skirball Cultural Center and Museum
Bel Air Presbyterian Church
The Mirman School
The Westland School
Berkeley Hall School
Curtis School
Milken Community High School and Middle School
Steven S. Wise Elementary School and Early Childhood Center

RJC:rsg



Comments from The J. Paul Getty Trust (JPGT):

JPGT-1

Caltrans appreciates your support for the northbound HOV lane and acknowledged your opposition to Alternative 3.

The addition of a southbound mixed-flow lane between Skirball Center Dr. and Waterford Ave. would remove the existing bottleneck at Skirball Center Dr. caused by the reduction from five to four mixed-flow traffic lanes. This lane is an element of Alternative 3 and 3 Modified which have not been identified as Preferred because of excessive community impacts.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions overall. Your concerns regarding impacts to the Getty Center are associated with Alternative 3 and 3 Modified which are no longer under consideration.

design and construction costing well over \$1 billion. The Getty Center attracts 1.3 million visitors per year, approximately half local residents and half tourists.

The Getty supports the addition of a northbound high-occupancy lane on I-405 (Alternative 2). Unfortunately, the DEIR significantly expanded Alternative 2 beyond what was originally proposed and disclosed to the public by introducing a southbound mixed-flow lane to the I-405 (Alternative 3). The Getty strongly opposes Alternative 3. As discussed in the enclosed Paul Hastings Letter, the southbound expansion described in Alternative 3 would substantially and negatively affect the Getty Center and surrounding homes and businesses, even though the southbound addition does not provide any material transportation benefit based on the travel time benefits set forth in the DEIR. The DEIR fails to comply with the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA").

As the Paul Hastings Letter discusses in detail, Alternative 3 will create numerous significant and irreversible environmental impacts that will harm the Getty Center, as well as many homes, businesses, educational facilities and houses of worship located in the Project's vicinity. Alternative 3 creates potentially devastating safety hazards to the Getty Center, putting at risk the entire Getty Center and creating safety risks for those who work at and visit the Getty Center. Alternative 3 threatens to destabilize the hillside supporting the Getty Center, which could cause harm to those working at and visiting the Getty Center, as well as neighbors and motorists on I-405. Alternative 3 might well require closure of the Getty Center to visitors and employees for an extended period of time.

Alternative 3 will provide virtually no benefit in terms of delay reduction. According to the DEIR, Alternative 2 will reduce more than 16,000 daily vehicle hours of delay by 2031. By contrast, Alternative 3 only reduces an additional 130 daily vehicle hours of delay by 2031.

Cost estimates for Alternative 3 are seriously inaccurate. Caltrans estimates, without any supporting documentation in the DEIR, that the incremental cost of Alternative 3 is \$262 million. Expert cost estimators retained by the Getty, however, have determined that construction of the 1.4-mile stretch of Alternative 3's southbound widening on the Getty's boundary with I-405 would cost \$225 million, while the entirety of the southbound widening under Alternative 3 would cost \$1.7 billion – more than seven times Caltrans' estimate for the entire Project. If Caltrans' estimate were correct, the cost per hour of delay reduction created by Alternative 3 would be more than \$2 million. Based on the Getty experts' estimate, the actual cost will be more than \$13 million per hour of delay reduced, in addition to the considerable cost of condemning property needed to implement Alternative 3.

The Getty respectfully recommends that the proposed southbound addition to the I-405 be removed from the Project and that a binding commitment be made to the community and the Getty that Alternative 3, the addition to the southbound I-405, will not proceed. Further, in the event that Caltrans and the Federal Highway

JPGT-1

JPGT-2

JPGT-3

JPGT-4

JPGT-2

Exceptions to design standards for southbound 405 were made on a conditional basis in a letter of approval from FHWA to Caltrans on June 21, 2005. Caltrans was expected to give full consideration to the restoration of full geometric design standards during the planning, budgeting, design and construction phases of any subsequent projects in the vicinity, including the addition of the northbound HOV lane which was under consideration at the time.

The I-405 Sepulveda Pass Project included an alternative that would restore the southbound I-405 to full standard. However, following the public comment period, and the substantial amount of comments in opposition to this alternative, it was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

JPGT-3

Construction costs are expected to rise about 20% through the middle of construction (year 2011). Sufficient funds already exist for Alternative 2. Estimates for right-of-way for the Preferred Alternative are already escalated to reflect costs at the time of acquisition in 2010.

JPGT-4

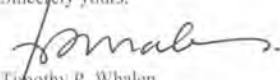
Alternative 3 and Alternative 3 Modified have been moved to the Alternatives Considered but Eliminated from Further Discussion section of the Alternatives Chapter of the DEIR/EIS.

Administration proceed with any southbound addition to the I-405, we request that CalTrans and the Federal Highway Administration prepare and circulate a new Environmental Impact Report and Environmental Impact Statement, consistent with the requirements of CEQA and NEPA, for any southbound addition.

} JPGT-4

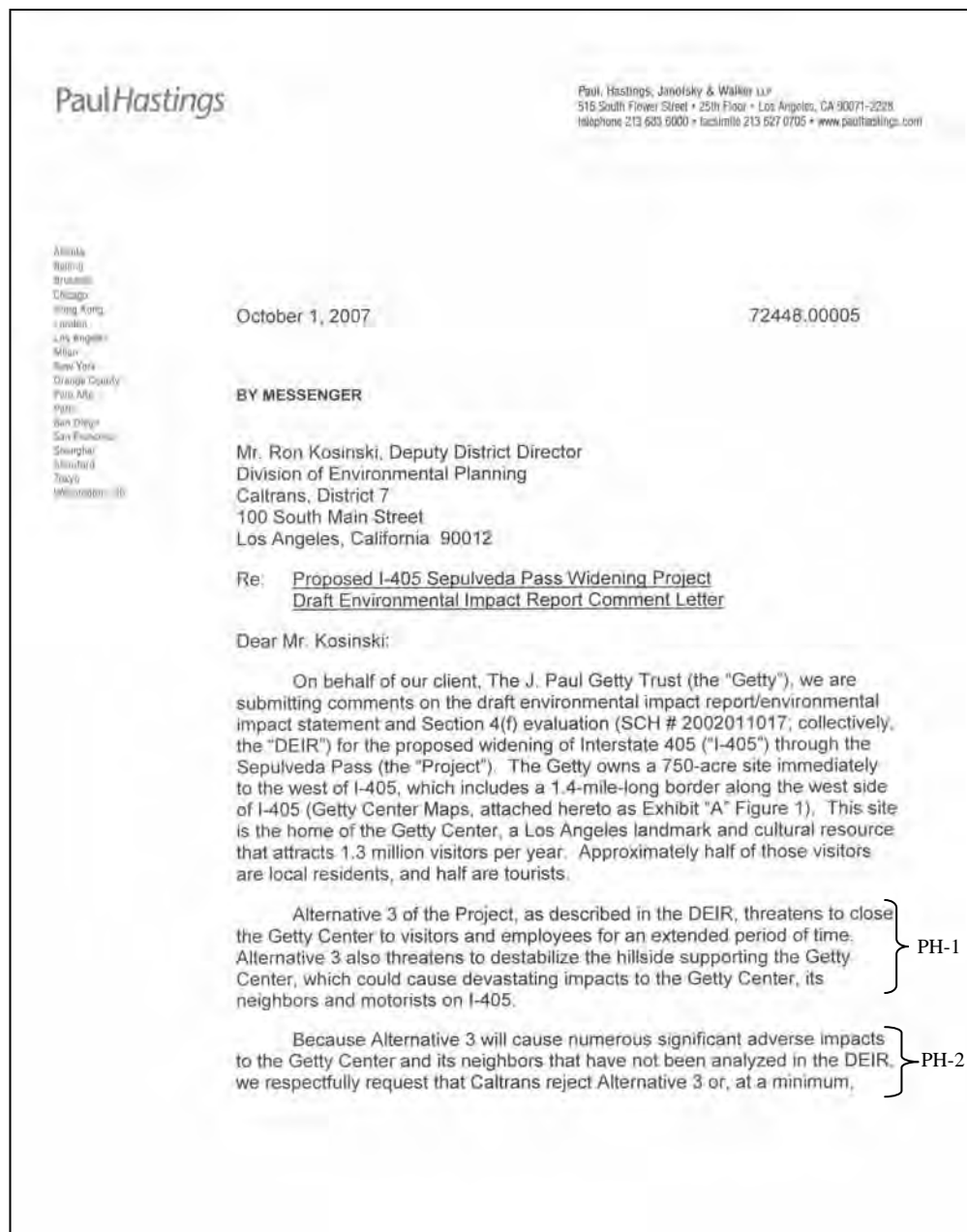
Thank you very much for your consideration of the Getty's concerns and recommendations.

Sincerely yours,



Timothy P. Whalen
Acting Director of Operations

cc: The Honorable Arnold Schwarzenegger
The Honorable Diane Feinstein
The Honorable Barbara Boxer
The Honorable Henry Waxman
The Honorable Shelia Keuhl
The Honorable Michael Feuer
The Honorable Zev Yaroslavsky
The Honorable Antonio Villaraigosa
The Honorable Bill Rosendahl
The Honorable Jack Weiss
The Honorable Wendy Greuel
The Honorable Richard Katz
Dale Bonner
Will Kempton
Doug Failing
Billie Greer
Robin Kramer
Jaime de la Vega
Louise H. Bryson, Chair, Board of Trustees, The J. Paul Getty Trust
James Wood, President and CEO, The J. Paul Getty Trust



Comments from The J. Paul Getty Trust represented by Paul Hastings LLP (PH):

PH-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions overall. Your concerns regarding impacts to the Getty Center are associated with Alternative 3 and 3 Modified which are no longer under consideration.

PH-2

Alternative 3 is no longer under consideration.

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recirculate a revised DEIR that discloses and analyzes all of Alternative 3's impacts.

} PH-2

As summarized in the enclosed letter from the Getty, the Project will create numerous significant irreversible environmental impacts that will harm the Getty Center, as well as many homes, businesses, educational facilities and houses of worship located in the Project's vicinity. The Project has been changing and continues to change, and the DEIR fails to identify, analyze or mitigate many of the Project's significant adverse environmental impacts, thereby violating the requirements of the National Environmental Policy Act (42 U.S.C. 4321 *et seq.* ("NEPA")) and the California Environmental Quality Act (California Public Resources Code §§ 21000 *et seq.* ("CEQA"); California Code of Regulations, Title 14, Chapter 3, §§ 15000 *et seq.* ("CEQA Guidelines"))

The Getty has retained expert consultants to evaluate the DEIR and technical studies prepared in support of the DEIR. These consultants have prepared the following reports, which are attached to and incorporated into this comment letter: (i) 405 Freeway Widening Impact Report, prepared by Kimley-Horn and Associates (the "Kimley-Horn Report"), dated September 25, 2007 and attached hereto as Exhibit "B"; (ii) Geotechnical Engineering Report prepared by URS Corporation (the "URS Report"), dated September 27, 2007 and attached hereto as Exhibit "C"; (iii) Structural Engineering Report, prepared by Englekirk & Sabol (the "Englekirk Report"), dated September 26, 2007 and attached hereto as Exhibit "D"; (iv) EIR Peer Review Report, prepared by PCR (the "PCR Report"), dated September 24, 2007 and attached hereto as Exhibit "E"; (v) Traffic Report, prepared by LLG Engineers (the "LLG Report"), dated September 25, 2007 and attached hereto as Exhibit "F"; and (vi) Construction Cost Report, prepared by Hathaway Dinwiddie (the "HDCCO Report"), dated September 28, 2007 and attached hereto as Exhibit "G".

I. EXECUTIVE SUMMARY

Generally, the Project proposes the widening of an approximately 10-mile stretch of I-405 from Interstate 10 ("I-10") to United States Highway 101 ("US-101"), the relocation of multiple on- and off-ramps, and the taking by eminent domain of a number of residences, businesses and other facilities. The DEIR discusses three possible alternatives: Alternative 1, which maintains the status quo and involves no freeway widening; Alternative 2, which generally widens the east side of I-405 (in the area of the Getty Center)

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to add one standard northbound high-occupancy vehicle ("HOV") lane, standardize the existing northbound mixed-flow lanes, medians and shoulders and remove or reconfigure multiple on- and off-ramps; and Alternative 3, which includes all of Alternative 2, as well as significant widening on the west side of I-405 (in the area of the Getty Center) to add a new mixed-flow lane between the Skirball Center and Waterford Street, close the southbound I-405 on-ramp from eastbound Sunset Boulevard, realign Sepulveda Boulevard and Church Lane, and take by eminent domain a number of additional residences and businesses (Getty Center Maps, Figure 2).

According to the DEIR, Alternative 2 saves more than 16,000 daily vehicle hours of delay by 2031. By contrast, Alternative 3 only reduces an additional 130 daily vehicle hours of delay by 2031 (DEIR, p. 122). While Alternative 2 will probably offer significant relief from traffic congestion, Alternative 3 provides only a tiny incremental benefit at an extraordinary cost. Caltrans estimates, without any supporting documentation in the DEIR, that the incremental cost of Alternative 3 is \$262 million (DEIR, p. 9). Expert cost estimators retained by the Getty, however, determined that construction of the 1.4-mile stretch of Alternative 3's southbound widening on the Getty's boundary with I-405 would cost \$225 million, while the entirety of the southbound widening under Alternative 3 would cost \$1.7 billion (HDCCO Report, p. 2), or more than seven times Caltrans' estimate. Consequently, the Getty does not object to Alternative 2 as described in the DEIR, but the Getty has grave concerns about Alternative 3.

PH-3

The Getty Center houses the J. Paul Getty Museum, the Getty Research Institute, the Getty Conservation Institute, and the Getty Foundation, as well as the Trust offices, in a complex of buildings designed by Pritzker Prize-winning architect, Richard Meier. The Getty Center opened to the public in December 1997, after fourteen years of planning, design, and construction, at a cost of more than \$1 billion. The J. Paul Getty Museum acquires works of art and preserves, exhibits and interprets a broad range of art works. The Getty Research Institute encourages, enables and inspires advanced scholarship through innovative, often interdisciplinary, research projects, publications, public programs and exhibitions. The Getty Conservation Institute pursues a broad range of activities dedicated to furthering conservation practice and education in order to enhance and encourage the preservation, understanding and interpretation of the visual arts. The Getty Foundation provides support to institutions and individuals throughout the

PH-3

It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the minimal benefit provided by this alternative would not justify the cost.

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world in fields that are aligned closely with the Getty Trust's strategic priorities, funding a diverse range of projects that promote learning and scholarship about the history of the visual arts and the conservation of cultural heritage.

Alternative 3 could cause numerous significant impacts to the Getty Center, the impacts of which were not even mentioned in the DEIR, let alone analyzed. Part II of this letter discusses the following specific impacts of Alternative 3 to the Getty Center property:

- Alternative 3 would condemn a part of the Getty Center's South Road, the primary maintenance and service road, and required secondary fire and emergency access road, to the Getty Center. Since the Getty Center is a "high-rise" under relevant regulations, the Los Angeles Fire Department requires the South Road to be at least 28 feet wide at the South Building, a width that would be practically impossible to maintain after the proposed condemnation. Therefore, Alternative 3 threatens the closure of the Getty Center to visitors and employees. Moreover, an eight-foot-in-diameter Metropolitan Water District ("MWD") water line that serves West Los Angeles (the "Sepulveda Feeder Line") and other major utility lines lie beneath the South Road. The condemnation of a portion of the South Road would also require the relocation of these utility lines, which may be practically impossible given the existing topography and the Getty's adjacent South Building.
- Alternative 3 threatens to damage the complex hillside stabilization system that supports the Getty Center. The Getty spent more than \$100 million in the late 1980's and early 1990's to create the building pad for the Getty Center and to ensure the stability of the hill between the main Getty Center buildings and I-405. This work included installing numerous shear pins and poured-in-place concrete piles, in addition to constructing a complex drainage system, much of it subterranean. Alternative 3 would require the installation of a number of retaining walls with tie-backs up to 70-feet onto Getty Center property, which threatens to damage or destroy these shear pins, concrete piles and drainage structures. Damage to the Getty's hillside retention system would destabilize the Getty Center and could cause a landslide onto I-405, which creates a significant risk of catastrophic harm to motorists on I-405 as well as to the Getty's employees and visitors.

PH-4

PH-5

PH-4-5

Alternative 3 is no longer under consideration.

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- Alternative 3 would construct retaining walls up to the edge of the Getty Center's main parking structure, a seven-story subterranean parking structure. Caltrans would need to install numerous tie-backs into the parking structure, which would damage or destroy the parking structure, perhaps causing it to collapse, creating significant risk of harm to the people who use the parking facility. } PH-6
- Alternative 3 would require the Getty to grant Caltrans a construction easement directly underneath the existing tramway that transports most of the Getty Center's visitors and staff three-quarters of a mile from the main parking structure up to the Getty Center buildings. This easement appears to include the area of one of the tramway's major supporting columns and the area directly underneath the tramway. Excavation near the supporting columns threatens to destabilize or collapse the tram, causing not only significant damage to the Getty Center but injury to motorists and riders of the tram. } PH-7
- Alternative 3 could cause significant impacts to Getty Center Drive, the only road the Getty Center's 1.3 million annual visitors and most employees use to enter the Getty Center. The structural footings that maintain the integrity of the Getty Center Drive overpass may not be able to accommodate the additional weight of an expanded west side of the freeway, which creates a substantial risk to pedestrians and motorists on Getty Center Drive and on I-405. In addition, Alternative 3 could restrict or eliminate pedestrian and vehicular access to the Getty Center, thereby preventing the public and Getty employees from visiting the Getty Center. } PH-8
- Caltrans has grossly underestimated the cost of constructing Alternative 3. The DEIR asserts that Alternative 3 will cost \$262 million more than Alternative 2, but that assertion is not supported by any evidence. In contrast, the Getty's cost estimators carefully analyzed Alternative 3 and have determined that Alternative 3's proposed southbound widening just on the 1.4-mile stretch along the Getty boundary with I-405 will cost approximately \$225 million and that the incremental cost of Alternative 3 is \$1.7 billion more than Alternative 2, making Caltrans' unsupported \$262 million estimate for the entire 10-mile southbound widening entirely inadequate. } PH-9

PH-6-9

Alternative 3 is no longer under consideration.

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In addition to these Getty-specific impacts that the DEIR did not analyze, the DEIR contains numerous other fundamental flaws, as described in Part III of this letter, including the following: (i) the project description is not stable or accurate, (ii) the traffic forecast is based on flawed data, (iii) the air quality analysis does not follow regional guidelines, (iv) the noise analysis delays identifying appropriate noise mitigation measures, (v) the geology and soils analysis fails to even mention, let alone analyze, the Project's required grading, excavation and hauling impacts, (vi) the aesthetics analysis does not acknowledge any southbound impacts, (vii) the DEIR fails to analyze the Project's inconsistency with regional plans, (ix) (x) the DEIR fails to analyze the Project's biological impacts and (xii) and the entire cumulative impacts analysis is fatally flawed.

PH-10

II. ALTERNATIVE 3 WILL CAUSE NUMEROUS SIGNIFICANT IMPACTS TO THE GETTY CENTER, WHICH THE DEIR DOES NOT ADDRESS OR ANALYZE

A. Alternative 3 Will Significantly Impact the Getty Center's South Building and South Road.

1. Alternative 3 Could Eliminate the Getty's Required Fire Access and Primary Service and Maintenance Road, which Would Close the Getty Center Site.

Alternative 3 will significantly disrupt the South Road, a 28-foot-wide road that connects the Getty Center to Church Lane, which could cause the closure of the Getty Center site (Getty Center Maps, Figure 3). The South Road is the Getty's primary service and maintenance road. It is also a required access road to the Getty Center for emergency services, including fire and police services. The Los Angeles Fire Department requires the road to be at least 28 feet wide, because the Getty Center is classified as a "high-rise" building (Kimley-Horn Report, p. 6). Alternative 3 would relocate the existing I-405 retaining wall approximately seven to 10 feet west onto the Getty Center property, thereby narrowing the width of the South Road from 28 feet to approximately 18 to 21 feet and rendering it unusable as a required fire access road (Kimley-Horn Report, pp. 5-6). Because the Fire Department requires the South Road to be at least 28 feet wide, however, the South Road cannot be narrowed to less than 28 feet during construction or permanently (Kimley-Horn Report, p. 6). Since there is a 60,471-square-foot building on the west side of

PH-11

PH-10

The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided.

PH-11

Alternative 3 is no longer under consideration.

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the South Road (the Getty's "South Building"), and extremely steep slopes west of the South Building, the South Road cannot be relocated further west (Getty Center Maps, Figure 4). Since the South Road meets the Fire Department's minimum requirements, a narrowed South Road would not meet these requirements, threatening the ability of emergency vehicles to respond to a life and safety emergency, such as a fire, which would jeopardize not only the Getty Center, but also the nearby residences. If Alternative 3 eliminates this required fire access road, therefore, the Getty Center would not be permitted to remain open. CEQA requires Caltrans to analyze the impacts of eliminating this required emergency and primary service access road and closing the Getty Center; however, the DEIR fails to analyze, or even mention, these impacts.

PH-11

2. Alternative 3 Could Cause the Relocation of an Eight-Foot-In-Diameter Water Transmission Line and Other Utilities in the South Road.

The MWD maintains an eight-foot-in-diameter water transmission line, the Sepulveda Feeder Line, which is the primary source of water for West Los Angeles, beneath the South Road (Getty Center Maps, Figure 4). Since Alternative 3 would move the west side of I-405 seven to 10 feet west, the MWD would need to relocate the Sepulveda Feeder Line. Because the Getty's South Building sits immediately west of the South Road, however, MWD may not be able to relocate the Sepulveda Feeder Line further west (Kimley-Horn Report, p. 6). A sanitary sewer line, telephone conduits, electric duct banks and a site electric conduit are also located beneath the South Road (Kimley-Horn Report, p. 5). Because these utility lines have very tight clearances, they cannot be able to be relocated closer to the Sepulveda Feeder Line, making relocation of these utility lines impossible as a practical matter (Kimley-Horn Report, p. 6). Moreover, relocation of these water and utility lines could have deleterious geotechnical consequences because of the extremely steep hillside just west of the South Road (URS Report, p. 5). The DEIR also failed to analyze, or even mention, the construction and operational vibration impacts to the Getty Center and to the Sepulveda Feeder Line. CEQA requires Caltrans to analyze the impacts of Alternative 3 on the Sepulveda Feeder Line, including the possible relocation of the Sepulveda Feeder Line and the utility lines; however, the DEIR fails to analyze, or even mention, these impacts.

PH-12

PH-12

Alternative 3 is no longer under consideration.

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3. Alternative 3 Could Eliminate the Getty's Use of the South Building.

Alternative 3's relocation of I-405 further west may eliminate the Getty's use of the South Building. Narrowing of the South Road as proposed by Alternative 3 would eliminate access to the South Building, because vehicles would not be able to enter the structure. Alternative 3 may also eliminate the South Building parking lot, which the Getty recently constructed for its employees who work in the South Building. Caltrans proposes to "relocate" these parking spaces, but does not identify a proposed location, probably because none exists. CEQA requires Caltrans to analyze the impacts of Alternative 3 on the South Building; however, the DEIR fails to analyze, or even mention, these impacts.

PH-13

B. Alternative 3 Could Damage the Complex Hillside Stabilization System that Supports the Getty Center, which Threatens the Stability of the Hillside and Risks Injury to People and to Property.

1. The Tie-Backs that Caltrans Proposes to Install May Destabilize the Shear Pins and Concrete Piles That Support the Hillside Between the Getty Center Buildings and I-405.

During the Getty Center's construction process, the Getty spent more than \$100 million to ensure the stability and safety of the Getty Center by, among other things, installing numerous shear pins and poured-in-place reinforced concrete piles approximately four feet in diameter and eight feet on center on the Getty property along the edge of the South Road (URS Report, p. 2; Kimley-Horn Report, p. 7). As the Kimley-Horn Report indicates, the staggered nature of these shear pins and piles leaves no room to install tie-backs to support an expanded I-405 (Kimley-Horn Report, pp. 7-8).

PH-14

a. Alternative 3's Impacts to the Getty's Area B.

Because Area B (See URS Report, Figure 1, for location of Area B) has slumped multiple times since 1991 (URS Report, p. 5), the Getty is concerned that Alternative 3 may have significant adverse impacts on the Getty's improvements and may destabilize the slopes and the South Road, which could destabilize the Getty Center and cause landslides onto I-405. Prior to

PH-13-14

Alternative 3 is no longer under consideration.

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building the Getty Center, the Getty constructed two rows of shear pins four feet in diameter, eight feet on center, in a staggered position at varying depths (37 to 44 feet), as well as poured in-place reinforced concrete piles that are four feet in diameter and six to eight feet on center (Kimley-Horn Report, p. 7; URS Report, p. 2 and Figures 4 and 5).

Caltrans' plans indicate that the existing freeway retaining wall would be reconstructed approximately 15 feet west in this area and that Caltrans would take through eminent domain an approximately 80-foot permanent tie-back easement, which would extend approximately 70 feet onto the Getty property (URS Report, p. 2). There is no space to drill the tie-backs between the existing shear pins, however (URS Report, p. 3; Getty Center Maps, Figures 2, 5, 6). The tie-backs consist of shafts, ranging from eight to 18 inches in diameter, that are drilled at a sub-horizontal angle to the retaining wall. The tie-back shafts have a rod or strands inserted, and then the back of the tie-back is concreted in place as an anchor. The tie-back is then pulled and stressed until the design load is held, which supports the retaining wall. Drilling through the shear pins to construct these tie-backs, however, would weaken the shear pins and could lead them to lose their supporting strength, resulting in slope failure (URS Report, p. 3), would compromise their integrity, destabilizing the hillside and the Getty Center buildings (URS Report, p. 3; Kimley-Horn Report, pp. 7-8). Caltrans' retaining wall would also need to retain the toe of a landslide in this area. Alternative 3 proposes tie-backs up to 70 feet onto Getty Center property without analyzing the potential impacts on the stability of the hillside, the roads, or the Getty Center buildings. CEQA requires Caltrans to analyze the impacts of installing tie-backs onto the Getty Center property; however, the DEIR fails to analyze, or even mention, these impacts.

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b. Alternative 3's Impacts to the Getty's Area C.

Caltrans is proposing to move I-405 approximately 40 feet to the west near the Getty's Area C, along a proposed new right-of-way that would extend three to five feet onto the Getty property (Getty Center Maps, Figure 7 and URS Report, Figure 1). Caltrans proposes to construct a 37 to 40 foot retaining wall along this right-of-way, which Caltrans presumably plans to acquire by condemnation (URS Report, p. 4). During construction of the Getty Center, the Getty encountered a zone of artificial fill in this area, which the Getty removed and replaced with engineered fill and installed concrete cast-in-

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place shear pins (URS Report, p. 4; Figures 6 and 8 of the URS Report depict the location of the shear pins in Area C). Caltrans' proposed tie-backs would be steel rods placed within holes of approximately 12" in diameter that are drilled slightly less than horizontally into the hillside and pumped with concrete to support a cantilevered retaining wall constructed with steel beams or caissons within the Getty's property (Kimley-Horn Report, p. 7). These tie-backs threaten to damage the shear pins and destabilize the Getty Center property (URS Report, p. 4). CEQA requires Caltrans to analyze the impacts of damaging these shear pins; however, the DEIR fails to analyze, or even mention, these impacts.

As Figure 6 of the URS Report also shows, construction of the retaining wall would, at a minimum, interfere with the existing shear pins, and might destroy them, which would destabilize the hillside and the Getty Center buildings (URS Report, p. 4). Caltrans is seeking a temporary 10-foot construction easement, which indicates (though the DEIR does not discuss) that this wall would be a 25- to 40-foot tall cantilevered structure (URS Report, p. 3). However, the maximum typical height for a cantilevered retaining wall is only 20 feet (URS Report, p. 3). CEQA requires Caltrans to mitigate the risks caused by these walls, which exceed approved design standards; however, the DEIR fails to analyze, or even mention, these impacts.

2. Alternative 3 Could Damage the Getty Center's Extensive Drainage System.

Prior to construction of the Getty Center, the Getty designed and constructed a complex drainage system to ensure that the Getty Center drained properly in order to maintain the stability of the hillside and the Getty Center buildings (URS Report, p. 3; Figure 6 of the URS Report shows the approximate location of the subsurface drains). Alternative 3 proposes to relocate I-405 up to 40 feet to the west and to construct a 25- to 40-foot cantilevered retaining wall on Getty property, which will likely require tie-backs into the Getty Center hillside (URS Report, p. 3). The installation of the tie-backs would likely drill through the buried subdrain system, which would plug the Getty Center's drainage system and render it inoperative (URS Report, p. 3). As a result, water would build up within the clogged subdrain system, destabilizing the hillside and the Getty Center buildings (URS Report, p. 3).

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Alternative 3 is no longer under consideration.

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In particular, Alternative 3 could destabilize the Getty Center's drainage in the following locations, none of which the DEIR discussed: (i) an off-site 24-inch RCP storm drain line that is located east of and below the slope, (ii) an on-site 24-inch RCP storm drain line "D" located in a natural canyon near the mid-point of the Getty Center freeway frontage; (iii) an on-site 27-inch RCP storm drain line "C" located just south of the northern fill graded slope; (iv) substantial subsurface drainage systems in both the Whalen and Bechtol Canyon ravines; and (v) subsurface drainage in the Phase I Fill Area (Kimley-Horn Report, p. 8). CEQA requires Caltrans to analyze the impacts of clogging and rendering inoperative the Getty Center's drainage system; however, the DEIR fails to analyze, or even mention, these impacts.

3. The DEIR Fails to Analyze The Impacts of the Drainage Channels on Getty Property.

Under Alternative 3, Caltrans would need to build drainage channels behind its proposed new retaining walls on the Getty Center property, in order to direct storm water collected behind the proposed retaining walls so that the runoff and debris from the hillside above do not flow onto I-405. The DEIR does not discuss these drainage channels or their impacts. Portions of the Getty Center hillside are very steep and prone to sloughing and erosion, including the area near the South Building, which is at a 1:1 (horizontal to vertical) gradient. In early 2005, a minor landslide in this area filled up the drainage channel behind a recently constructed freeway retaining wall, overflowing onto I-405's southbound shoulder (Kimley-Horn Report, p. 10). Although Caltrans has an existing slope easement on this portion of the Getty Center property, Caltrans has not repaired the landslide. The Getty is concerned, therefore, that Caltrans may not properly maintain the drainage channels behind Alternative 3's proposed retaining walls. CEQA requires Caltrans to analyze these construction-related drainage impacts; however, the DEIR fails to analyze, or even mention, these impacts.

C. Alternative 3 Would Significantly Impact the Getty Center's Main Parking Facility and the Fran and Ray Stark Sculpture Garden.

The Getty Center's main parking facility, used by most visitors and staff is a seven-story, subterranean parking structure located at the main entrance on Getty Center Drive, immediately west of I-405. The Fran and Ray Stark

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Sculpture Garden, a new addition to the Getty Center, is located on the top level of this parking facility and houses important outdoor sculptural works. Alternative 3 proposes the construction of retaining walls up to the edge of this parking facility and the installation of multiple tie-backs up to 70 feet into the parking facility. Because the parking facility consists of retaining walls and multiple subterranean parking levels, Caltrans cannot drill tie-backs into the structure or through the structure into the hillside. Drilling tie-backs into the parking facility would damage or destroy the structure and could cause it to collapse, causing great harm to people and Getty Center property. CEQA requires Caltrans to analyze the impacts of installing tie-backs into the Getty Center parking facility; however, the DEIR fails to analyze, or even mention, these impacts.

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In addition, because the Getty did not design or construct the walls of the parking facility to handle vehicular impact loads, Caltrans will be required to construct a new wall (Englekirk Report, p. 2; URS Report, p. 7). Should a vehicle hit the wall of the parking facility, the result could create a significant risk to the structure, motorists on I-405, and visitors to the Getty Center (URS Report, p. 7). CEQA requires Caltrans to analyze the impacts of a vehicle hitting the parking facility; however, the DEIR fails to analyze, or even mention, these impacts.

D. Alternative 3 Could Damage the Getty Center's Existing Tramway, Jeopardizing Public Health and Safety.

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Most visitors and staff members reach the Getty Center buildings by a tram that transports them approximately three-quarters of a mile up the hill from the main parking structure. The tram runs every few minutes when the Getty Center is open. Although the tramway has been operating since 1996, the topographical map that Caltrans included in the DEIR does not show it, which makes accurate analysis of the Project's impacts impossible. It appears, however, that Alternative 3 would relocate the I-405 retaining wall 30 feet to the west in the area of the Getty's tramway, with an additional 10-foot construction easement extending onto the Getty Center property (URS Report, p. 1). This easement appears to include the area of one of the tramway's major existing supporting columns and an area directly underneath the tramway (URS Report, pp. 1-2 and Figures 2 and 3). Excavation near the supporting columns, which Caltrans appears to be proposing, would remove supporting rock, which could destabilize the columns and cause the entire tram to collapse.

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(URS Report, p. 2). In addition, during construction of Alternative 3, damage could occur to the structure due to the proximity of construction equipment and personnel to the tramway (URS Report, p. 2), which would cause substantial injury to people and damage to property. CEQA requires Caltrans to analyze the impacts of a destruction of the tram's footings and an accident during the construction process; however, the DEIR fails to analyze, or even mention, these impacts.

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E. The DEIR Does Not Even Mention that Alternative 3 Will Jeopardize Emergency Access to the Getty Center.

As described above, Alternative 3 will eliminate emergency access to the Getty Center property during construction and operation of the Project, since Alternative 3 narrows the South Road, which is the required secondary fire access road that serves the Getty Center. Caltrans has not disclosed any construction or operation plans that even attempt to analyze the emergency access impacts that widening the west side of I-405 will have on the Getty Center. The Utilities & Emergency section of the DEIR does not discuss any impacts to the Getty Center. Rather, this section addresses "Community Facilities and Services," which it defines as only "public and private utilities, schools, fire stations, police stations, religious institutions, medical institutions and parks and recreational facilities" (DEIR, p. 86). Museums and cultural and educational facilities that should be considered Community Facilities and Services, all of which currently exist at the Getty Center, are not analyzed in the section (PCR Report, p. 6).

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The Final Community Impact Assessment, upon which the Utilities/Emergency Services section of the DEIR was apparently based, defines "Public Facilities and Services" to include the listed facilities, as well as cemeteries, federal government buildings, libraries, cultural centers or museums (Final Community Impact Assessment, p. 5.) Except for a single line in the Visual section, however, the DEIR does not even recognize that the Getty Center exists, notwithstanding the fact it is among the most recognized property in the Project area and comprises a substantial portion of the Project's 10-mile stretch. Similarly, the Final Community Impact Assessment's two-paragraph discussion of Libraries, Cultural Centers and Museums does not even mention the Getty Center, which includes a library, a cultural center, and a museum. If the documentation does not recognize the existence of a major land use within the Study Area, it cannot evaluate the Project's impact upon it

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(PCR Report, p. 6). Caltrans is required under CEQA to analyze the actual impacts on emergency access to the Getty Center; however, the DEIR fails to analyze these impacts.

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F. Caltrans Grossly Underestimates the Cost of Alternative 3.

The DEIR estimates that Alternative 3 will cost \$262 million more than Alternative 2 (DEIR, p. 9). However, the DEIR does not provide any analysis, or basis for analysis, of this estimate. Without any discussion of the underlying assumptions for this estimate, it is impossible for the public and the decision makers to evaluate Caltrans' estimate. Since the project description is inaccurate and continually changing, moreover, and since Caltrans is proposing a design-build process to construct Alternative 3, it is highly likely that significant cost overruns will occur.

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The Getty retained Hathaway Dinwiddie Construction Company to analyze the cost of Alternative 3's southbound improvements along the 1.4-mile border between the Getty Center and I-405. These experts estimate this cost to be approximately \$225 million (HDCCO Report, p. 2). The incremental cost for all of Alternative 3 is likely to be \$1.7 billion (HDCCO Report, p. 2). Because the DEIR failed to disclose accurate information about the cost of Alternative 3, the public and the decision makers cannot understand and analyze the Project's financial implications. CEQA requires Caltrans to analyze accurate information about Alternative 3's financial costs; however, the DEIR fails to provide or analyze accurate financial information.

G. Alternative 3 Will Cause Significant Impacts to the Getty Center's Main Entrance.

Getty Center Drive is the road that 1.3 million annual visitors and most Getty staff members use each day to enter and exit the Getty Center (Getty Center Maps, Figure 8). Portions of Getty Center Drive, the only entryway for public visitors to the Getty Center, pass beneath I-405. Alternative 3 would widen this overpass to the west, which would require the taking of Getty property and could make the Getty Center's primary entryway unusable. Widening the west side of the Getty Center Drive overpass threatens to destabilize the entryway, compromise access to the Getty Center and significantly impact the Getty Center's operations.

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1. Construction of the Getty Center Drive Overpass Could Make the Entryway Unsafe.

Since the DEIR does not discuss the widening of the Getty Center Drive overpass at all, it also fails to discuss the design criteria or construction methodology for the southbound widening on the west side of I-405 under Alternative 3, the potential impacts of constructing the new overpass, or the potential structural impacts related to these changes to the main entryway. Therefore, the Getty is unable to determine if the entryway will be safe for the public to continue to use or whether access to the Getty Center will be restricted. CEQA requires Caltrans to analyze the impacts of widening the west side of the overpass; however, the DEIR fails to analyze, or even mention, these impacts.

2. Construction of the Getty Center Drive Overpass Could Restrict Access to the Getty Center.

Currently, Getty Center Drive is 28 feet wide, with two lanes of travel in each direction. Alternative 3 may narrow Getty Center Drive, which would restrict access, including closing the pedestrian sidewalk and at least one travel lane during construction, which would have significant adverse impacts to the Getty Center (Kimley-Horn Report, p. 9).¹ A new abutment structure will be required to widen the existing Getty Center Drive overpass, which may restrict access to the Getty Center (Englekirk Report, p. 2). Since the DEIR does not address the narrowing of Getty Center Drive, the Getty is unable to determine whether Getty Center Drive will be narrowed, which would have significant negative impacts on vehicular and pedestrian access to the Getty Center.

3. Construction Impacts Will Significantly Impact the Getty Center's Operations.

During the construction period in particular (although the impacts will continue even after construction is complete), pedestrian and vehicular access

¹ A Metropolitan Transportation Authority ("MTA") bus stop for southbound Sepulveda Boulevard traffic near Getty Center Drive could be removed or relocated; Caltrans must relocate rather than remove this bus stop, since the impacts of removal would be significant and adverse.

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to the Getty Center will be limited (Kimley-Horn Report, p. 2). Alternative 3 proposes to widen the Getty Center Drive overpass to the west, which will result in significant construction-related impacts to the Getty Center, including the possible elimination of the only public entry to the Getty Center during much of the construction period. Since Getty Center Drive is the only visitor and primary staff entry to the Getty Center, even a temporary or partial closure of Getty Center Drive would close down the Getty Center. CEQA requires Caltrans to analyze these construction related impacts on the Getty Center's operations; however, the DEIR fails to analyze, or even mention, these impacts.

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H. Alternative 3 Will Eliminate the Getty's Access to its Own Property.

The Getty owns a parcel commonly referred to as the North Canyon parcel (the "North Canyon Parcel"; Getty Center Maps, Figure 9). Caltrans mistakenly asserts that it owns this North Canyon Parcel. Although the DEIR supposedly lists all the properties that Caltrans plans to take through eminent domain, this list is incorrect. Without an accurate and stable project description, which would include an accurate list of the properties Caltrans proposes to condemn, the public and the decision-makers cannot accurately analyze the DEIR's conclusions. The only access to the North Canyon Parcel is from an existing road owned by Caltrans and leased by the Getty (URS Report, p. 8). Alternative 3 would terminate the lease and eliminate the Getty's access to the North Canyon Parcel. Grading of the hillside to create another access to the North Canyon Parcel is not feasible because of the amount of grading required to satisfy City of Los Angeles Building Code requirements (URS Report, p. 7). CEQA requires Caltrans to analyze the impacts of eliminating this access; however, the DEIR fails to analyze, or even mention, these impacts.

PH-21

I. The DEIR Incorrectly Does Not Identify the Getty Center as a Sensitive Area for Noise Analysis.

The DEIR fails to identify the Getty Center as an existing sensitive land use located in close proximity to the Project. The DEIR identifies several surrounding noise receptors, including residential uses, hotels, motels, commercial uses, a hospital, a temple and a park, but not the Getty Center, which attracts 1.3 million annual visitors, who use the property's outdoor

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PH-21

Alternative 3 is no longer under consideration.

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First, according to 23CFR772 (from which the Caltrans noise protocol is derived), museums are not considered a noise sensitive land use (see Section 3.14.1, Table 3.14-1 of the DEIR/EIS) of the Traffic Noise Analysis Protocol (2006). Second, even if Getty were to be considered noise sensitive land use, because it's so far (more than 600 feet away) from the freeway, no noise impacts would be predicted to occur. Third, even if noise impacts were predicted to occur, because Getty is very high above the freeway (more than 200 feet), noise abatement in the form of a soundwall within state right-of-way would not be feasible.

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plazas, gardens and art exhibits. Caltrans' own Traffic Noise Analysis Protocol, dated August 2006, requires Caltrans to "identify existing developed land uses and planned, designed and programmed land uses adjacent to the project that may be affected by the project" (PCR Report, p. 15). Caltrans is required under CEQA to analyze these potential noise impacts to the Getty Center; however, the DEIR fails to analyze, or even mention, these impacts.

J. The DEIR Fails to Analyze the Potential Impacts of Sound Walls Proposed on the Getty Property.

The DEIR fails to analyze the impacts of installing sound walls on the Getty property. None of the potential impacts of these proposed sound walls are identified or analyzed in the DEIR. CEQA requires Caltrans to analyze the noise impacts to the Getty Center; however, the DEIR fails to analyze, or even mention, these impacts.

III. THE DEIR CONTAINS NUMEROUS OTHER FUNDAMENTAL FLAWS

A. The Technical Studies and Modifications to the Project Were Not Properly Circulated to the Public.

CEQA requires that each draft environmental impact report (an "EIR"), along with the technical studies and reports supporting it, be readily available to the public and in electronic format on-line (CEQA Guidelines §§ 15087(e), 15201). Caltrans, however, did not make copies of the technical studies or reports readily available to the public in person or on-line (PCR Report, p. 1). No technical studies or reports were available for review on the west side of Los Angeles, where the Project and the affected residents and businesses are located, and Caltrans did not make any of the technical studies or reports available on the Internet. Caltrans, therefore, has effectively precluded public access to the technical reports for the DEIR, thereby limiting disclosure and public participation in direct contravention of the fundamental intent of CEQA and NEPA.

If a lead agency makes changes to a project, CEQA requires the lead agency to prepare and circulate a revised EIR that fully analyzes the Project's impacts. Caltrans made significant changes to the Project in a July 20, 2007 letter (the "Caltrans Letter"), but Caltrans did not circulate the Caltrans Letter for public comment, pursuant to CEQA requirements (CEQA, § 21092.1;

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All technical studies prepared for the project were made available upon request to all concerned individuals.

Shortly after circulation commenced, an effort was made to inform the public and provide clarification on the southbound mixed-flow lane. The proposed southbound mixed-flow lane was shown in the project engineering plans and cross-section for Alternative 3. However, due to an oversight, it was inadvertently omitted from the project description.

The proposed project would not generate traffic, but would facilitate the redistribution of existing and future traffic demand to a proposed enhanced-capacity regional facility. Impacts that have been disclosed in the Traffic Analysis Report (IBI, July 2006) are a result of regional traffic growth and are not directly attributable to project implementation. None of the alternatives will mitigate impacts to an acceptable Level of Service and there are not mitigation measures for mainline congestion besides the improvements proposed as part of the project. Although the recommended alternative does not provide for future mass transit in the median, it was identified based on numerous factors, including community impacts.

As described in the responses, none of the comments raised new issues or modifications to existing data or analyses that require recirculation of the DEIR/EIS.

The traffic estimates for future scenarios were developed by applying growth factors to existing freeway counts. Both the existing counts and growth factors were obtained from Caltrans. The counts were based on Caltrans Automatic Traffic Monitoring System (ATMS) while the growth factors were based on the Los Angeles Regional Transportation System (LARTS) model, which is consistent with the Southern California Association of Governments (SCAG) projections.

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CEQA Guidelines, 15088.5). Therefore, Caltrans cannot consider the Caltrans Letter a part of the DEIR, because the public has not had the opportunity to review it in the way CEQA requires.

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B. The Design-Build Process Is Inappropriate for Alternative 3 and Will Lead to Significant Cost Overruns.

Caltrans is proposing to build Alternative 3 using the design-build process. Although the design-build process may be appropriate for Alternative 2, it is inappropriate for Alternative 3, given the complex stabilization and retention system on the Getty Center property. Since Caltrans has not provided an accurate Project Description for Alternative 3, any design-build contract will rely on incorrect and misleading technical data, which will result in significant cost overruns once Alternative 3 is actually designed, as the HDCCO Report demonstrates.

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C. The DEIR Traffic Forecasts are Inconsistent with Regional Growth Plans.

The DEIR is not consistent with regional growth forecasts for traffic demand in the I-405 corridor. The DEIR states that "Traffic volumes are forecast to increase by 1.47 percent per year, or 15.7 percent from the base year of 2005 to year 2015, and 46.1 percent from 2005 to 2031" (DEIR, p. 111). The Traffic Study states that "In order to forecast the traffic demand on the Interstate 405 (I-405) Freeway for 2015 and 2031, growth factors of 1.157 and 1.1461, respectively, were applied to the 2005 freeway volumes. These growth factors are based on a projected annual growth rate of 1.47 percent (Traffic Study, p. 111).

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For purposes of comparison, PCR and LLG reviewed the 2004 Congestion Management Program for Los Angeles County (the "CMP Manual"), which is prepared by the MTA (PCR Report, p. 2; LLG Report, p. 4). The CMP Manual estimates that traffic growth between 2005 and 2015 in the west side and San Fernando Valley regions of Los Angeles is estimated to be between 8.8 percent to 9.1 percent, which is substantially less than the 15.7 percent traffic growth assumed in the DEIR. Similarly, the CMP Manual states that traffic growth in the 20-year period between 2005 and 2025 is estimated at 17.6 percent to 18.3 percent, which is substantially less than the

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Alternative 3 is no longer under consideration.

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The Traffic Analysis Report forecasted traffic demand on the I-405 for 2015 and 2031 using growth factors of 1.157 and 1.464, respectively applying these rates to 2005 traffic volumes. These growth factors were based on a projected growth rate of 1.47 percent, consistent with the Southern California Association of Governments guidelines.

The traffic estimates for future scenarios were developed by applying growth factors to existing freeway counts. Both the existing counts and growth factors were obtained from Caltrans. The counts were based on Caltrans Automatic Traffic Monitoring System (ATMS) while the growth factors were based on the Los Angeles Regional Transportation System (LARTS) model, which is consistent with the Southern California Association of Governments (SCAG) projections.

The proposed project would not generate traffic, but would facilitate the redistribution of existing and future traffic demand to a proposed enhanced-capacity regional facility. Impacts that have been disclosed in the Traffic Analysis Report are a result of regional traffic growth and are not directly attributable to project implementation. None of the alternatives will mitigate impacts to an acceptable Level of Service and there are not mitigation measures for mainline congestion besides the improvements proposed as part of the project. Although the recommended alternative does not provide for future mass transit in the median, it was identified based on numerous factors, including community impacts.

It was also determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the minimal benefit provided by this alternative would not justify the cost.

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46.1 percent total growth assumed in the DEIR of the 26-year period between 2005 and 2031 (PCR Report, p. 2; LLG Report, p. 4).

The DEIR assumes a traffic growth rate of approximately 1.5 percent per year, while the CMP Manual forecasts a growth rate of less than one percent per year. The use of a growth rate in the DEIR that is more than 50 percent higher than the CMP Manual results in a substantial exaggeration of future traffic assumptions used to justify the need for the Project (PCR Report, p. 2).

PCR and LLG also reviewed Caltrans' 2005 traffic counts for I-405 going back 10 years (to 1995) and 26 years (to 1979) to assess traffic growth patterns during this period, which included substantial development in the west side and San Fernando Valley areas of Los Angeles (which will not be replicated in the forthcoming 10-year and 26-year periods). The 2005 traffic volumes for the segment of I-405 between the Sunset and Moraga interchanges was 272,000 vehicles per day ("vpd"), while the 1995 count on this same segment was 267,000 vpd. Thus, the total growth in the past 10-year period was only 1.9 percent, which is substantially less than the 15.7 percent growth assumed in the DEIR for the forthcoming 10-year period. The 1979 count on this segment of I-405 was 203,000 vpd, or a total growth in the past 26-year period of 34 percent, which is substantially less than the 46.1 percent growth assumed in the DEIR for the forthcoming 26-year period (PCR Report, pp. 2-3). This over-estimate of traffic demand, therefore, significantly overstates the need for the southbound improvements proposed under Alternative 3.

D. Project Description.

1. The DEIR Does Not Contain a Stable and Accurate Project Description.

A stable and accurate project description is a necessary component of a valid EIR. Only through analysis of a stable and accurate project description may the public and decision-makers determine the effects of a project, balance its benefits against its environmental costs, consider mitigation measures and assess alternatives to the project. Since Caltrans must select a preferred alternative, an accurate project description is essential in order to analyze the environmental impacts of project alternatives (Caltrans Project Development

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According to CEQA guidelines contained in Section 15126.6(b), the nature or scope of the alternatives discussion must be within the rule of reason. This requires that the EIR set forth only those alternatives necessary to permit a reasoned choice. The alternatives must be limited to ones that meet the project objectives, are ostensibly feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project.

Over the period of about year, Caltrans has presented the proposed project in varying degrees of detail to most affected homeowner associations, organizations, institutions and resource agencies within the project area. Additionally, Caltrans has received several hundreds of comment letters explaining their specific reasons and issues giving rise to their opposition to or support of the project. The public demonstrated their understanding of the project.

Caltrans acknowledged that the project description was refined, however, these refinements were developed in an effort to lessen environmental impacts to the community.

In addition, as a result of extensive community outreach following the June 11, 2007 community meeting, the project description was revised to include Alternative 3 Modified. Alternative 3 Modified essentially avoided acquisition of property in the community of Brentwood Glen.

Refinements to the project design features and mitigation measures would result in reduced and beneficial effects from those identified in the DEIR/EIS. The refinements to the proposed plans did in effect reduce the extent of right-of-way impacts associated with the I-405 Sepulveda Pass HOV Widening Project. Any reduction in right-of-way impacts associated with proposed projects is considered beneficial. The design options for the ramps at Skirball Center Dr. and Valley Vista Blvd. were developed to improve operations and to reduce the number of property acquisitions.

Please also see response to PH-23 above regarding the southbound mixed-flow lane.

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Procedures Manual, Ch. 12, Section 2). An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient Environmental Impact Report (*County of Inyo v. City of Los Angeles*, (1977) 71 Cal.App.3d 185). Unfortunately, the project description in this Environmental Impact Report keeps changing.

The DEIR that Caltrans circulated in May 2007 failed to disclose that Alternative 3 added one mixed-flow lane between Skirball Center Drive and Waterford Street, near the Getty Center. Rather, the DEIR asserts that the "project would not add any mixed-flow lane in the southbound direction" (DEIR, p. 23). At a public hearing on June 11, 2007, however, Caltrans stated that the DEIR did not accurately describe the Project. Since Caltrans is required under CEQA to provide an accurate and stable project description, Caltrans was required to recirculate the DEIR with the correct project description.

Caltrans did not recirculate the DEIR, however. Instead, Caltrans issued the Caltrans Letter. Caltrans did not circulate the Caltrans Letter or provide adequate notice to the public and interested parties, as required by CEQA. Therefore, Caltrans cannot consider the Caltrans Letter a valid part of the EIR under CEQA. The Caltrans Letter contradicted the DEIR by stating for the first time that Alternative 3 included the addition of a southbound lane (Caltrans Letter, p. 30). The Caltrans Letter also introduced for the first time a revised Alternative 3, which significantly changed the Project by making design modifications to I-405 and Church Lane to avoid condemnation of a number of properties (Caltrans Letter, p. 75 and Appendix I). CEQA requires Caltrans to circulate a DEIR with an accurate and stable project description; however, neither the DEIR nor the Caltrans Letter includes an accurate and stable project description.

2. The Project Description Does Not Contain a List of Project Objectives, Which Prevents the Decision-Makers from Selecting the Preferred Alternative.

CEQA requires a valid project description to include a statement of the objectives of a proposed project, which helps the lead agency develop a reasonable range of alternatives to evaluate and helps the decision-makers select the preferred alternative (CEQA Guidelines § 15124(b)). The lead agency can then analyze each of a project's alternatives in light of the project's objectives and can select the most environmentally friendly project that

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satisfies the project's objectives. Without a complete and accurate list of project objectives, Caltrans cannot select the most environmentally friendly alternative. This DEIR, however, fails to include any statement of project objectives, thereby precluding any such analysis, in clear violation of CEQA requirements.

3. The Project Description Does Not Contain a General Description of the Project's Technical, Economic and Environmental Characteristics.

CEQA requires that a project description include a general description of the project's technical, economic and environmental characteristics (CEQA Guidelines § 15124(c)). Without this information, the public and decision-makers cannot adequately evaluate a project's impacts or select the most appropriate alternative. The DEIR does not contain any discussion about the Project's technical, economic and environmental characteristics, in clear violation of CEQA requirements.

4. The Project Description Does Not Include a List of Agencies That Are Expected to Use the EIR or List the Permits and Other Approvals Required to Implement the Project.

CEQA requires that a project description include a list of agencies that are expected to use an EIR in the decision-making process, the permits and other approvals required to implement the project, and related environmental review and consultation requirements required by federal, state or local laws (CEQA Guidelines § 15124(d)(1)). This information is required to allow the decision-makers and the public to understand the entire project, including the project's environmental impacts, and to comment accordingly. The DEIR does not provide any of this information, in clear violation of CEQA requirements.

5. The Project Description is Unclear, Confusing and Contradictory.

The DEIR's figures describing the Project are not sufficiently detailed to allow the public and the decision makers the opportunity to analyze the Project. Alternative 3 is presented in plan view at a scale of roughly one inch equals two miles. At this scale, or even in the larger images of so-called major feature locations at an undisclosed scale, it is impossible to understand where given improvements will be located, let alone what improvements Caltrans is

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proposing. The DEIR generically discloses that retaining walls will be installed, for example, but does not disclose where they will be installed, how high or long they will be, or what they will look like. Caltrans appears not to know what the true Project is and plans to design it later.

In addition, Caltrans' drawings are misaligned and do not accurately depict the location of Caltrans' proposed improvements. It is unclear whether the proposed widening on the west side of I-405 is 98 feet from the centerline of the freeway (DEIR p. 18, Figure S-4), or, as shown in other maps provided by Caltrans, 109 feet in certain areas and even more in others. It is impossible to determine the Project's impacts if it is impossible to determine the Project's scope and location.

Moreover, Alternative 3 as described in the DEIR is not consistent with the data Caltrans used to analyze the Project's impacts in the technical reports. For example, the project description included in pages 118 to 123 of the DEIR are in direct conflict with Figures 4A through 32B provided Appendix J of the DEIR (LLG Report, p. 1). CEQA requires Caltrans to use accurate data; however, the DEIR fails to use accurate data.

E. Transportation/Traffic.

1. The Traffic Section Does Not Include Any Thresholds of Significance.

The Traffic section of the DEIR does not provide any thresholds of significance. Any determinations of significant impacts, therefore, are unsubstantiated and not permitted under CEQA, since there is no quantifiable basis to compare the increased traffic impacts to determine whether or not the impacts are significant. Although Section 3.5.4 of the DEIR lists all of the Project's significant impacts that become less than significant after mitigation, it is impossible to determine whether the analysis is accurate, since the DEIR does not provide the thresholds of significance (LLG Report, p. 3).

2. The DEIR Fails to Analyze the Traffic Impacts to the Surrounding Community.

The DEIR does not provide the traffic analysis associated with the potential traffic impacts of the Project at the local street intersections. Although

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Caltrans has established thresholds of impact significance for State highway facilities over which they have jurisdiction. Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and "D"; if an existing State highway is operating below the target LOS, the existing LOS should be maintained; if a State highway is operating below the target LOS in the future baseline, the baseline LOS should be maintained. Caltrans does not maintain LOS targets or thresholds of significance for non-State highway facilities. This is not unlike most other jurisdictions, such as the City of Los Angeles Department of Transportation, who provide thresholds of significance for arterial intersections but do not provide criteria for the State highway facilities. Caltrans is continuing to work with the LADOT to identify mitigation measures for those intersections which would be significantly affected by the proposed project based on LADOT's thresholds of significance. For Alternative 2, as currently configured, this includes three intersections:

- Montana Avenue at Veteran Avenue
- Sunset Boulevard at I-405 Northbound Off-ramp; and
- Sunset Boulevard at Veteran Avenue.

While the EIR provides a summary of the traffic impact analysis and results, including the list of all of the Project's significant impacts, the Traffic Analysis Report for the project provides the detailed listing of analysis results for each alternative, including analysis results for 43 ramps within the study area and 54 intersections, to identify the potential traffic related impacts to the surrounding community.

Alternative 3 has been eliminated from further consideration.

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the Draft EIR provides level of service calculations at the study intersections for Alternative 1, the DEIR provides no similar calculations for Alternatives 2 and 3. Caltrans does not disclose why the DEIR analyzes Alternative 1's traffic impacts on the surrounding community, but fails to analyze and disclose the impacts of Alternative 3. Therefore, it is impossible to determine and assess the potential adverse traffic impacts associated with Alternative 3 (LLG Report, p. 5).

For example, with the closure of the I-405 southbound on-ramp from eastbound Sunset Boulevard, traffic that currently travels through the Church Lane intersection to access the existing on-ramp will instead be required to make left-turns from eastbound Sunset Boulevard to northbound Church Lane. Based on the traffic volume figures provided in the DEIR, in the 2031 horizon year, an additional 615 a.m. and 383 p.m. peak hour vehicles would be added to this left-turn movement. The DEIR fails to evaluate the effect of this substantial increase in left-turn movements. Although the Draft EIR summarized Level of Service calculations at the intersection of Church Lane and Sunset Boulevard for existing conditions and with Alternative 1 (No Build), no such calculations are provided in the Draft EIR for Alternative 3 (LLG Report, p. 6).

In addition, the DEIR fails to evaluate whether the existing closely-spaced intersections along Church Lane between the I-405 southbound on- and off-ramps and Sunset Boulevard can accommodate the additional traffic caused by the closure of the southbound on-ramp from eastbound Sunset Boulevard associated with Alternative 3. Currently, the existing off-ramp from I-405 southbound onto Church Lane fails during peak periods, likely due in part to the close spacing of the intersections (the close spacing cannot adequately accommodate all of the vehicles exiting the freeway, thereby resulting in vehicle queues extending from Church onto the southbound I-405). The proposed re-direction of traffic onto Church Lane due to the closure of the on-ramp from eastbound Sunset Boulevard will likely result in extensive traffic queuing onto Sunset Boulevard, which the DEIR does not evaluate (LLG Report, p. 7). Caltrans is required under CEQA to analyze these potential traffic impacts of closing off-ramps; however, the DEIR fails to analyze these impacts.

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3. The DEIR Fails to Disclose Alternative 3's Significant and Adverse Traffic Impacts.
- a. The DEIR Fails to Analyze the Impacts of Closing Freeway Off-Ramps.

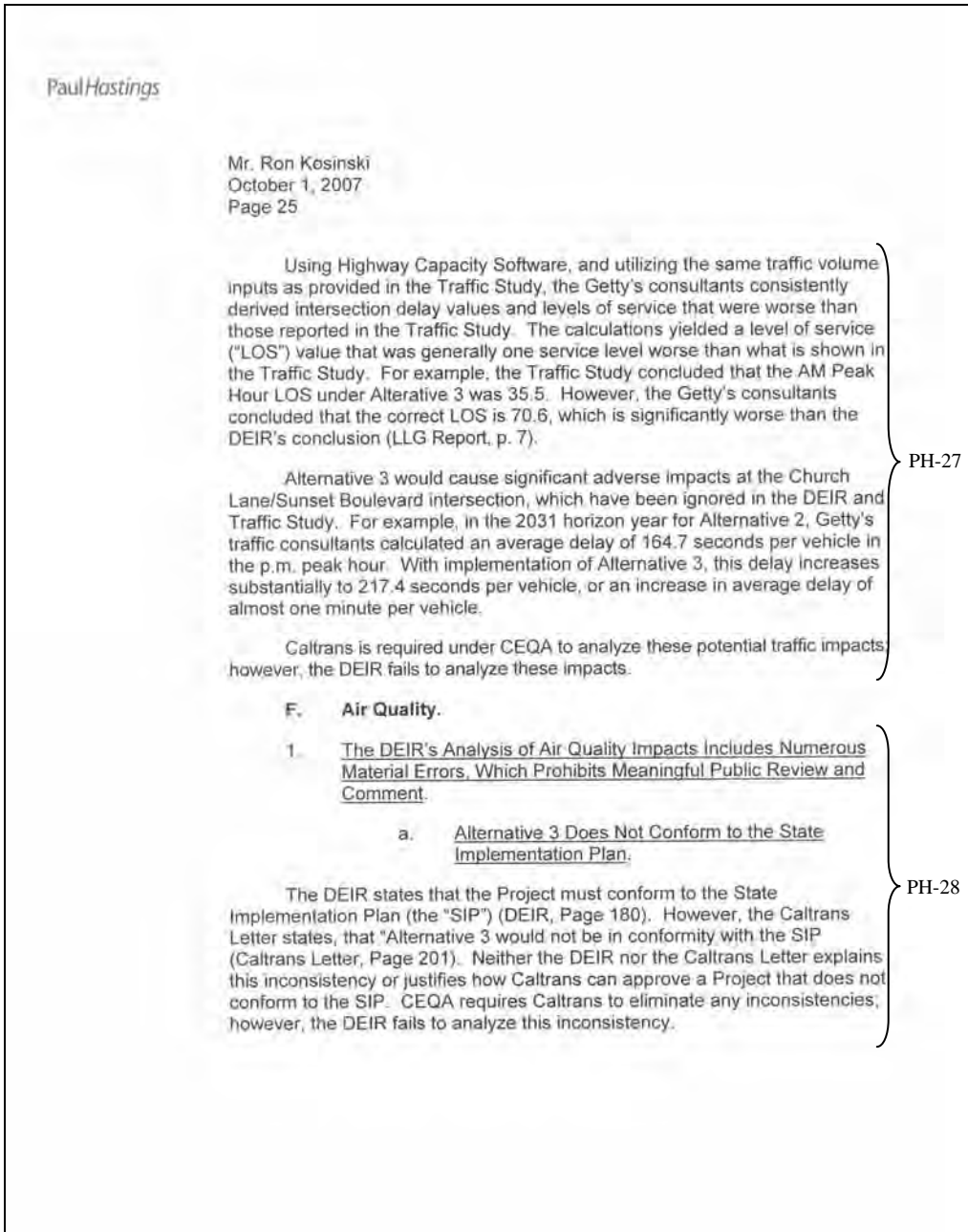
The DEIR provides no analysis of the potential freeway ramp impacts associated with the closure of the I-405 southbound on-ramp from eastbound Sunset Boulevard associated with Alternative 3. While the DEIR provides ramp volume data associated with Alternative 2 (Tables 3.5-12 and 3.5-13), no similar information is available for purposes of assessing the potential adverse effects of Alternative 3.

While the DEIR fails to provide the analysis, the Getty's traffic consultants have evaluated the adverse effects associated with the freeway ramp closure. The DEIR provides peak hour freeway ramp volume forecast for Alternative 1. For the 2031 horizon year, the existing I-405 southbound on-ramp from eastbound Sunset Boulevard is forecast to accommodate 615 and 383 vehicles during the a.m. and p.m. peak hours, respectively. The addition of these vehicles to the forecast volume using the I-405 southbound on-ramp from Church Lane in the 2031 horizon year results in 1,642 a.m. peak hour vehicles and 1,142 p.m. peak hour vehicles using the single on-ramp under Alternative 3. The 1,642 vehicles using the on-ramp in the a.m. peak hour would utilize all the available theoretical capacity of the on-ramp, thereby creating vehicle queuing onto the local street system, which would cause significant adverse traffic and safety impacts. CEQA requires the DEIR to provide this analysis and to disclose the potential adverse traffic impacts associated with Alternative 3; however, the DEIR fails to analyze these impacts.

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- b. The DEIR Provides Incorrect Level of Service Calculations for the Sunset Boulevard and Church Lane Intersection.

The calculations of levels of service contained in the Traffic Study for the intersection of Sunset Boulevard and Church Lane have apparently been prepared incorrectly. Using the traffic volume data provided in the DEIR, the Getty's consultants have prepared a summary and comparison of the level of service calculations for these intersections (LLG Report, pp. 7-8).



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The commenter correctly states that Alternative 3 would not be conformity with the SIP.

Section 3.13.5 of the DEIR/EIS acknowledges that air quality impacts are inherently cumulative in nature. Based on the NAAQS 1-hour and 8-hour carbon monoxide standards, the analysis shows that the project would improve air quality and it has been shown to be in conformity with the Federal Clean Air Act. It is therefore reasonable to conclude that an adverse cumulative project-related impact would not result.

The DEIR/EIS provides a qualitative construction emissions discussion. Caltrans does not provide an estimate of construction emissions. Caltrans is not obligated to adopt other agency's thresholds; and we certainly have not done so for the SCAQMD's significance thresholds; so, we do not perform localized impacts analysis using SCAQMD's significance thresholds. CT does not perform quantitative analyses for either construction or operational emissions; and it means that we do not perform health risk assessment. The only exception is CO where we do have validated approach and tools with which we are able to quantify the emissions; but even for CO, we have not had to conduct a health risk assessment. For particulate matters, even EPA recognizes lack of available tools for quantifying emissions.

The proposed project is included in the Regional Transportation Plan and Regional Transportation Improvement Program which require Federal approval for satisfying regional analysis criterion. Please refer to Section 3.13.1 regarding project conformity with Federal and State regulations.

Please see response to EPA-8 regarding mitigation for air quality impacts during construction, EPA-9 for a discussion regarding air toxics analysis and EPA-10 regarding health risk assessments.

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b. The Insufficient Traffic Analysis Prohibits an Adequate Air Quality Analysis.

The Air Quality analysis depends on traffic generation data from the Traffic Study to determine the Project's air quality impacts. As noted above, since the traffic analysis is deficient and does not provide sufficient or accurate traffic information, the air quality analysis could not have relied upon an accurate traffic baseline to determine the Project's air quality impacts. It is also unclear whether the air quality analysis considered that traffic volumes are forecast to increase through 2031 (DEIR, p. 95), causing additional adverse air quality impacts. CEQA requires analysis of these potential air quality impacts; however, the DEIR fails to analyze these impacts.

c. The Air Quality Thresholds Do Not Follow Regional Guidelines.

The DEIR did not follow the South Coast Air Quality Management District's ("SCAQMD") recommendations, as identified in the Air Quality Analysis Handbook and numerous addenda (PCR Report, p. 11). Specifically, the DEIR did not follow the following SCAQMD recommendations:

- The DEIR only quantifies regional daily emissions of Particulate Matter 10 microns or less in diameter (PM₁₀) from construction (DEIR p. 191), concluding that the project results in a significant impact because emissions exceed the SCAQMD threshold of 150 pounds per day. There is no presentation or discussion of regional emissions of the other criteria pollutants, such as ozone precursors (oxides of nitrogen (NO_x) and volatile organic compounds (VOCs)), carbon monoxide (CO), and sulfur dioxide and PM_{2.5} resulting from construction of the Project (PCR Report, p. 11).
- The Air Quality Assessment prepared for this environmental review does not provide details regarding the assumptions used (fleet mix, duration, etc.) to calculate PM₁₀ emissions. In fact, the Air Quality Assessment contradicts the DEIR by stating: "a qualitative construction emissions analysis has concluded that Project construction would not create adverse pollutant emissions" (Air Quality Assessment, p. 21). Therefore, it is impossible to verify the accuracy of the emissions estimates (PCR Report, p. 11). Caltrans is required under CEQA to

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analyze these air quality impacts; however, the DEIR fails to analyze these impacts.

- When construction lasts three years or more, the SCAQMD recommends that their lower, operational phase emission thresholds are most applicable (PCR Report, p. 11). The DEIR did not use the SCAQMD's operational phase emissions thresholds, however, which makes any conclusion unreliable. Caltrans is required under CEQA to use the appropriate thresholds of significance; however, the DEIR fails to use the appropriate thresholds of significance.
- The SCAQMD recommends that localized emissions of PM₁₀, PM_{2.5}, NO_x, and CO be analyzed. The SCAQMD has established streamlined procedures, consisting of look-up tables, applicable to construction sites of less than five acres. The DEIR states that no more than three acres would be disturbed at any time. The absence of any analysis makes it impossible to determine if Caltrans has disclosed and mitigated all of the significant impacts (PCR Report, p. 11). Caltrans is required under CEQA to analyze these air quality impacts; however, the DEIR fails to analyze the impacts.

d. The DEIR Does not Provide any Analysis Regarding the Impacts of Construction PM₁₀ Control Measures.

The only significant air quality impact that the DEIR identifies is that PM₁₀ emissions resulting from construction would exceed daily regional thresholds. "With the implementation of control measures, it is not anticipated that this project would violate state or federal air quality standards" (DEIR, p. 200). No analysis substantiates this claim, however, Caltrans did not perform any localized analyses for construction emissions to demonstrate that ambient levels of air pollutants would remain below applicable ambient air quality standards. Therefore, the adequacy of these control measures cannot be verified (PCR Report, p. 12). Caltrans is required under CEQA to analyze these air quality impacts; however, the DEIR fails to analyze these impacts.

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e. The DEIR fails to Use Available Methodology to Analyze Mobile Source Air Toxics.

The DEIR presents the Federal Highway Administration's standard approach to Mobile Source Air Toxics ("MSATs"), focusing only on the potential impacts to daily emissions with Project implementation. Although the DEIR correctly states that the currently available models lack the precision preferred to perform detailed analyses, the SCAQMD and other local lead agencies have developed methodology suitable for analyzing MSAT emissions, public exposure and the resultant health risks (PCR Report, p. 12). Specifically:

- Caltrans has not analyzed the impact of bringing the roadway and diesel trucks, in particular, closer to sensitive receptors. Caltrans has not identified sensitive populations within the study area (nearest residences, schools, and day care centers, for example) (PCR Report, p. 12).
- The DEIR omits discussion and analysis of MSAT emissions resulting from construction. It also omits discussion of the recently promulgated California Air Resources Board Airborne Toxics Control Measures focused on reducing statewide diesel particulate matter from off-road construction equipment fleets (PCR Report, p. 12).

The omission of these data and analyses makes it impossible to determine whether the DEIR's conclusion that the impact from MSATs is less than significant is accurate (PCR Report, p. 13). Caltrans is required under CEQA to analyze these air quality impacts; however, the DEIR fails to analyze these impacts.

f. The DEIR Fails to Identify Sensitive Receptors.

The DEIR fails to identify any sensitive air quality receptors or population within the study area. Caltrans has not analyzed the potential impacts on the unique and specific nature of the Getty Center. The substantial amount of construction needed to install retaining walls and tie-backs and widen lanes near the Getty Center will create direct emissions of dust and diesel tailpipe exhaust, along with potential indirect emissions from worsening traffic flow on the freeway during lane closures and other heavy construction activity, through 2012. Filtration of intake air at the Getty Center may need to

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be increased to minimize potential harm to the artifacts from exposure to elevated levels of airborne pollutants (PCR Report, p. 13). Furthermore, the DEIR does not analyze, or even mention, the impacts to the adjacent Leo Baeck Temple and associated early childhood educational center. Caltrans is required under CEQA to analyze these air quality impacts; however, the DEIR fails to analyze these impacts.

g. Other Air Quality Deficiencies.

The DEIR did not analyze any odors, such as diesel exhaust from concentrated construction activity, which can contribute to nuisance complaints (PCR Report, p. 14). Caltrans is required under CEQA to analyze these odor impacts; however, the DEIR fails to analyze these impacts.

The text in the air quality section does not delineate whether the analyses and conclusions presented are applicable to either or to both alternatives. Revised Table S-1 presents the same conclusions for both Alternatives 2 and 3, and provides an additional explanation that Alternative 3 would not conform to the approved SIP, RTP and RTIP (PCR Report, p. 14). Caltrans is required under CEQA to explain these inconsistencies; however, the DEIR fails to explain these incremental air quality impacts of Alternative 3.

G. Noise.

1. The Noise Section Impermissibly Delays Identifying the Project's Noise Mitigation Measures.

In order for Caltrans to mitigate noise impacts, it must first determine the mitigation measures to be reasonable and feasible at the time of the final design and only then will they be incorporated into the Project (Caltrans Project Development Procedures). Since the final design is not available at this time, it is impossible to determine what noise abatement measures Caltrans will incorporate into the Project when determining whether they are "reasonable and feasible". CEQA requires that an analysis of the Project include an identification of all mitigation measures that will be incorporated into the Project to reduce impacts. Caltrans is required under CEQA to analyze these potential impacts; however, the DEIR fails to analyze these impacts.

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Final determinations regarding the location of noise barriers are dependent on the selection of the Preferred Alternative. Once a Preferred Alternative is identified, public comments on noise barriers received during the review of the DEIR/EIS are considered, additional technical evaluation of the noise is conducted, and a final determination regarding noise barriers is prepared. Table 3.14-4 and 3.14-5 of the DEIR/EIS preliminarily identifies noise barriers at sensitive receptor locations along the project alignment. Recommended noise barriers that meet the feasibility requirements of the Caltrans Noise Analysis Protocol that have been preliminarily identified were made available for review by the public.

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2. The DEIR Fails to Analyze the Noise Impacts From the Redistribution of Vehicles Caused by the Reconfiguration, Relocation and Closure of Multiple On- and Off-Ramps.

The DEIR does not analyze the noise impacts caused by redistribution of vehicles through the neighborhoods. It is unclear from the DEIR whether the noise analysis took into consideration that Caltrans forecasts traffic volumes to increase through 2031, causing additional adverse noise impacts. Caltrans is required under CEQA to analyze these potential impacts; however, the DEIR fails to analyze these impacts.

The Noise analysis depends on traffic generation data from the Traffic Study to determine the Project's acoustical impacts. As stated above, since the traffic analysis is deficient and does not provide accurate traffic information, the noise analysis could not have relied upon an accurate traffic baseline to determine the Project's noise impacts. Caltrans is required under CEQA to analyze these accurate potential noise impacts; however, the DEIR fails to analyze these impacts.

3. The Identity of the Noise Monitoring Stations is Unclear.

The DEIR's inconsistent presentation of noise obscures the public and decision makers from understanding of the Project's noise impacts. The Noise Study indicates that existing noise levels were recorded at 78 locations and modeled at 10 locations, for example, and the DEIR indicates that monitoring of the existing noise environment was conducted at 13 sites with 24-hour readings (Sties A through M) to determine the "noisiest hour" in various sections of the Project's corridor. Neither the DEIR nor the Noise Study, however, explains the basis for selecting 13 out of 78 locations for "noisiest hour" evaluation, nor how the 13 "noisiest hour" locations relate to the 10-modeled locations (PCR Report, p. 16). Caltrans is required under CEQA to analyze these possible noise impacts; however, the DEIR fails to analyze these impacts.

4. The Project Studied in the DEIR and the Noise Study are Different.

The DEIR evaluates three alternatives, identified as Alternatives 1, 2 and 3. The Caltrans Letter identified a Modified Alternative 3, or Alternative 3a

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The Noise Study, on the other hand, evaluated seven alternatives (Alternatives 1, 2A, 2B, 3A, 3B, 4 and 5). While Alternative 1 in the DEIR and Alternative 1 in the Noise Study are the same "No Build" scenarios, none of the other alternatives are the same in the DEIR and the Noise Study, despite similar numeric references. Considering the DEIR's noise analyses is based on the July 2006 Noise Study, but the alternatives addressed in the Noise Study are different from those identified in the DEIR, it can only be concluded that the noise analyses summarized in the DEIR does not evaluate the Project alternatives presented in the DEIR (PCR Report, p. 15). CEQA requires consistency between the DEIR's and the technical study; however, the DEIR and the technical studies are not consistent.

5. The Noise Study Contains Numerous Other Deficiencies.

The DEIR provides very little discussion regarding the construction noise impacts and no discussion of potential vibration impacts from construction. Caltrans is required to evaluate construction noise for all Type I and Type II projects (Caltrans Traffic Noise Analysis Protocol, August 2006, p. 8). Detailed analysis of construction noise and vibration in the areas where tie-backs are going to be installed is needed to determine potential impacts to the Getty Center's operations, including use of the South Road and South Building (PCR Report, p. 18).

The DEIR failed to analyze the wind effects with respect to any new sound walls and their potential impacts. A 1989 study performed by Caltrans with respect to performance of parallel sound walls and the possibility of noise reflection problems for the I-405 in the area of the Brentwood community showed significant wind effects on traffic noise levels (PCR Report, pp. 18-19).

The Noise Study suggests that it is an adaptation and repackaging of an earlier noise study completed in December 2002, approximately four years earlier. Caltrans' Traffic Noise Analysis Protocol specifies that when three years or more have lapsed since the completion of technical documents, they must be entirely redone. If the current Noise Study is based in whole or in part on an earlier work, that basis should have been clearly cited and that work should have been made readily available for public review (PCR Report, p. 14).

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Caltrans is required under CEQA to analyze these potential noise impacts, as well as the other ones identified in the PCR Report; however, the DEIR fails to analyze any of these impacts.

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H. Geology & Soils/Waterways and Hydrologic Systems.

1. The Geology & Soils Section's Conclusion that the Project Will Not Result in Significant Impacts is Not Supportable Under CEQA.

The DEIR concludes, without any evidence or analysis, that construction of the Project will not result in any significant geological impacts. CEQA requires that a conclusion be based on substantial evidence, which requires enough relevant information and reasonable inferences from this information to support a conclusion (CEQA Guidelines § 15384). The DEIR does not provide any data regarding how much grading will be required, nor does it provide an operational or construction plan that discloses the location of the grading. In addition, with the massive grading, there will be significant hauling of earth. The DEIR does not even discuss a proposed haul route. Caltrans is required under CEQA to analyze these potential impacts; however, the DEIR fails to analyze these impacts.

2. The DEIR Ignores the Benedict Canyon Fault.

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The DEIR states that a recent investigation has suggested that the Benedict Canyon Fault is an active fault in the Project area. However, because the Benedict Canyon Fault has not been zoned by the Alquist-Priolo Earthquake Fault Zoning Act "at the present time", the DEIR summarily dismisses any possibility that the Benedict Canyon Fault may pose a risk to I-405, the Getty Center, or the surrounding community simply (DEIR, p. 169). Caltrans is required under CEQA to analyze the Benedict Canyon Fault's potential impacts; however, the DEIR fails to analyze these impacts.

3. The DEIR Reaches Conclusions That Are Not Supported by the Evidence.

With regard to slope stability, the DEIR states that "fill slopes would be constructed according to Caltrans Standard Specifications to ensure stability." Neither the Project Description nor the Geology & Soils section identifies the

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Geological conditions within the study area are summarized in Section 3.11 of the DEIR/EIS and documented in a Preliminary Geotechnical Investigation Report (April 2000) and a reevaluation of that report (April 2006). As is noted in this documentation, no unique geological feature is known to be located within the area designated for construction and the need for additional subsurface soil investigations is noted prior to construction, for purposes of wall construction. Insufficiently compacted soil will be recompacted to the appropriate density prior to construction. Since the freeway project is intended to be constructed using a design-build contract approach, the contractor will be responsible for investigating soil conditions, geological data and all other factors pertinent to the proper design. Only preliminary engineering has been performed on this project thus far; the design-build contractor will be responsible for preparing grading and hauling plans.

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fact that Alternative 3 will have significant geological impacts, as discussed in more detail in Part II of this Comment Letter. Caltrans is required under CEQA to analyze these potential impacts; however, the DEIR fails to analyze these impacts.

The Benedict Canyon Fault poses significant design-related issues, which the DEIR does not analyze. If any of the retaining walls are assumed to support rock, but instead support weaker fault gouge, which is possible near a fault, the stability of the wall may be compromised, which would destabilize surrounding hillsides. For instance, if tie-backs are assumed to be obtaining friction in rock, but encounter fault gouge, which is possible near a fault, the carrying capacity of the tie-backs will be reduced, destabilizing the Getty Center and other properties (URS Report, p. 6). Caltrans is required under CEQA to analyze these potential impacts; however, the DEIR fails to analyze these impacts.

4. The Geology and Soils Section Does Not Include Any Thresholds of Significance.

The Geology and Soils section does not provide any thresholds of significance; therefore, any determination as to significant impacts is unsubstantiated and not permitted under CEQA, since it is impossible to quantify potential impacts and propose appropriate mitigation measures.

I. Visual/Aesthetics.

1. The DEIR Inappropriately Delays the Aesthetic Impacts Significance Determination.

The "Alternatives" section states that it was "determined that the proposed project would have an adverse affect [sic] on the Mulholland Drive overpass." According to the DEIR, Caltrans will submit a draft Memorandum of Understanding to the Federal Highway Administration and the State Highway Preservation Officer after sufficient design work has been completed for the Division of Environmental Planning to ascertain impacts and consider mitigation measures and design for the Mulholland Bridge. However, the next paragraph concludes that the proposed replacement of the Mulholland Bridge "would not substantially degrade the overall visual character or quality of the surrounding hillsides or residential neighborhoods" (DEIR, p. 149). Of course,

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Caltrans and FHWA mandate that a qualitative/aesthetic approach should be taken to mitigate for the visual quality loss in the project area. This approach fulfills the spirit of the FHWA requirements because it addresses the cumulative loss of visual quality that will occur in the project viewshed when the project is implemented. It also constitutes mitigation that can more readily generate public acceptance of the project.

Visual mitigation for adverse project impacts addressed in the visual assessments and summarized in this report will consist of adhering to the following design requirements in cooperation with the Caltrans District Landscape Architect (DLA). All visual mitigation will be designed and implemented with the concurrence of the DLA.

The Visual Impact Assessment includes 11 visual assessments which includes impacts on Church Lane.

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CEQA requires a stable project description to ensure that the project's impacts are analyzed, but the DEIR indicates that Caltrans will consider mitigation measures and design alternatives at a later time, which means the impacts of the Project cannot be analyzed or considered by the public or decision makers. Moreover, the DEIR contradicts itself about the impacts of replacing the Mulholland Bridge. Caltrans cannot determine if there will be significant impacts until it makes these determinations. Caltrans is required under CEQA to analyze these potential aesthetic impacts now; however, the DEIR fails to analyze these impacts.

2. The Aesthetics Cumulative Impacts Analysis Uses an Improper Methodology.

The Aesthetics section's cumulative impact analysis incorrectly states that none "of the major development projects in the area appear to have the potential to substantially adversely affect the visual resources" (DEIR, p. 150). An EIR must discuss cumulative impacts if the project's incremental effect combined with the effects of other projects is cumulatively considerable (CEQA Guidelines § 15130(a)). Here, the DEIR separates the Project from related projects and concludes that, since neither the Project nor the related projects have significant impacts, there is no cumulative significant impact. The DEIR summarily concludes without any supporting documentation that the Project will not affect designated scenic resources or create objectionable views (PCR Report, pp. 8-9). Caltrans is required under CEQA to analyze these potential cumulative impacts; however, the DEIR fails to analyze these impacts.

3. The DEIR Does Not Acknowledge Any Southbound Impacts.

The Visual/Aesthetics section of the DEIR is based on the "Visual Impact Assessment, Route 405, Sepulveda Pass Project" prepared by Caltrans, dated February 27, 2007. This Assessment cites several alternatives that were evaluated that have some similar but not identical characteristics as those cited in the DEIR. Importantly, none of the alternatives considered in the Visual Impact Assessment included the acquisition of property and construction of an additional southbound mixed-flow lane, which is the single project element having the greatest potential impact on scenic resources along the west side of the I-405 through the Study Area. The bulk of both the DEIR and the Visual Impact Assessment is the definition of terms and concepts and presentation of seven viewpoints with associated photo simulations. Each of

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Land use and zoning patterns are governed by local jurisdictions (cities or counties) and influenced by numerous factors. The Preferred Alternative is only one of the factors influencing local decision makers. We anticipate that the present land uses will remain the same with or without the project (i.e. commercial/industrial land uses will remain commercial/industrial and residential uses will remain residential in this area for the foreseeable future).

Although housing goals in most community plans call for the preservation of existing housing, traffic and circulation elements also call for improvements to transportation infrastructure. Improvements to the I-405 would be consistent with existing Community Area Plans and Specific Plan policies related to reducing traffic congestion, improving circulation and the use of high-occupancy vehicle and transit options (pp. 51 of the DEIR/EIS).

Section 3.1 describes how the Build Alternatives are consistent or inconsistent with the adopted General Plans and redevelopment plans and identifies minimization measures to alleviate these inconsistencies. As acknowledged in Chapter 4 of the DEIR/EIS, these conflicts cannot be completely mitigated and are considered unavoidable significant impacts under CEQA.

The Community Impact Assessment took into account seven of the 35 Community Plan Areas for the City of Los Angeles, and used this as the basis for the assessment.

As is described in the EIS/EIR Related Projects (Section 1.4), the primary context of the I-405 HOV Project is the regional transportation system. Since the I-405 freeway is one of the most heavily traveled freeway corridors in the world, the most relevant related projects are those other projects planned or completed along the I-405 corridor. These projects are clearly identified in section 1.4 and Figure 1.1-2. Also described is the region's HOV network (see Figure S-3) which is the next logical context for related projects, having a direct bearing on the I-405 project as a component of that larger system. Also described are related projects under the control of the City of Los Angeles - the City being the local jurisdiction within which the I-405 project resides.

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the viewpoints shares a location within the corridor at which a new overcrossing, undercrossing or ramp facilities are proposed. There is little or no analysis of the Project's effects upon visual qualities along the corridor itself (PCR Report, p. 8).

Like the Visual Impact Assessment, the DEIR does not discuss the proposed improvements that have the most impacts along the southbound I-405. Within the Findings and Conclusions section of the Visual Impact Assessment, it is revealed, "A total of 75 retaining walls within the project limits would be constructed at the embankments where RW is constrained or a 1:2 slope would be impractical. Nine of the 75 walls would be soil walls and two would be soldier pile. All others would be standard" (Visual Impact Assessment, p. 56). Presumably, this reference does not include retaining walls that would surely be necessitated if a new southbound mixed-flow lane were added to the alternatives considered in the Visual Impact Assessment. Where would these walls be located? How high would they be? How long would they be? What would they look like? How much grading would they necessitate, with what effects on slopes, trees and other scenic resources? The DEIR summarily concludes that the project improvements will not affect designated scenic resources nor create objectionable views. No analysis even begins to support this assertion; the question was probably not even analyzed because the improvements that were likely to cause such impacts had not yet been identified (PCR Report, pp. 8-9). Caltrans is required under CEQA to analyze these potential aesthetic impacts; however, the DEIR fails to analyze these impacts.

J. Land Use & Planning.

1. The DEIR Fails to Analyze the Project's Inconsistency with the General Plan.

CEQA requires a DEIR to discuss any inconsistencies between the proposed project and applicable general plans and regional plans so the lead agency can modify the proposed project to avoid any inconsistency (CEQA Guidelines, § 15125(d)). The DEIR summarily states that the Project is inconsistent with the Bel Air-Beverly Crest Community Plan, yet it does not provide any alternative analysis to cure or mitigate the inconsistency (DEIR, p. 58). Caltrans is required under CEQA to analyze these inconsistencies; however, the DEIR fails to analyze these inconsistencies.

PH-32 cont'd

While it is true that development projects have a bearing on cumulative impacts, because they can contribute to cumulative effects in several subject areas, these projects are taken into account in large part via regional transportation planning. In particular, the projected future land use pattern is embodied within the SCAG regional travel demand model and Regional Transportation Plan, which are the underpinnings of future travel that is to be accommodated, in part, by the I-405 project. It should also be noted that a detailed discussion of development projects is provided under Land Use (section 3.1) in the EIS/EIR. This section covers both the seven City of Los Angeles planning areas and eleven specific development projects relevant to the freeway corridor.

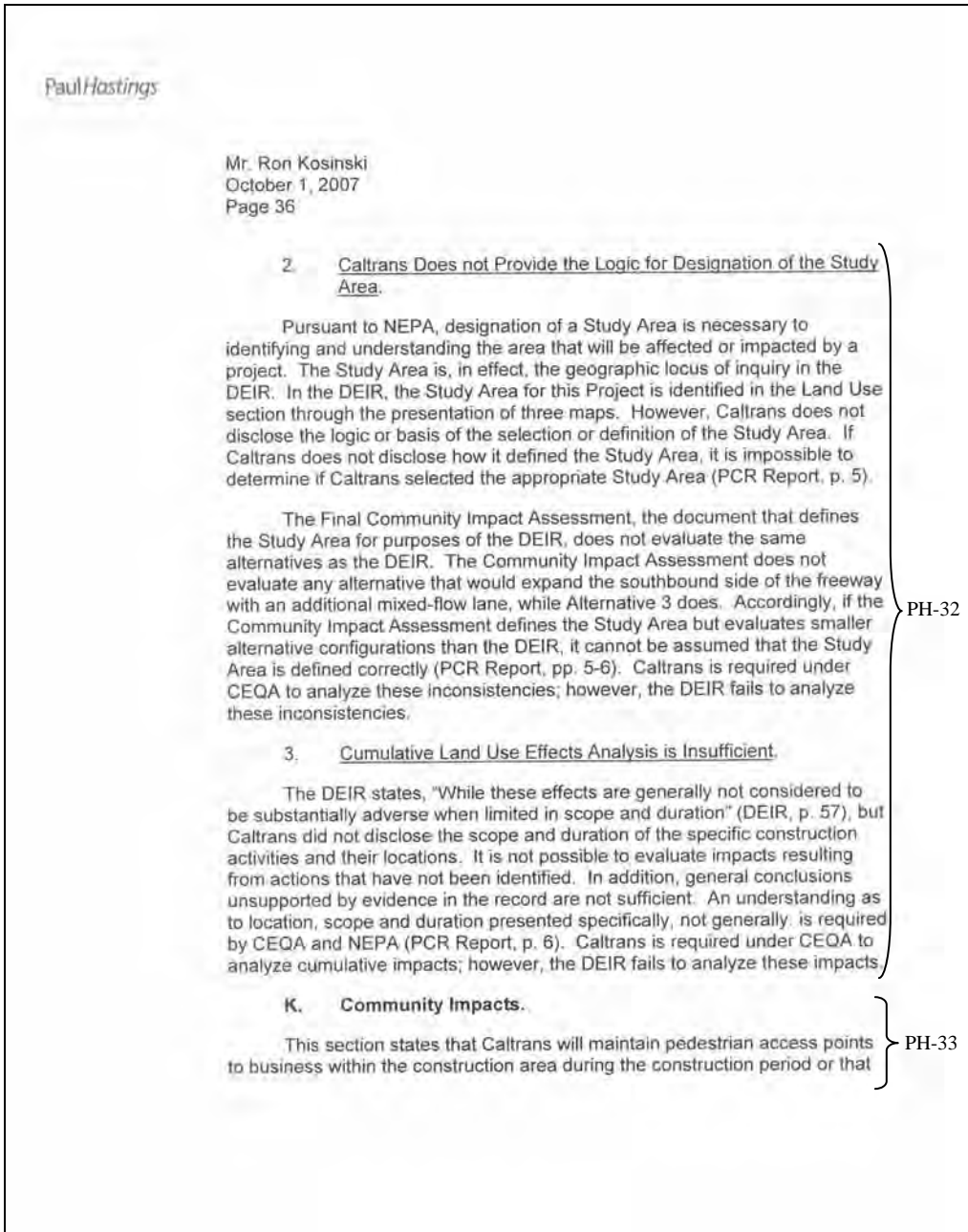
Cumulative impact discussions are provide for each of the environmental subjects discussed in Chapter 3 of the EIS/EIR. Both construction and operational impact phases are discussed in these sections. To focus on the areas noted in the comment, the following responses are provided:

Air Quality (EIS/EIR section 3.13.5) - The section acknowledges that air quality impacts are inherently cumulative in nature. Based on the NAAQS 1-hour and 8-hour carbon monoxide standards, the analysis shows that the project would improve air quality and it has been shown to be in conformity with the federal Clean Air Act. It is therefore reasonable to conclude that an adverse cumulative project-related impact would not result.

Aesthetics (EIS/EIR section 3.6.5) - The section describes the corridor study area as an urbanized area having both the freeway facility as a major component and both existing and proposed development projects in the vicinity. Since the freeway corridor is an existing feature and the context is, in fact, urbanized and substantially developed, unless some new significant visual feature (i.e. elevated viaduct or transitway) would have to be introduced to substantially change the visual context. It is therefore reasonable to conclude that a cumulative impact would not occur.

PH-31

PH-32



PH-32 cont'd

Growth (EIS/EIR section 3.2.5) - The section refers to the regional planning context within which the project is located and states that unplanned growth is not supported by the project. This is an acceptable finding since the project is proposed to accommodate future travel demand resulting from planned land use.

Caltrans leads the state in using environmentally friendly and recycled products and processes. This is accomplished in a number of ways. Caltrans' environmentally friendly business practices include using construction and demolition debris, waste tires, compost materials, pavement recycling, office recycling, and many other applications.

Much of the construction and demolition debris from highway projects is salvaged for reuse or made available for recycling, keeping it out of local landfills. Debris such as concrete, asphalt, and reclaimed glass can be crushed and re-used as base material. Using recycled rather than new material also reduces the strain on California's dwindling aggregate supplies.

Steel from rebar, sign posts, light posts, and metal beam guardrail is reused or recycled. If these items are in good condition, they can be reused or stockpiled until needed. If items are damaged or found to be beyond repair, they can be recycled as scrap metal.

Clearing away vegetation in preparation for a project, as well as routine landscape maintenance activities, generates green waste that is shredded for mulch in highway landscaping.

Land Use (EIS/EIR section 3.1.5) - The cumulative impacts addressed in this section are discussed above.

Noise (EIS/EIR section 3.14.5) - This section acknowledges the short-term cumulative increases in noise that could occur from multiple overlapping construction projects. The section also acknowledges the fact that the project will contribute to long-term noise production, for which noise abatement soundwalls are proposed and which are expected to effectively reduce the resultant noise levels to the range of acceptability, based upon federal and state requirements, although the section does acknowledge that some locations may have noise exceeding federal and state standards.

Paul Hastings

Mr. Ron Kosinski
 October 1, 2007
 Page 37

Caltrans would make provisions for alternative access (DEIR, p. 82). As explained in detail above, the widening of I-405 and the Getty Center Drive overpass may adversely impact access to the Getty Center. The DEIR did not mention, let alone analyze, this significant impact or any mitigation measure to cure the impact. Caltrans is required under CEQA to analyze these potential impacts; however, the DEIR fails to analyze these impacts. PH-33

L. Biological Resources.

This section only addresses the northbound improvements in Alternatives 2 and 3 as it refers to the New HOV Lane (and not the proposed new mixed-flow lane in Alternative 3). Construction of Alternative 3 requires the use of vacant land on the west side of I-405 to accommodate the widened freeway, which will have impacts on biological resources, which the DEIR failed to analyze (PCR Report, p. 19).

1. The DEIR Does not Correctly Identify Waters and Wetlands.

The DEIR states, "Preliminary estimates currently indicate that as much as 0.63 acres of jurisdictional area [of Wetlands] may be affected by this project" (DEIR, p. 229). However, the DEIR does not specify whether this is federal, state, or both jurisdictions. Federal and state jurisdictions, more often than not, do not entirely coincide with each other (PCR Report, p. 19). PH-34

Moreover, the DEIR states, "As the design of the project is developed further and the extent of the widening is better defined, studies to determine impacts to jurisdictional drainage areas should be conducted" (DEIR, p. 230). Nowhere does the DEIR disclose the impacts to federal and state waters. The Project could impact substantially more than 0.63 acres of jurisdictional area without the public or decision-makers realizing it. Nonetheless, the DEIR concludes that impacts to jurisdictional areas because of the Project are expected to be minor (PCR Report, p. 19). Caltrans is required under CEQA to analyze these potential impacts to wetlands; however, the DEIR fails to analyze these impacts.

M. The Cumulative Impacts Analysis is Inadequate.

The citation of related projects is essential to the appraisal of cumulative impacts under both CEQA and NEPA. The DEIR only recognizes related PH-35

PH-33

Access to the Getty Center would be maintained before, during or after construction of the project.

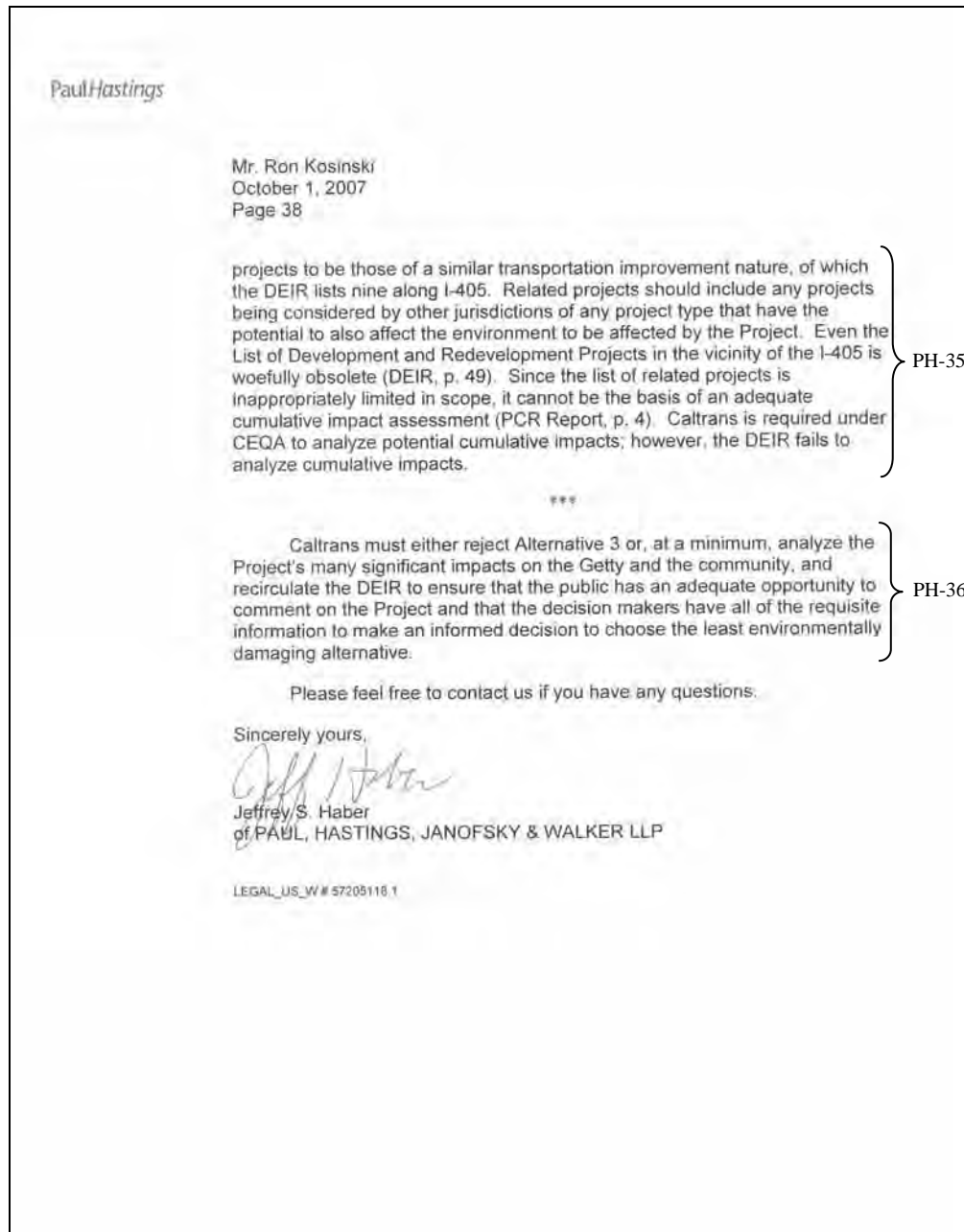
PH-34

All Caltrans projects are constructed in adherence to the Department's Storm Water Management Plan, which has been approved by the State Water Resources Control Board. This plan identifies a large range potential BMPs (including avoidance and minimization measures) that can be used to reduce project-related storm water quality impacts. From this Plan, an appropriate sub-set of BMPs will be drawn and included in the Storm Water Pollution Prevention Plan (SWPPP) for this project; new treatment BMP features such as two infiltration trenches, one infiltration/detention basin and three bio-filtration swales will be used in conjunction with the existing system as discussed in Section 3.10 of the DEIR/EIS. The SWPPP will be developed at a later stage of the project development process, so the exact location of the BMPs will be determined at that time.

In addition to compliance with BMPs, Caltrans will adhere to regulations set forth in the National Pollutant Discharge Elimination System (NPDES) permit. The project lies within the Los Angeles River Watershed. The receiving waters within the project limits include the Los Angeles River and Ballona Creek with their respective tributaries. The distance to the Los Angeles River is approximately 1.5 miles to the northeast and 4.5 miles to Ballona Creek to the south. The receiving water bodies are not considered high-risk areas used for municipal or domestic water supply.

Established Total Maximum Daily Loads (TMDLs) or effluent within the project limits are:

- Los Angeles River Trash TMDL
- Los Angeles River Nitrogen Compounds and Related Effects TMDL
- Los Angeles River and Tributary Metal TMDL
- Ballona Creek Trash TMDL
- The Ballona Creek Metals TMDL and the Ballona Creek Estuary Toxic Pollutants TMDL



PH-34 cont'd

The project alignment is chosen to minimize impacts on receiving waters by limiting cut and fill slopes with the construction of retaining walls, minimizing disturbance of vegetation, avoiding formations difficult to re-stabilize, and ensuring that concentrated flows are collected in stabilized drain channels.

This project conforms to NPDES Permit No. CAS 000002 and CAS 000003. Notification of Construction will be submitted to LARWQCB thirty (30) days before construction begins.

The DEIR/EIS states that coordination with the regulatory agencies would be initiated as the design of the project is developed further and that agency permits would be obtained, if required, to mitigate impacts to wetlands and other waters of the U.S.

PH-35

Please see response to comment PH-32 above.

PH-36

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Alternatives 3 and 3 Modified have substantial environmental impacts and would require additional studies and circulation of a subsequent EIR, before they could be reconsidered.

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October 1, 2007

Mr. Ronald Kosinski
Deputy District Director
Division of Environmental Planning
Caltrans District 7
100 S. Main Street
Los Angeles, CA 90012
Via email to Dawn_Kukla@dot.ca.gov

Re: Public comment on the Draft EIR/EIS for the northbound San Diego Freeway (I-405)
HOV lane project

Effective transit use of the I-405 corridor between the San Fernando Valley and the Westside is a vital component of these HOV lanes. Metro's draft Long Range Transportation Plan includes an "I-405 Corridor Busway between Metro Orange Line Sepulveda Station and Metro Green Line Aviation Station" project (a recent staff report is at http://metro.net/board/items/2007/08_August/20070816SBMItem3Handout.pdf). And Metro's San Fernando Valley and Westside/Central Service Sectors are evaluating reconfiguration of the current Rapid line 761, Van Nuys Blvd. to UCLA via Sepulveda Pass, partly on I-405.

Yet a search of both the original I-405 Draft EIS/EIR and its 7/20/07 supplement finds *nothing about transit bus use of the I-405*, only references to buses in its vicinity (pages 12, 25, 33-34, 57, 97, 108-110 in the original DEIR/EIS). *This is a huge omission.*

There is also *no reference* to the Expo Line light rail project (<http://buildexpo.org>), beginning construction from downtown Los Angeles to Culver City and beginning its DEIS/EIR from Culver City to Santa Monica, other than the reference with Wilshire Blvd. on page 57.

The Sierra Club recommends Caltrans' I-405 freeway plans include provision for effective transit bus utilization of the HOV lanes over Sepulveda Pass, such as direct-access bus ramps at Wilshire Boulevard and at an appropriate access point in the San Fernando Valley.

Darrell Clarke
Transportation co-chair
Executive Committee member

Comments from the Sierra Club (SC) on 10/1/07:

SC-1

Caltrans remains committed to working with the transit operators to improve transportation linkages using highway system. The commuter bus services that offer services from the San Fernando Valley to the Westside of Los Angeles will continue to utilize the freeway and their service can only be enhanced with HOV lane improvements within the corridor. Throughout the I-405 HOV project planning process, Caltrans staff has been in communication with transit agencies to continue to devise strategies to improve service within the I-405 corridor. Caltrans will work closely with the local transit agencies, as well as Los Angeles County Metro to develop long-term transit solutions between the Valley and Westside of Los Angeles, using the freeways as linkages within a multimodal transportation system. The HOV lane project is a critical element within this multimodal approach and will help Caltrans to encourage increased transit planning and project development adjacent to the project area. Over 14,000 people currently are utilizing transit service within the Sepulveda Pass area and enhanced service; specific to transit activities within the corridor could greatly increase that number.

Caltrans is aware of the inclusion of a proposed I-405 Busway through the Sepulveda Pass in the unfunded portion of the LACMTA Long Range Transit Plan. In the long term, we feel that such a high level transit facility should be considered to serve the ever growing travel demand in this segment of the I-405 Corridor. However, a major grade separated transit facility of this type would be extremely expensive to construct and funding for such a facility is not currently programmed or on the horizon.

Although the current set of Caltrans Alternatives for the I-405 Corridor do not include a higher level transit facility such as the I-405 Busway, they will, however, set the stage for the ultimate development of such a facility by constructing a northbound HOV lane that can help build the transit market in the corridor. Also, the most current version of Alternative 2 generally has sufficient space in the center (median, barrier and buffers) to accommodate the columns for an elevated busway.

SC-1

SC-1 cont'd

In terms of building the I-405 transit market, the addition of the northbound I-405 HOV lane will complete the system of HOV facilities in the area. Bus transit, as well as HOVs, will be eligible to use the new exclusive lane, thereby gaining a travel time benefit. Today, there are already six transit routes that use this stretch of the I-405 corridor - one Metro Rapid, two Commuter Expresses, two Santa Clarita Expresses and one Antelope Valley Express.

The addition of the northbound HOV lane will allow transit vehicles in both directions of travel to achieve travel time benefits from the HOV lanes. The HOV lane will also allow transit operators to explore other potential transit markets that would benefit from the initiation of higher levels of transit service through the corridor. Service expansion in the form of improved headways on existing routes as well as the introduction of new routes would increase the number of current transit users in the corridor. This would create new travel options for I-405 commuters and would generate air quality and energy benefits to the region.

To demonstrate the huge potential for transit in this corridor in the future, Alternative 2 has been modeled with the above routes for horizon year 2025 using the SCAG Regional travel model. Then, a version of Alternative 2 was modeled with an enhanced transit option for horizon year 2025. The enhanced model run included the existing six transit routes at improved headways and also added Metro Rapid bus service to three additional alignments through the Sepulveda Pass using the HOV lanes. The model runs indicate that these expanded transit services could increase transit ridership through the corridor by as much as 50 percent over the standard version of Alternative 2.



SIERRA
CLUB
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Endangered Species Task Force
Angeles Chapter

Mr. Ron Kosinski
Deputy District Director
Department of Transportation, District 7
100 South Main Street
Los Angeles, California 90012-3712

Re: I-405 Widening Project Detail, Skirball Overpass Bridge Proposed Wildlife Corridor Addition

Dear Mr. Kosinski:

On June 26, 2007, the Sierra Club Executive Committee of the Angeles Chapter passed an Environmental Resolution, titled I-405 WILDLIFE CORRIDOR RESOLUTION.

"The Sierra Club strongly urges the City of Los Angeles to work collaboratively with CALTRANS, the SIERRA CLUB and other environmental groups to find solutions for the protection of wildlife attempting to cross the I-405 Freeway and Sepulveda Boulevard, to include a separate vegetated bridge and vegetation on any new/reconstructed overpass. We also urge CALTRANS and City DOT to employ ecologists to be involved with the determination of native vegetation appropriate to the immediate region."

We wish to point out that the proposed "wildlife corridor" is not a necessary detail of the redesigned Skirball Overpass Bridge. Rather, it is an opportunity given by virtue of the redesign, to establish a "safe passage" for the extensive wildlife seen and documented for years in the Santa Monica Mountains National Park Areas. This opportunity is golden, for it means that Los Angeles will take her place beside the other great cities of the United States, as an Environmental Beacon, clearly stating by example that our communities value native wildlands and habitat. It sends a message to all, that our citizens will lead in the challenge to protect and save our Natural World, which is now under threat.

This proposed addition to the Skirball Overpass is not some romanticized idea of saving a few fuzzy bunnies. The Sierra Club is not in the business of taking a stand on issues, backing our point of view with scientific realities and spending precious time, dollars and legal fees because of some overly sensitive "do-gooders." The fact is, the Natural world is disappearing. Plants, animals, open spaces where human healing takes place. We who are looked to as Leaders need to pay attention, and begin the task, sometimes inconvenient, of saving our natural world.

This Overpass needs to be designed, and designed properly. There are experts known to CALTRANS, who have designed the extensive series of Overpasses and Undercrossings in Alberta, Canada. There are experts in the Humane Society of the United States, who have worked with European Engineers on just these situations. Furthermore, the City of Los Angeles (DOT) needs to collaborate with CALTRANS to extend a much more modest addition to the Overpass which will take the migrating animals across SEPULVEDA BOULEVARD, either over or under.

The direct quote from City and State Officials, that "the animals are used to crossing Sepulveda anyway, so they can continue to get across that way" indicates that the real problem is not being addressed. The Sierra Club and other environmental organizations want to save the animals, not provide an easier way to kill them.

Tuesday, October 02, 2007 America Online: DrRM White

Comments from the Sierra Club (SC) on 10/2/07:

SC-2

Caltrans welcomes the Sierra Club's offer to work in partnership on design of this overpass, the nature of its linkages to the Skirball trailhead at the east end of the overpass, and ways to cross over (or beneath) Sepulveda Boulevard west of the bridge. To the extent a redesign accomplishes two purposes for the Skirball Center Drive Overpass, improving safe pedestrian and bicycle passage across it during the day and enhancing its traits which encourage wildlife to cross it after dark, the project design may partly mitigate for adverse changes to animal behavior caused by widening I-405. Potential benefits to wildlife will be evaluated in partnership with experts who have designed such crossovers elsewhere.

SC-2

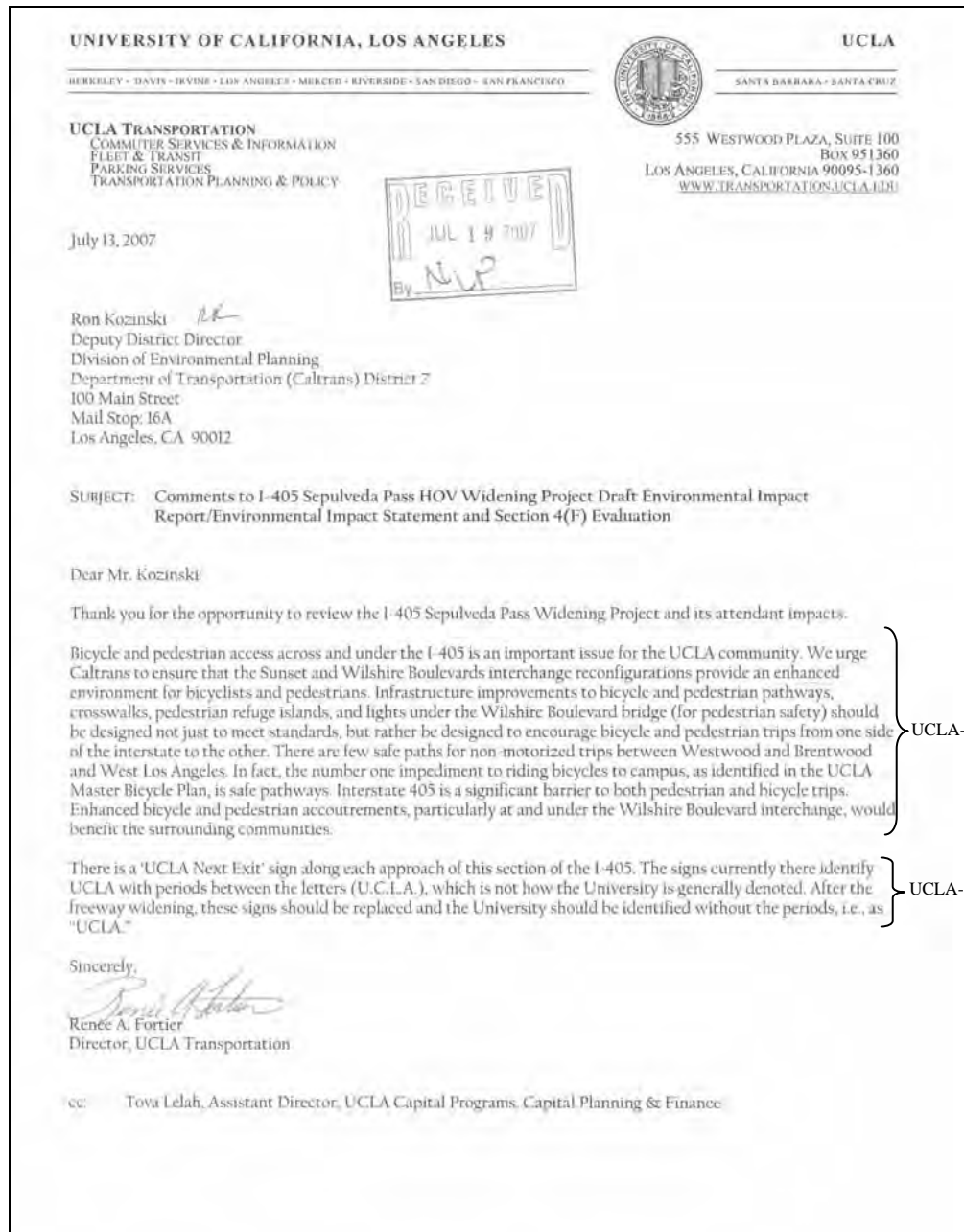
To this end, we appreciate the opportunity to communicate our point of view, a letter is not time enough to give facts, and cite scientific data. We would like to stand as Partners not Adversaries. We would like to help to solve the situation with a realistic view of what the true problem is: to save what is left of a struggling wildlife population, for the benefit of all

Yours sincerely,



Rosemarie S. White, Ph.D.
Chair, Endangered Species and Wildlife Committee, Sierra Club Angeles Chapter
Member, National Sierra Club Wildlife and Endangered Species Committee (WESComm)
President, The Canada Goose Project.

Tuesday, October 02, 2007 America Online: DrRM White



Comments from the University of California, Los Angeles (UCLA):

UCLA-1

Caltrans is working with LADOT to provide improvements to local streets and intersections.

The City of Los Angeles is currently preparing a project to add bicycle lanes to Sepulveda Boulevard. Caltrans will work with LADOT to ensure that this project and the I-405 HOV project are compatible.

UCLA-2

The "UCLA Next Exit" sign along the approach of this section of the I-405 will be replaced as requested.



INTERSTATE 405

Sepulveda Pass Widening Project

**Final Environmental Impact Report/Environmental Impact Statement
and Section 4(f) Evaluation**

Volume III – Chapter 5 Continued with Comments from Citizens

Widening and High Occupancy Vehicle (HOV) Improvements
from Interstate 10 to US Highway 101, in the City of Los Angeles,
Los Angeles County
PM 28.8/39.0
EA 120300

Prepared by the
STATE OF CALIFORNIA
Department of Transportation

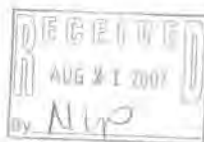
The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327



January 2008

RICHARD E. AARON

319 S. Church Lane, Los Angeles CA 90049
e-mail: rockpix@rockpix.com
http://www.rockpix.com
310-309-0292



August 17, 2007

Ronald Kosinski *RK*
Deputy District Director Caltrans
120 South Spring Street
Los Angeles, Ca 90012

Dear Mr. Kosinski,

Is it normal to have a known world famous photographer displaced out of his home just to widen a highway that realistically can be widened in other ways?

I have been a photographer for now 37 years shooting for the music industry starting in New York and then moving to Los Angeles 27 years ago to continue my work. I have worked and donated my work throughout my life to any organization that needed to generate funds through auctions.

I have live at my place for 13 years now. I do not want to move when there are other options in the basket.

I know that you have seen my work many times covering LP's, Cd's, magazines and newspapers, with anything associated with rock and other types of music. I am enclosing my bio and 4x6 business card and as you can see there are images you know.

I am asking you to please look into what is going on in my neighborhood of Brentwood Glen, Los Angeles, with regards to the 405 freeway. I have never asked for anything before in my life I am always the first to give. I am asking now to please help me, please help my neighborhood. } RA-1

Very truly yours,

Richard E. Aaron

RA-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.



Biography

In a career that spans over three decades, Richard E. Aaron has shot still photography for a wide variety of media, ranging from feature films, television and video to corporate public relations, entertainment publicity and album covers.

Perhaps best known for his music photography, he was honored by *Modern Photography Magazine* as one of the "10 Best Rock Photographers" in the world, he has hundreds of album covers to his credit including "FRAMPTON COMES ALIVE," still the biggest selling double live LP. He shot the first photographic rock 'n' roll cover of *Time* magazine - Paul McCartney/Wings Over America. All told, his work has appeared in more than 6,000 magazines, newspapers and books worldwide.

His extensive work in music photography (4,000 musical artists photographed) includes, "Fleetwood: The Visitor in Africa" (RCA Records), a tour shot on location in Ghana West Africa. Similar projects for many top rock & roll groups around the world followed. He traveled through the People's Republic of China for several months, where he documented the first Western rock group to record an album and tour.

He still he shoots music, as in music videos, CD jackets and publicity. A native of New York, Mr. Aaron have been located in Los Angeles since 1980. His work can be viewed on his web site: <http://www.rockpix.com>

He is a graduate of the School of Visual Arts (New York City) and of Brooks Institute of Photography (Santa Barbara, California), BFA.

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
OCT 11 2 1997

Dear Mr. Kosinski:

Exactly one year ago, we found and fell in love with our house in Brentwood Glen. We moved into 11339 Albata Street at the beginning of the year and began to make it our home. A huge appeal of the house was the wonderful neighborhood that surrounds us. It truly is like a little Mayberry in the middle of a bustling city.

We were instantly welcomed by the neighbors who are some of the nicest and friendliest people we've ever met. The feeling in the Glen is one of safeness, comfort and a true neighborhood. We know that such an idyllic neighborhood is rare and precious.

The house we moved into was the first home we ever purchased, so you can understand that we were nervous. However, we knew that we were buying in a wonderful neighborhood that is aesthetically pleasing. We are now expecting our first child and want for him to be able to grow up in this fabulous enclave that we've found in this city. Therefore, we write you with grave concerns about both Alternative 3 as originally proposed and the modified version of Alternative 3 to the 405 expansion.

The first rule of policy making is to analyze the costs and benefits of the policy to be implemented. After doing so, we conclude that the benefits of Alternative 3 or Alternative 3 as modified do not outweigh the costs.

Costs

1. Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families.
2. Increased noise and air pollution
3. It will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified.
4. There will be an enormous personal cost to the residents of Brentwood Glen.
5. These alternatives will increase afternoon traffic on Sunset Boulevard, making an already congested situation worse. Under the original Alternative 3 or its modification, the Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse.
6. Alternative 3 would remove many mature trees that provide a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall that would soon be covered with graffiti (which is an added cost for the city to constantly remove).
7. One of the first things done under Alternative 3 will be to raze homes on Church Lane. This land will then sit vacant for a minimum of five years, until the project is completed in its entirety. Construction equipment may be stored on the land formerly belonging to families and the village church, which will be an eyesore.

KNA-1

KNA-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Further, vacant lots invite crime. THIS IS A MAJOR CONCERN as our neighborhood is currently very safe.

8. Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage.

Benefits

- The DEIR and its modification show that widening of the 405 Southbound lanes and adding a mixed use lane will provide only a minimal benefit, if any, to highway safety and traffic congestion (especially in light of the fact that this project would not unclog the bottleneck at the 10 Freeway).

As you can clearly see, **the costs of Alternative 3 and modified Alternative 3 greatly outweigh any potential benefits.**

We must elaborate on Cost #2 (Increase air and noise pollution), increased noise and air pollution, as it particularly worrisome to us. As we mentioned, we are expecting a baby and under Alternative 3 or its modification there will be a substantial increase in noise and toxic emissions that will be harmful to our community. There will be no sound wall for a substantial period during construction and this will substantially increase pollutants and toxic emissions. We hate to think of the health risk this will not pose not only to us but also to our new little baby who is just beginning his life.

Further, the noise pollution from the freeway will be greatly increased because, under either alternative, the sound wall alongside the Glen will be torn down and moved farther west. During the period of construction, the noise will be unbearable. You can already hear the freeway as it is now, but we cannot imagine how horrible it would be if this sound was unmitigated.

We understand the concern regarding the traffic congestion on the 405 freeway and we are not opposed to adding an HOV lane to the 405 Northbound and taking other measures to relieve congestion. However, the current Alternative 3 proposals will be too costly, will not provide a solution to the traffic problem, and will cause major negative impacts on our neighborhood. Above all, the costs greatly outweigh any benefits, and therefore Alternative 3 and modified Alternative 3 should not happen.

Sincerely,



Kimberly and Nathan Agam
11339 Albala Street
Los Angeles, CA 90049

KNA-1

September 20, 2007

Mr. Ronald Kosinski, Deputy District director *rk*
Division of Environmental Planning
Dept. of Transportation, District 7
100 S. Main Street MS-16A
LA, CA 90012

SEP 21 2007
[Handwritten signature]

Hello Mr. Kosinski:

Re widening of the 405 Freeway, both sides, between the 101 and Wilshire Blvd and points south.. **NO NO NO**

Don't take any homes and don't widen the 405 in Sherman Oaks or build a new ramps in the area.

Don't build more diamond lanes. They have proven to only serve a few while the ones that have little choice but be single drivers have to sit in traffic. The bottle necks when they slam to an abrupt merge into "regular" traffic is awful.

HA-1

Do open up the diamond lanes to all traffic or at least in what we laughingly call off-peak hours these days. Other freeways in CA do this, seemingly it works.

Do build the necessary sound walls.

Do keep costs in line and project lengths manageable.

Blessedly I do not have to drive the 405 any longer but am concerned about the impact on my Sherman Oaks neighbors and traffic through out the Valley.

Sincerely,

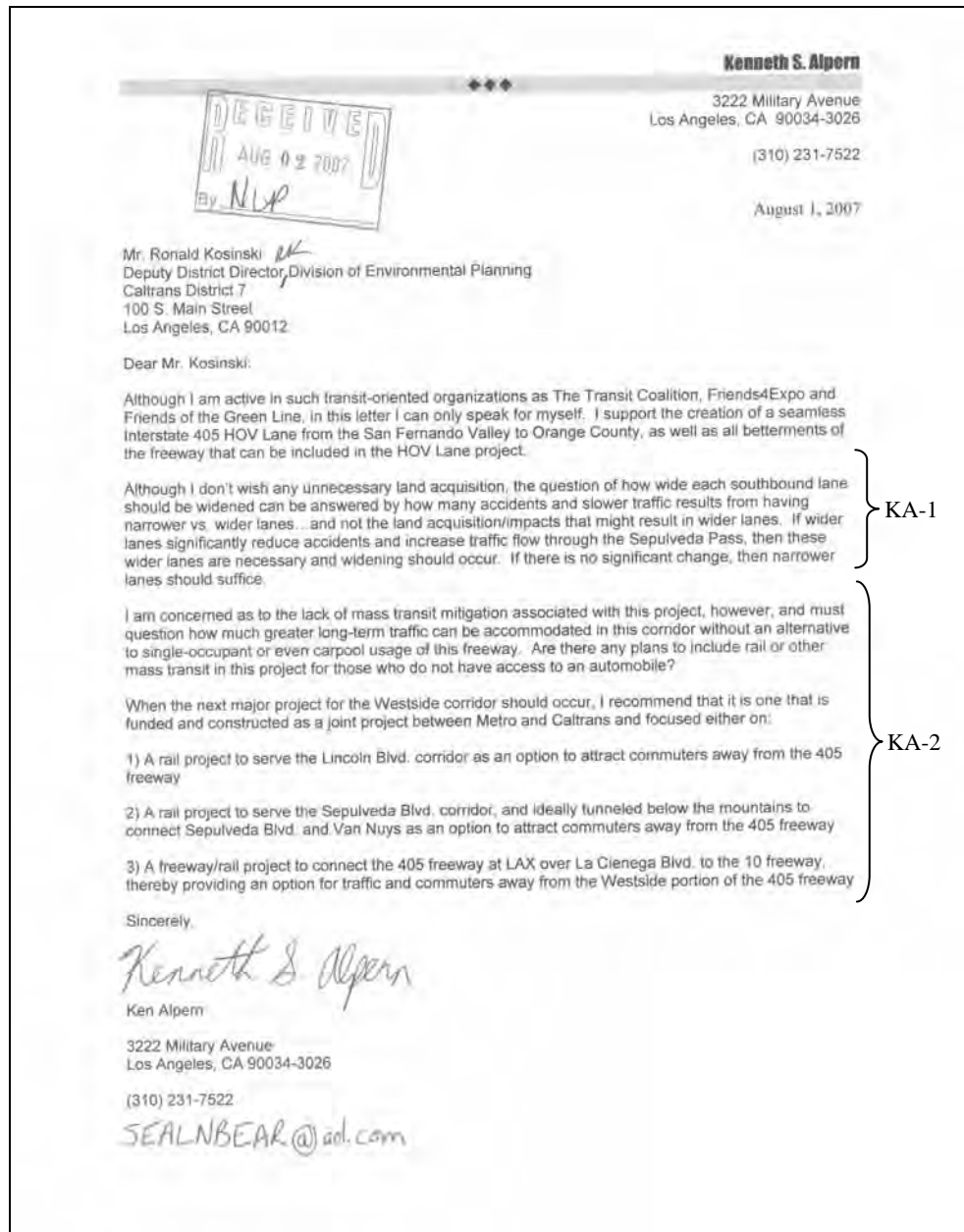
Hannah Almstead

Hannah Almstead
16782 Otsego Street
Encino, CA 91436-1030

HA-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

Please see response to AG-7 regarding the benefits of HOV lanes.



KA-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

KA-2

Please see response to HE-11 regarding Caltrans' commitment to improving transit linkages using the highway system.

September 14, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

This letter is written in opposition to Alternatives 2, 3 and modified Alternative 3 to the 405 widening project. The reasons for my opposition are stated below.

My family and I have lived in Westwood Hills since 1991, first on Homedale Avenue and then moving to our permanent home on Bentley Avenue in 1994. My kids have lived here all their lives. They learned to ride their bikes in our quiet cul de sac, climbed the huge sycamore tree across the street with their friends, threw baseballs and footballs in the middle of the street and practiced their driving skills on our traffic-free neighborhood streets.

The 405 widening project will lead to a substantial increase in traffic, noise and harmful car emissions. Needless to say, all of these things are detrimental to people in general but particularly to young kids whose growth and health depend heavily on a safe, clean, and chemical free environment. Moreover, kids need a quiet, traffic free place to enjoy growing up. Moving the freeway closer to families in our community will truly destroy the idyllic nature of the neighborhood. Many of our beautiful, old and oxygen producing trees will be destroyed. In short, it will turn the neighborhood into a place filled with freeway noise and pollution. No sound wall can eliminate the 'feel' that moving the freeway closer will cause.

MA-1

Furthermore, even if you believe that the disruption to the community will be minimal (which of course my position above clearly shows is not true), there is no credible evidence to show that widening the 405 Northbound and Southbound lanes will provide more than a minimal benefit, if any, to highway safety and traffic congestion. This project will cost billions of dollars (including many of my personal ones through the taxes I pay) with little benefit and much detriment. While I understand that increasing freeway capacity is something that communities must face from time to time, it is vitally important that the benefits and risks be carefully assessed to ensure that the needs of all are addressed. If widening a freeway won't substantially and permanently increase traffic flow there is no valid, equitable reason to increase the noise, pollution and traffic to adjoining neighborhoods. As stated above, the DEIR does not provide clear and convincing evidence that widening the 405 eastward into our community will reduce traffic congestion on the freeway. After all, no matter how wide the freeway becomes, more and more people come to fill it up, just creating another vicious cycle of having a

MA-2

MA-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Any existing landscaping outside State right-of-way that is affected by construction activities will be replaced in kind.

MA-2

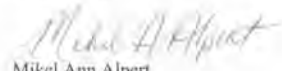
Please see response to AG-7 regarding the evidence supporting the benefits of the project.

freeway that needs to be widened.

In summary, I strongly oppose any and all of the proposals for the reasons stated herein. Please remember that these projects affect people, not just houses. This project affects people who live, play and work in a neighborhood which provides them with quiet enjoyment of their community. The price of this project, both in terms of dollars and human values, is just too high.

Thank you for taking the time to read my letter and I fervently hope that you give it careful consideration.

Yours truly,



Mikel Ann Alpert

510 S. Bentley Avenue, Los Angeles CA 90049

MICHAEL ANTIN
A Law Corporation
1925 CENTURY PARK EAST
TWENTIETH FLOOR
LOS ANGELES, CALIFORNIA 90067
TELEPHONE: 310-788-2733
FACSIMILE: 310-788-0754
email: mantin@ix.netcom.com

FILE NO:

MICHAEL ANTIN
CERTIFIED SPECIALIST, TAXATION LAW
THE STATE BAR OF CALIFORNIA
BOARD OF LEGAL SPECIALIZATION
FELLOW
AMERICAN COLLEGE OF THE DOCTORS
AMERICAN COLLEGE OF TRUST AND ESTATE COUNSEL
COMMISSIONER OF FELLOWS, CENTER FOR INTERNATIONAL LEGAL STUDIES

July 11, 2007

Division of Environmental Planning
Department of Transportation (Caltrans) District 7
100 S. Main Street MS-16A
Los Angeles, California 90012

RE: Route 405 Sepulveda Pass Draft EIR/EIS

Dear Gentilepersons:

I have attended two presentations at the Skirball Museum recently. The graphic displays of the proposed on-off ramps southbound from Sepulveda onto the 405 provide for a 2000 foot left turn pocket. Though my calculations are rough, they appear to be sufficient to disclose that the pocket is too short to support the rush hour on ramp traffic. The end result will be a tremendous bottleneck at the new Skirball Bridge, and on southbound Sepulveda.

I presently make a left turn from the Skirball bridge during rush hour traffic, ie, between 7:30 am and 8:30 am. Each traffic light left turn arrow allows approximately 30 cars to make that left turn to get onto the 405 southbound freeway. At 20 feet per car, that means 600 feet of left turn pocket is required for only one signal.

The proposed 2000 foot pocket will allow, therefore, 3 signals of left turn traffic to get onto the 405. However, the left turn from the Skirball Bridge to the 405 southbound on ramp has, over my 35 years of residence, finally been properly programmed. That is, the left turn arrow goes green, as soon as the Sepulveda southbound left turn arrow turns red. The proposed graphic would change this procedure, limiting the cars from the new Skirball Bridge.

MA-1

MA-1

Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. The relocated Skirball Center Dr. on/off-ramp will provide a left-turn pocket, measuring about 400 feet in length, from southbound Sepulveda Blvd. to southbound I-405. LADOT has recommended two left-turn pockets measuring 300 feet in length at this location. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

MA-2

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

MICHAEL ANTIN
A LAW CORPORATION
July 11, 2007
Page 2

Thus, there will be a significant pileup on the Mulholland bridge, Skirball interconnect, as has been an historical problem, only recently resolved. Prior to the current programming, I have waited through as many as 5 signals to get from the eastbound Mulholland right turn lane to the onramp southbound, when the green arrow at the Skirball Bridge on ramp allows only left turns following completion of the Sepulveda north-south traffic. Getting this change took 30 years.

The choices appear:

1. Sepulveda traffic time to go southbound will be reduced to allow the left turn traffic from the new Skirball Bridge to get 30 cars through the light, thus substantially delaying the amount of Sepulveda traffic allowed to go through the Skirball light.
2. Reduce the time for left turns from the new Skirball Bridge to southbound Sepulveda, thus, enormously piling up the Mulholland east and westbound traffic turning south on Skirball.
3. Expand all times to allow the left turn onto Sepulveda and the Sepulveda southbound traffic to get through the Skirball light, and therefore expanding the amount of traffic getting onto the 405 southbound on ramp and left turn pocket. One would expect that the southbound Sepulveda traffic, intending to get on the 405 southbound, instead of turning left and the right onto the existing Skirball Bridge onramp, will also fill the proposed left turn Sepulveda pocket. This alternative will fill up the 2000 feet left turn pocket with the traffic light from Skirball left turn traffic, and the Sepulveda southbound traffic, such that the left turn pocket will end up being too small. The Sepulveda southbound traffic left lane, before the left turn pocket, will fill with cars awaiting entry to the left turn pocket, stopping that lane. Thus, Sepulveda southbound will have but one lane to pass through this impending bottleneck.

The existing Skirball interchange is the better of those three alternatives. As a past president of the Bel Air Knolls Home Owners Association, and as a resident at 16565 Park Lane Drive, LA, 90049, since 1972, I cannot imagine a worse proposed plan for the onramp to the southbound 405. To spend 4-5 years of construction

MA-1

MICHAEL ANTIN
A LAW CORPORATION
July 11, 2007
Page 3

and end up with this bottleneck putting us back to the almost 30 years of Mulholland delays is incredible. This plan sacrifices the residents of the Mulholland corridor for the Valley residents coming up Sepulveda, and ends up with such a bottleneck helping neither. Please replace the existing onramp southbound at the Skirball Bridge with another onramp at the new Skirball Bridge, and eliminate this movement of the onramp to a new location.

MA-1

In addition, for what it is worth, the following question was answered at the second Skirball presentation: What is the end result in reduction of traffic congestion southbound from Ventura Blvd to Sunset? Probably nothing, or maybe very little. For a \$400 million dollar program, taking property, destroying 4-5 years of quality of life, and ending up with no improvement, hardly sounds cost effective. Therefore, I heartily oppose the entire plan.

MA-2

Very truly yours,



MICHAEL ANTIN

MA: pp
cc: Jenna Abouzeid, Pres
Bel Air Knolls Homeowners Assoc.

DARIAN CONSULTING, INC.

ENGINEERING, CONSTRUCTION MANAGEMENT, INSPECTIONS, CONSULTING
3786 S. La Crescenta Ave., #207, Glendale, CA 91208. Tel.: 818-266-7601, Fax: (888)652 - 2218
e-mail: stephanmb@gmail.com

DATE: Sept. 7, 2007

TO: Mr. Ron Kosinski *UK*
Deputy District Director,
District 7 Division of Environmental Planning
California Department of Transportation
100 South Main Street
Los Angeles, CA, 90012
Tel. (213) 897 - 0362, Fax : (213) 897 - 0360

RECEIVED
SEP 10 2007

Subject : Alternative Plan
Reference: Widen interstate 405 (San Diego Freeway) from I-10 TO US 101.

Dear Mr. Kosinski.

Has there been a suggestion to build a two-way, two-lane each direction, 10 mile long tunnel, under I-405.

It will reduce lot of inconvenience and therefore cost on this project. It may even take shorter time to build.

I propose a study be done, in this regard. There are firms, that may take this project as "Design-build" for the current estimated budget. And the difference of cost, may be achieved by collecting tolls.

I use 405 every day, and spend 2 hours each direction. I will gladly pay couple dollars toll, and save me half the commute time and lot of aggravation.

} SB-1

Submitted by :



Stephan Bagboudarian, PE
President
Consultant

c.c. Carlos Montez, Steve Healow

SB-1

Building a 10-mile long tunnel under I-405 would be cost prohibitive. Caltrans has studied various alternatives including an elevated viaduct structure. The Build Alternatives presented in the Draft EIR/EIS were viable alternatives that minimize the impacts in the project corridor and meet the requirements of freeway expansion. This project will be "design-build" to accelerate the schedule.

Continuing Education

By Sara Hart

Miracle on (and under) Second Avenue

A New York City off-again, and now on-again, public infrastructure project depends upon intense collaboration between architects and engineers

With derisive taglines like “the most famous thing that’s never been built” and “the line time forgot,” news this spring that New York City’s Second Avenue Subway (SAS) was about to start construction was met with nearly unanimous approval tempered by cautious optimism, despite the guarantee of years of unceasing construction affecting hundreds of thousands of Manhattan residents, institutions and businesses. Public consensus acknowledged that the long-term advantages outweigh the short-term disruptions and inconveniences.

Predicted to cost \$16.8 billion (in 2004 dollars), the mega-infrastructure project is the largest public-works undertaking in New York City in 50 years. To be built in four phases, over an estimated 16 years, the new subway—also known as the T Line—will serve approximately 500,000 riders daily at 16 new stations along 8.5 miles of new track. It will relieve the overburdened Lexington Avenue Line, the only subway serving the East Side, which reportedly operates at 120% of capacity.

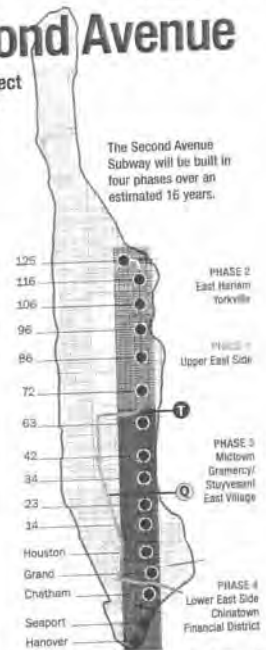
Almost from the moment of conception in 1929, the project became the perennial victim of every 20th-century economic crisis and vagary of war. During the Great Depression, the project was scaled back and then postponed indef-

nitely in 1939. A new master plan was considered, then suspended in 1941 along with other nonessential public works, when the U.S. entered World War II. Another postwar scheme was shelved due to huge inflation experienced during the Korean War. Multiple iterations later, construction began in 1972, only to be abruptly halted as New York City reentered on the brink of bankruptcy.

Another 20 years went by, and finally the Metropolitan Transit Authority (MTA) and New York City Transit (NYCT) began the Manhattan East Side Alternatives Study. The goal was to recommend a course of action to reduce crowding and delays on the Lexington Avenue Line and create mass-transit accessibility for the far East Side of Man-

hattan. The study team compiled a list of more than 20 alternatives to resolve existing and future transportation issues, including the resurrection of the master plan for a new Second Avenue Subway.

In July 2004, the Federal Transit Administration (FTA) certified that the requirements of the National Environmental Policy Act had been satisfied for the Second Avenue Subway project. By December, preliminary engineering was completed for all four phases. Two years later, in April 2006, extended and final preliminary engineering was done. FTA then authorized MTA to begin the final design of Phase 1. On April 12, 2007, Gov. Eliot Spitzer (D), other state and city officials and several transit adminis-



CONTINUING EDUCATION

This syndicated editorial feature from McGraw-Hill Construction's *Architectural Record* magazine is approved by the American Institute of Architects for continuing education. Most states now accept AIA learning units for engineers' requirements. Use the following learning objectives to focus your study while reading this month's *ARCHITECTURAL RECORD*/ENR/AIA Continuing Education article. To receive credit, turn in page 88 and follow the instructions.

LEARNING OBJECTIVES

After reading this article, you should be able to:

1. Discuss the history of the Second Avenue Subway project.
2. Explain the excavation methods that will be used to create the subway's tunnels.
3. Discuss the project's noise- and vibration-mitigation features.

For the story and more continuing education, as well as links to sources, white papers, and products, go to architecturalrecord.com or enr.com.

Sara Hart, a former *Record* editor, is a New York City-based freelance writer.

enr.com August 20, 2007 • ENR • 83

July 3, 2007

Mr. Ronald Kosinski, *RC*
Division of Environmental
Planning Department of Transportation District 7
100 S. Main Street MS-16A
Los Angeles CA 90012



Dear Mr. Kosinski,

I am writing to voice my opposition to the expansion of the 405 and the "re alignment" of Sepulveda Boulevard in West Los Angeles. As currently planned the re alignment of Sepulveda Boulevard will require the disruption to homes along Dalkieth and South Thurston Avenue. My home is located at 245 South Thurston Avenue and will be greatly impacted.

JAB-1

The current plan is to build a new retaining wall along Sepulveda Boulevard using a "soil nail" building process. Although this process is supposed to be less disruptive to my property because it does not require a backfilling or "L" shaped footings, the process does require that the supports AKA "nails" go under my property. This process may have not only a major impact on the value of my home because it will require an easement that will permanently recorded on my property. It may also require the removal of my 9 foot deep swimming pool and complete destruction of my backyard and loss of use for an extended period of time.

JAB-2

During one of the Cal Trans meetings I was told that if my pool were to be removed, that Cal Trans would replace the pool at their cost, however during a phone conversation with Cal Trans I was told that a property appraisal would be done and that I would be compensated for the loss of value to my property due to the removal of the pool. Unfortunately these are not acceptable solutions. Not only did I buy this particular home because it had a swimming pool, I would not have bought a home without one. Therefore, should Cal Trans try to compensate me for the loss in value, I would have to replace the pool at a much greater expense or move at an even greater expense.

Another cost and issue are the power lines that will need to be moved on Sepulveda. During my last conversation with Cal Trans, they still did not know if these would be placed underground or basically placed in my backyard.

This planned realignment of Sepulveda is costly and unnecessary. Why hasn't Cal Trans worked on plans to widen the 405 without disrupting homes in the area. The Northbound 405 can be widened without moving Sepulveda Boulevard.

JAB-3

Cal Trans has been vague in this whole process and has yet to disclose how far east they plan on moving Sepulveda. The Cal Trans official I spoke to at the community meeting could only guess that the move was about 15 feet from looking at the drawings. I'm sure Cal Trans is well aware of how far east they plan on moving Sepulveda, I just wonder why they aren't telling the homeowners.

JAB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

JAB-2

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

JAB-3

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

August 8, 2007

Mr. Ronald Kosinski, *kk*
Division of Environmental
Planning Department of Transportation District 7
100 S. Main Street MS-16A
Los Angeles CA 90012

Dear Mr. Kosinski,

I was very disappointed to hear that the plans to realign Sepulveda BL. in West LA have changed in such a way as to have a greater impact on properties on South Thurston Avenue and Dalkieth.

The revised "alternative 3" which calls for moving Sepulveda further east is uncalled for, and as a matter of fact many of the improvements that Caltrans is calling for in the name of safety may not increase safety at all. A recent study at UC Berkeley released Tuesday, found that Caltrans' policy of restricting carpool lane access to those stretches with dotted lines offers no safety advantage. In addition, carpool lanes that limit access result in more collisions and injury accidents than those with flexible access. The plans to widen lanes and create a "super highway" with shoulders on both sides of the freeway and buffer zones will only create a "high speed" freeway zone in a very congested part of the city which will undoubtedly result in more serious injury collisions.

JAB-4

The area in question along the 405 where homes are affected is less than a one mile stretch of freeway. The HOV lane can be added without widening all the lanes and adding large shoulders and buffer zones within this stretch of the freeway. Caltrans must seek alternatives to the realignment of Sepulveda. You can achieve the goal of adding a northbound HOV lane without disrupting dozens of properties, removing mature trees that can't be replaced and incurring millions of dollars in costs for retaining walls and new roads.

Once again I appreciate your time and consideration.

Sincerely,

J. Anthony Balbona
J. Anthony Balbona
245 South Thurston Avenue
Los Angeles, CA 90049
310-207-1700



JAB-4

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

August 21, 2007

Mr. Ron Kosinski
Deputy Director, Environmental Planning
Department of Transportation
District 7
100 S Main Street
Los Angeles CA 90012

VIA EMAIL TO: ron.kosinski@dot.ca.gov

Re: 405 Widening – West Los Angeles

Dear Mr. Kosinski,

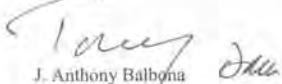
I have written to you several times regarding my opposition to the planned widening and expansion to the 405 which requires the realignment of Sepulveda Boulevard.

Upon reviewing the DEIR I realized that it fails to mention anything about the soil conditions along South Thurston Avenue. Most importantly it fails to recognize that my home, along with others on Thurston Ave. is built on "fill" soil. Additionally, prior to purchasing my home, it was disclosed to me that my swimming pool had undergone repairs to fix cracks due to settling conditions common to this type of soil.

The EIR has not addressed how it intends to anchor a retaining wall built with "soil nail" construction under these conditions. These issues must be addressed.

JAB-5


Sincerely,


J. Anthony Balbona
245 S. Thurston Avenue
Los Angeles, CA 90049

JAB-5

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

Cal Trans. #
District #7
L.A. CA. 90012

 Mr. & Mrs. H. T. Barber
11369 Berwick St.
Los Angeles, CA 90049-3413

Sept. 4, 2007

Dear Sirs:

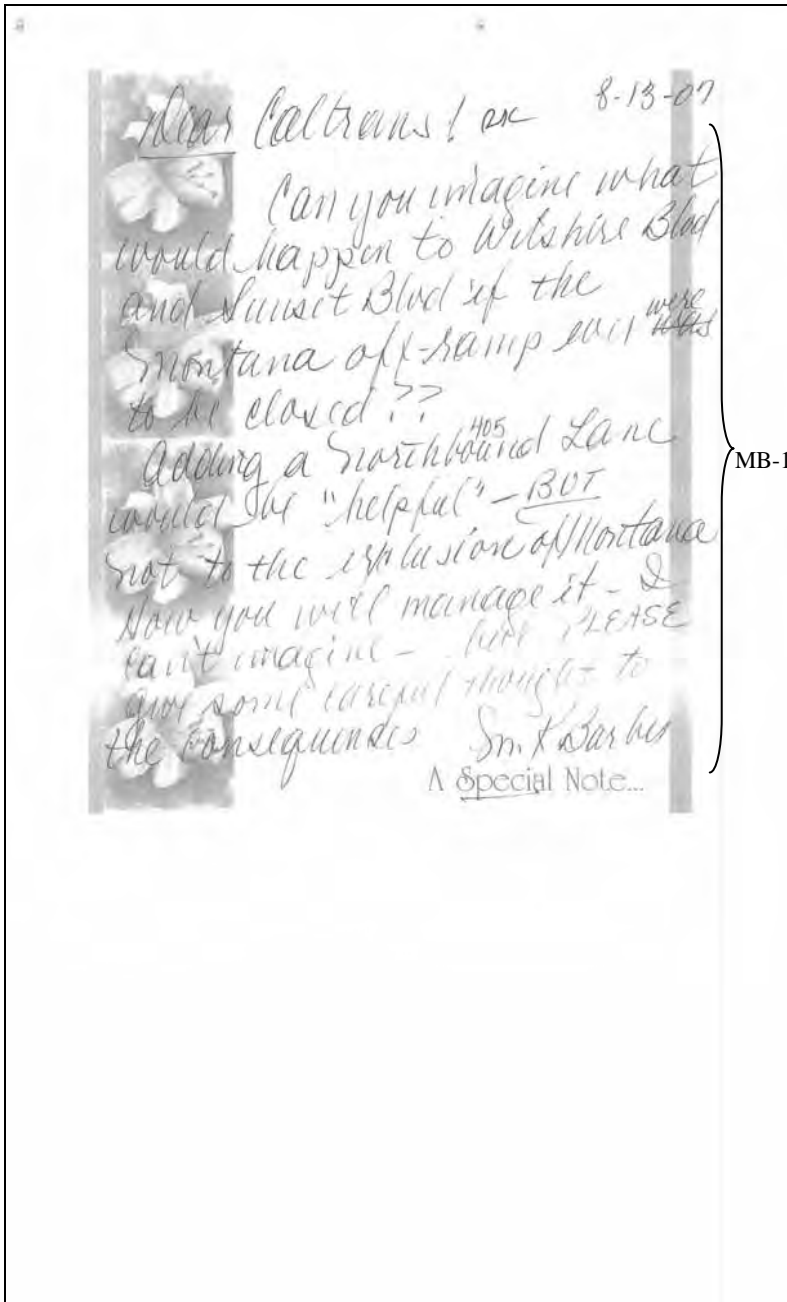
PLEASE THINK MORE THAN
Twice about "your" plans to
close the MONTANA BL. off-
ramp of the 405 North!
It is HEAVILY used for
V.C.L.A. and Brentwood Glen
traffic. All of this would
be diverted to Skidmore & for
Sunset - HEAVILY crowded already!
Good luck trying to solve this
mess! The Barbers, both!

P.S. NO, NO, NO!! IN closing MONTANA OFF

B-1

Please see response to comment LADOT-1 regarding closing of the northbound 405 Montana off-ramp.

B-1



MB-1

Please see response to comment LADOT-1 regarding closing of the northbound 405 Montana off-ramp.

Katherine Bard
Post Office Box 491056
Los Angeles, California 90049

May 30, 2007

Ronald J. Kosinski, Deputy District Director *RK*
Division of Environmental Planning
Dept. of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, California 90012

Dear Mr. Kosinski:

I believe the proposed "Move 405" is not a good use of tax dollars for several reasons.

1. It will displace many families and businesses.
2. It will cost much more and take more time than anticipated thereby jamming the freeways and other routes through residential areas to and from the San Fernando Valley for a longer period of time.
3. It will not improve congestion, as traffic will continue to increase with growth.

} KB-1

Improving public transportation by making it more assessable and user friendly through the Sepulveda Pass would be a better use of the millions of dollars to be spent on this project. The only way the people of Los Angeles will get serious about using public transportation is if it is easy and driving becomes more expensive and difficult.

} KB-2

Therefore, I would suggest Alternative 1 – No Build.

Thank you very much.

Sincerely,



Katherine Bard

KB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

KB-2

Please see response to HE-11 regarding Caltrans' commitment to improving transit linkages using the highway system.

405 Sepulveda Pass Project 6/26/07

To: Mr. Ron Kosinski *RL*
Deputy District Director
Caltrans District 7
100 S. Main Street
Los Angeles, Ca. 90012



From: Barbara & Earl Barret
4239 Sherman Oaks Ave.
Sherman Oaks, Ca. 91403

Dear Ron,

We attended the Sherman Oaks Neighborhood Council Meeting on June 18th where you spoke and afterwards urged us to write to you regarding our views about the Caltrans Proposals for the Sepulveda Pass Project.

We favor Alternative #1, the 'do nothing' alternative, not because we're in love with inertia, but rather because we prefer to think of this alternative in less negative terms. We see it as 'doing something' to save several city and valley communities from the loss of homes, the disruption of lives, the permanent damage to once quiet neighborhoods, and the adverse environmental impact of construction noise, dust, and pollution for the next five or more years.

And all of this is being done for what end? To add HOV lanes that will run north and south? Or just north? Or just south? Exactly how many minutes is this supposed to save the average commuter? You have never answered this question, Ron, but it is our guess that it won't be many, if any at all. We understand there are some studies that suggest that HOV lanes are unsafe, impede the flow of traffic, and don't, in fact, encourage motorists to car-pool.

The 405 Project has so many facets and ramifications that it's impossible to address all of them with specificity, nor do we have the expertise to do so. But we are very knowledgeable regarding Sherman Oaks Avenue having resided on it for three decades. We are passionately opposed to the alternatives offered in the Valley Vista/Sherman Oaks - FHWA Option. What Caltrans is proposing here will turn a quiet, residential street into an extended on and off ramp of the 405 Freeway. Commuters will pour through our neighborhood to gain access to the 405, and they will repeat the process when they egress the 405. Needless to say every homeowner on Sherman Oaks Avenue is opposed to this option, as are the homeowners on Meadow-

BEB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

BEB-2

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

BEB-3

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

BEB-1

BEB-2

BEB-3

gate Road and other nearby streets who will suffer a similar fate. Many small children live in this neighborhood and this increase in constant, fast moving traffic is bound to pose a danger. It is, of course, a given that property values will plummet.

It's also an unnecessary expenditure of public funds. A southbound exit ramp already exists at Valley Vista/Fiume and a southbound entrance ramp already exists just south of it on Sepulveda Boulevard. Yet Caltrans proposes to close those two ramps and spend hundreds of thousands of dollars in additional funds to build two new ramps less than a short iron shot away. You wouldn't spend your money this way, Ron, please give the taxpayers the same consideration.

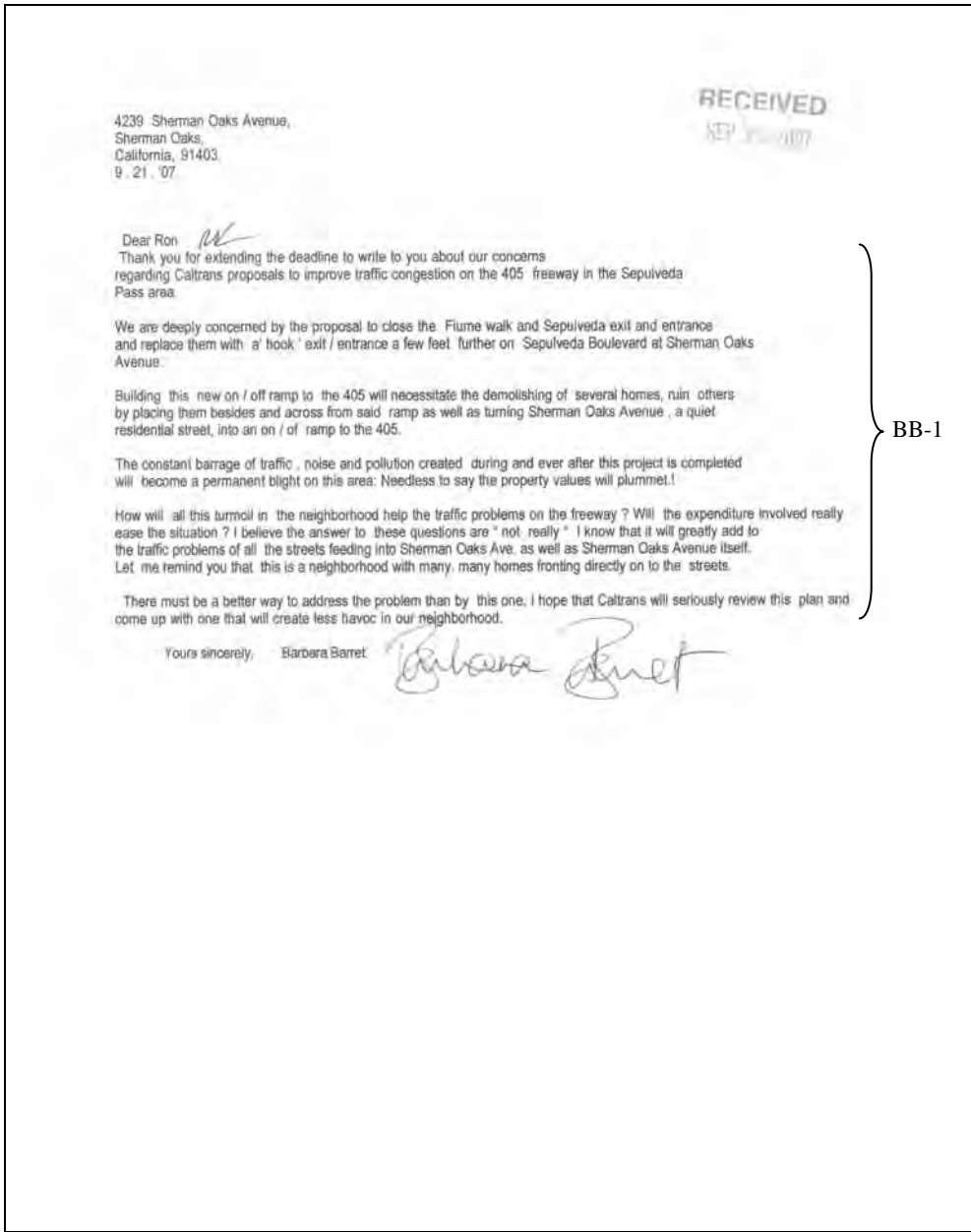
} BEB-3

As a community we feel so strongly about this that we are willing to seek redress in the courts if necessary. We may not win, but we will tie up your project for years.

Sincerely yours,

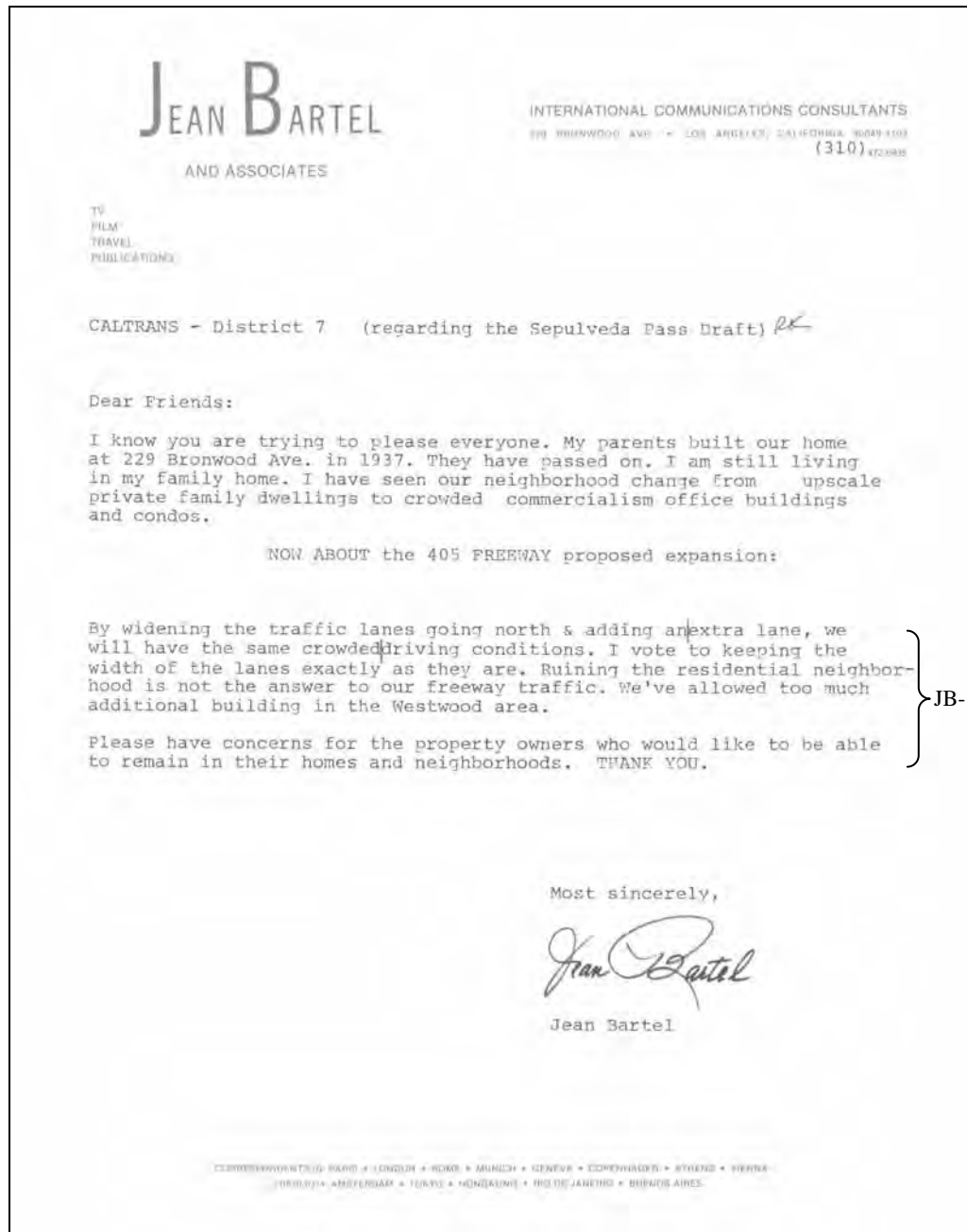


Barbara and Earl Barret



BB-1

The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.



JB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Below is the result of your feedback form. It was submitted by
(ejb4501@mac.com) on Tuesday, October 9, 2007 at 22:29:05

FirstName: Eric

LastName: Beck

City: Reseda

State: CA

ZipCode: 91335

Address1: 6616 Lindley Ave

Phone: 818-881-7345

Fax: 818-881-7321

Comments: I am IN FAVOR of the proposed wildlife path and DIGUSTED by the
opposition who are so shortsighted as not to understand the importance to
HUMANS of maintaining healthy wildlife populations and habitat to the best of
our ability. The grotesque selfishness of these homeowners blinds them to the
cost-benefit of such a project and is just one more example of people - so
obsessed with the "people first" mentality - failing to see that blatant
disregard for our natural environs can have calamitous results for US. These
morons, so insulated in their fine houses and fine cars and fine offices, and
lacking any appreciation for the value of vital and robust parks, sanctuaries
and preserves, are the same people that turn a blind eye to the very thinking
that causes freeway congestion, over-development and a lower quality of urban
life in the first place.

} EB-1

Submit:

EB-1

Your support for the wildlife crossing is acknowledged.

Bel-Air Homeowner

RECEIVED
MAY 31 2007
BY: NW

5-25-07

Dear Mr. Kosovkin -

The Cal Trans Plan that requires the taking of private land for the HOV 405. Through Sepulveda Pass is EXCELLENT, millions of cars will pass through there & benefit many millions more people in a relatively short time. Over its life, that will be hundreds of millions of households to benefit in time, productivity, & quality of life!

Do NOT bow to the self-serving interests of a few, a minority of worried Bel-Air homeowners

Thank you - Bel Air homeowner

BAH-1

BAH-1
Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

9/25/07

RONALD J. KOSINSKI
DEPUTY DISTRICT DIRECTOR
DIVISION OF ENVIRONMENTAL PLANNING
DEPT. OF TRANSPORTATION DISTRICT 7
100 MAIN STREET MS-16-A
LOS ANGELES, CA 90012

DEAR MR. KOSINSKI:

I AM A 25 YEAR RESIDENT OF LOS ANGELES WRITING
TO YOU REGARDING THE PROPOSED WIDENING OF THE
SOUTHBOUND LANES OF THE 405 FREEWAY

I AM OPPOSED TO ALTERNATIVE 3 AND THE MODIFIED
VERSION OF ALTERNATIVE 3 FOR THE FOLLOWING REASONS:

1. THESE PLANS WILL NOT SOLVE THE BOTTLENECK
AT THE 10 FREEWAY, WHICH CURRENTLY IS
A LARGE PART OF THE TRAFFIC PROBLEM ON
THE 405.
2. MASS TRANSIT ALTERNATIVES ARE NOT EVEN
BEING DISCUSSED - INEXCUSABLE IN THIS
DAY & AGE!

KB-1

KB-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Please see response to HE-11 regarding Caltrans' commitment to improving transit linkages using the highway system.

3. BASED ON THE BEST INFORMATION FROM THE GETTY MUSEUM, DAMAGE TO EXISTING WALLS WOULD PROBABLY OCCUR (I.E. LANDSLIDES) BY EXPANSION PLANS.

4. THE PROPOSED REPAIR OF THE SOUTHBOUND ONRAMP AT CHURCH LANE AND SUNSET WILL UNDOUBTEDLY WORSEN TRAFFIC. - I BASE THIS SUPPOSITION ON PERSONAL EXPERIENCE AND OBSERVATION.

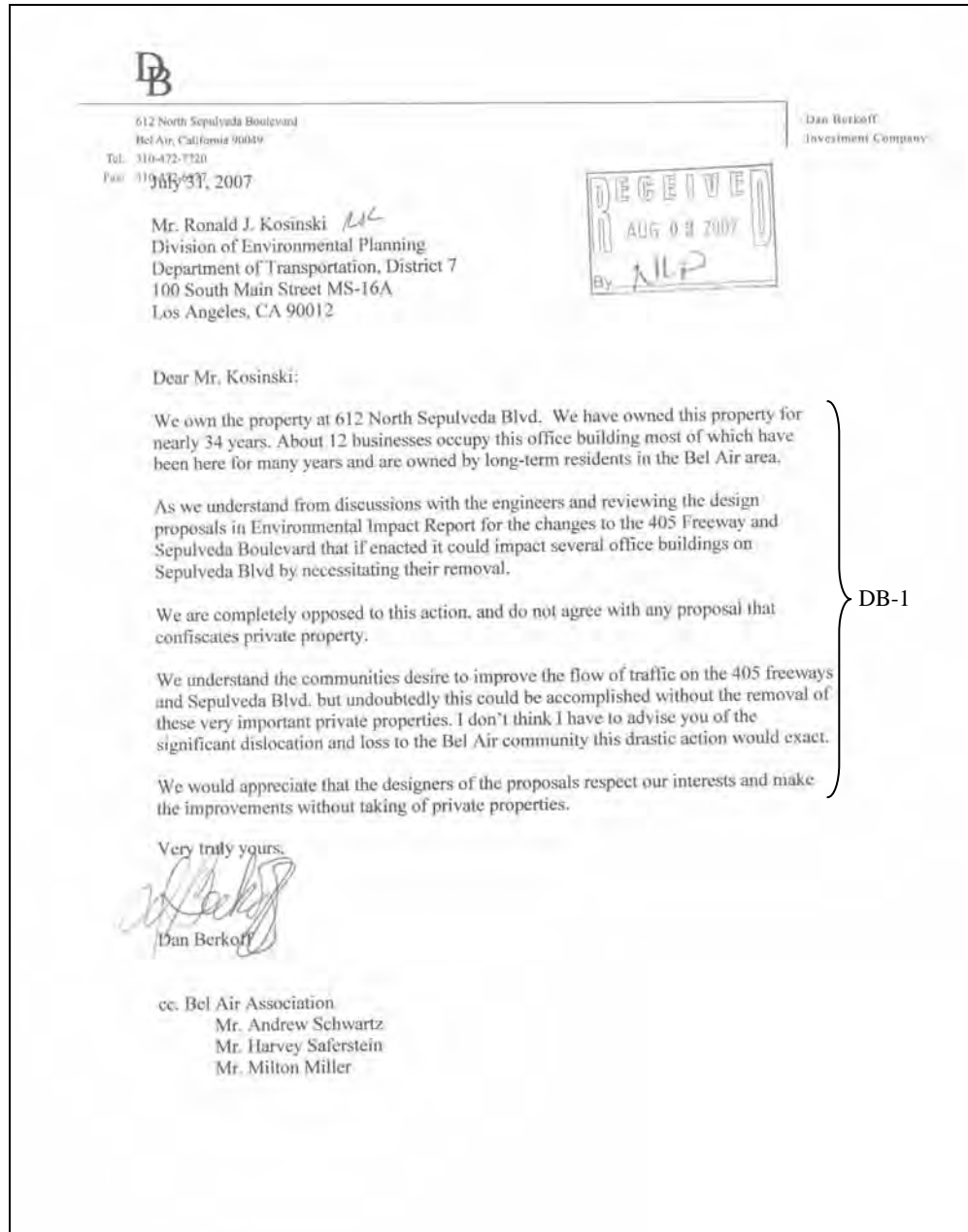
5. MILLIONS OF DOLLARS WILL BE SPENT FOR NO GAIN AND LIKELY MORE HARDSHIP TO COMMUTERS AND TAXPAYERS Alike.

KB-1

THIS PROPOSAL DOES NOT JUST AFFECT RESIDENTS AND BUSINESSES IN THE PROPOSED EXPANSION AREA, BUT A VAST MAJORITY OF LOS ANGELES RESIDENTS AND TAXPAYERS. I AM HEAVILY DISAPPOINTED THAT WE HAVE NOT BEEN OFFERED MORE THOUGHT OUT AND SENSIBLE SOLUTIONS BY THE DEPARTMENT OF TRANSPORTATION AFTER ALL THIS TIME.

Sincerely,

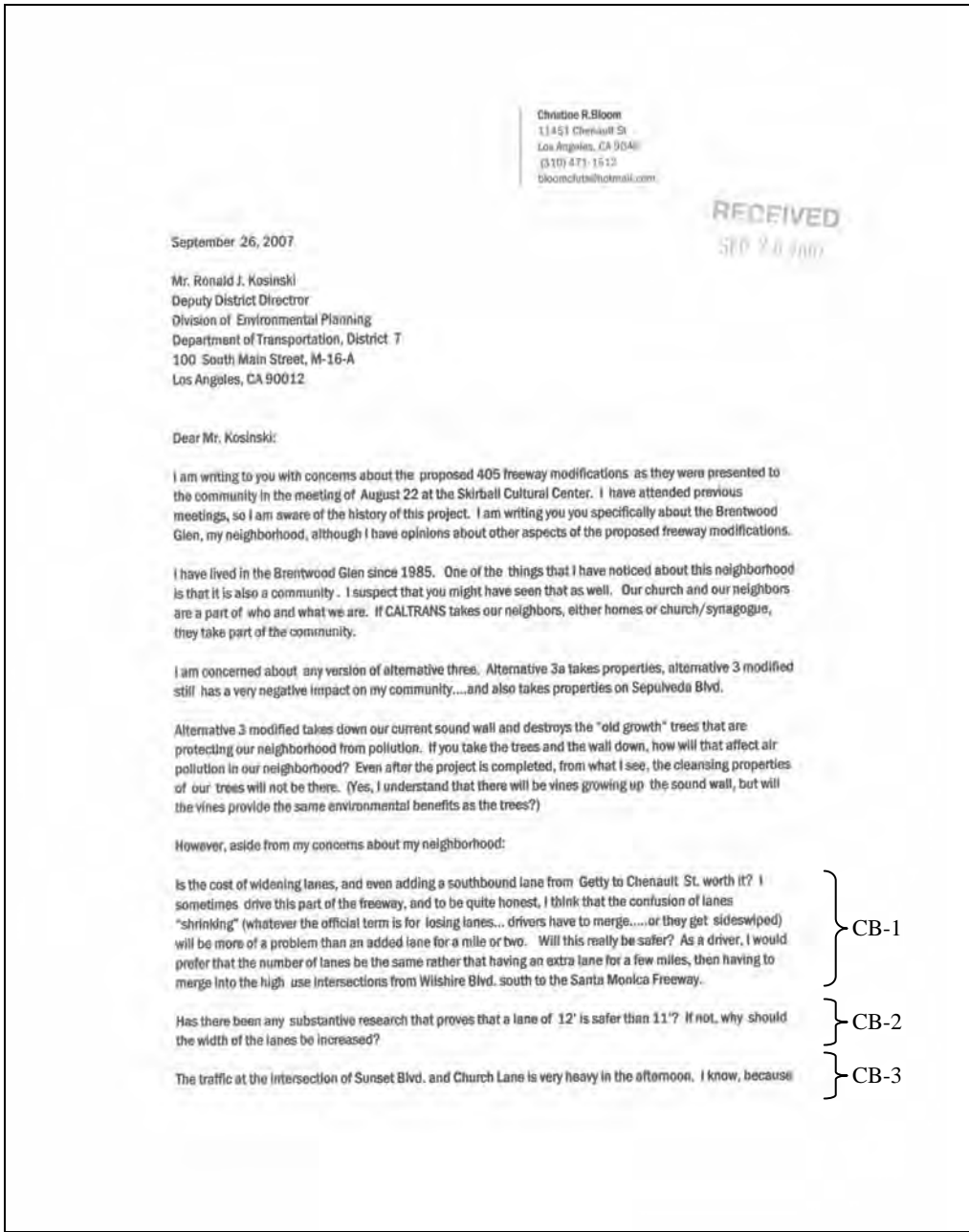
Kimberly Dewole
482 HOWLAND CIRCLE
VALICE, CA 90291
(310) 823-8262



DB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.



CB-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

CB-2

Please see response to comment AG-8 regarding the 12' lane width highway design standard.

CB-3

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

CB-4

Please see response to comment CB-1 above.

this is my route home from work (eastbound on Sunset from Bundy or Barrington). While the traffic officers work hard (and when they are there, the traffic flows much more smoothly), this still is a clogged intersection. Removing the southbound onramp to the 405 will only exacerbate the problem. I am also concerned about the three left turn lanes that are proposed. Three left turn lanes that will merge into one street seems to be a bottleneck waiting to happen.

} CB-3

Having said all this, I'm not opposed to HOV lanes....we have one now on the 405 South; it is approaching completion as I write. The 405 North should have one too; I'm not opposed to that at all. What I am opposed to is spending a lot of money to re-do the 405 South to widen lanes (where are the studies that show that that is necessary), closing a freeway on-ramp at a busy intersection (Sunset south of the 405) and adding a lane that will run for a few miles, then require traffic to merge in (of course taking properties in it's wake...).

} CB-4

Please, all versions of alternative 3 will result in the unnecessary taking of property and will have doubtful value in terms of increased traffic flow. In fact, traffic on surface streets may increase considerably in the areas of your construction, even after the construction is completed.

I am firmly opposed to all versions of alternative 3.

Sincerely,

Christine Bloom

Robert B. Blue

Mailing Address
Robert Blue
P.O. Box 3354
Santa Monica, CA
90408

Property Address
11310 Elderwood St
Los Angeles, CA 90049

September 27, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-15-A
Los Angeles, California 90012

**Subject: Official Comments for the Record: I-405 HOV - Sepulveda Pass Project
Opposition to both Alternative 3 and Modified Alternative 3**

Dear Mr. Kosinski

I am writing in opposition to both versions of Alternative 3 (original and modified) proposed by Caltrans in their Draft EIR (DEIR) for the I-405 HOV - Sepulveda Pass Project. I attended both Caltrans hearings this year and have read the DEIR and I have found the project description in the DEIR confusing. The information in the DEIR has been fluid and changes have been made during the review period including the addition of alternative as was evident at both hearings held in 2007 by Caltrans at the Skirball Center. The time allotted by Caltrans did not give me enough time to carefully review the very lengthy and highly technical DEIR document.

I have owned my home in the Brentwood Glen located at 11310 Elderwood Street for 15 years. One of the things that attracted me to this area was closeness of the community of people including homeowners, renters, service workers, and people who worship at the Village Lutheran Church. The residents in Brentwood Glen take pride in where they live which is evident by beauty of the homes and apartments, the landscaping and gardens, and participation of the local Neighborhood Association in cleanup and tree planting projects.

The Village Lutheran Church which is both a historical and cultural resource hosts both the Lutheran and Jewish Congregations and serves the wider community beyond Brentwood Glen. The Church building serves as a community meeting place and offers services to those in need including 12-steps programs. The Church is an important and critical part of the community. Brentwood Glen's character and cohesion will be severely and negatively impacted.

When considering this project Caltrans must look at the cost/benefit of the alternatives. Clearly Alternative 3 as originally proposed and modified Alternative 3 provide only a minimal benefit if any to traffic congestion on the I-405 compared not only to the financial cost by also the draconian measures proposed both versions of Alternative 3.

Under Alternative 3, Caltrans will destroy 21 homes and 16 multifamily buildings housing 91 families. This will have a severe negative impact to the local community including renters with moderate incomes.

Page 1 of 2

RB-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

RB-2

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

RB-3

Please see response to comment AG-5 regarding the scope of alternatives required under the California Environmental Quality Act guidelines.

RB-1

Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community. The substantial negative impact of the increased noise and air pollution will be greatly increased because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living any where near Church Lane. The greatest impact will be on infants, children, the elderly, and those with respiratory ailments. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions.

Under both versions of Alternative 3 traffic on surface streets will be negatively impacted. The Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse.

Alternative 3 would remove many mature trees which provide a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees.

The modified version of Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will negatively impact parking in the community.

Caltrans can achieve its goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405.

Other alternatives were not adequately considered such as toll charges during peak traffic hours to discourage single occupancy vehicle use and incorporation of traffic signalization such as those described by the late Professor Gordon F. Newell, Professor Emeritus of Transportation Engineering at UC Berkeley.

I understand that there is a serious concern about traffic congestion on the 405 Freeway. I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. However, the current Alternative 3 proposals are inadequate and do not provide congestion relief, especially when balanced against the devastation and severe negative impact that will be caused to my neighborhood and the enormous cost of the project.

Sincerely,



Robert B. Blue
Homeowner in Brentwood Glen

RB-2

RB-3



Dear Ron, OK

I have lived in Sherman Oaks since 1963 and seen many changes - some not for the better

This letter concerns the extension of the 405 freeway at Sepulveda Blvd in S.O.

It is important not only to improve its capacity but more importantly its safety - Also, what about its impact on the residential area. Can't all the design geniuses you heard with without salaries figure out how to avoid taking any homes? How would you like to be

Support Our Troops - Remember Our Veterans
9/16

Uprooted after living in your home, many 30-40 years

Please be fair, honest, and not look for the "quick buck" in this solution. In this country now this is what it has come down to.

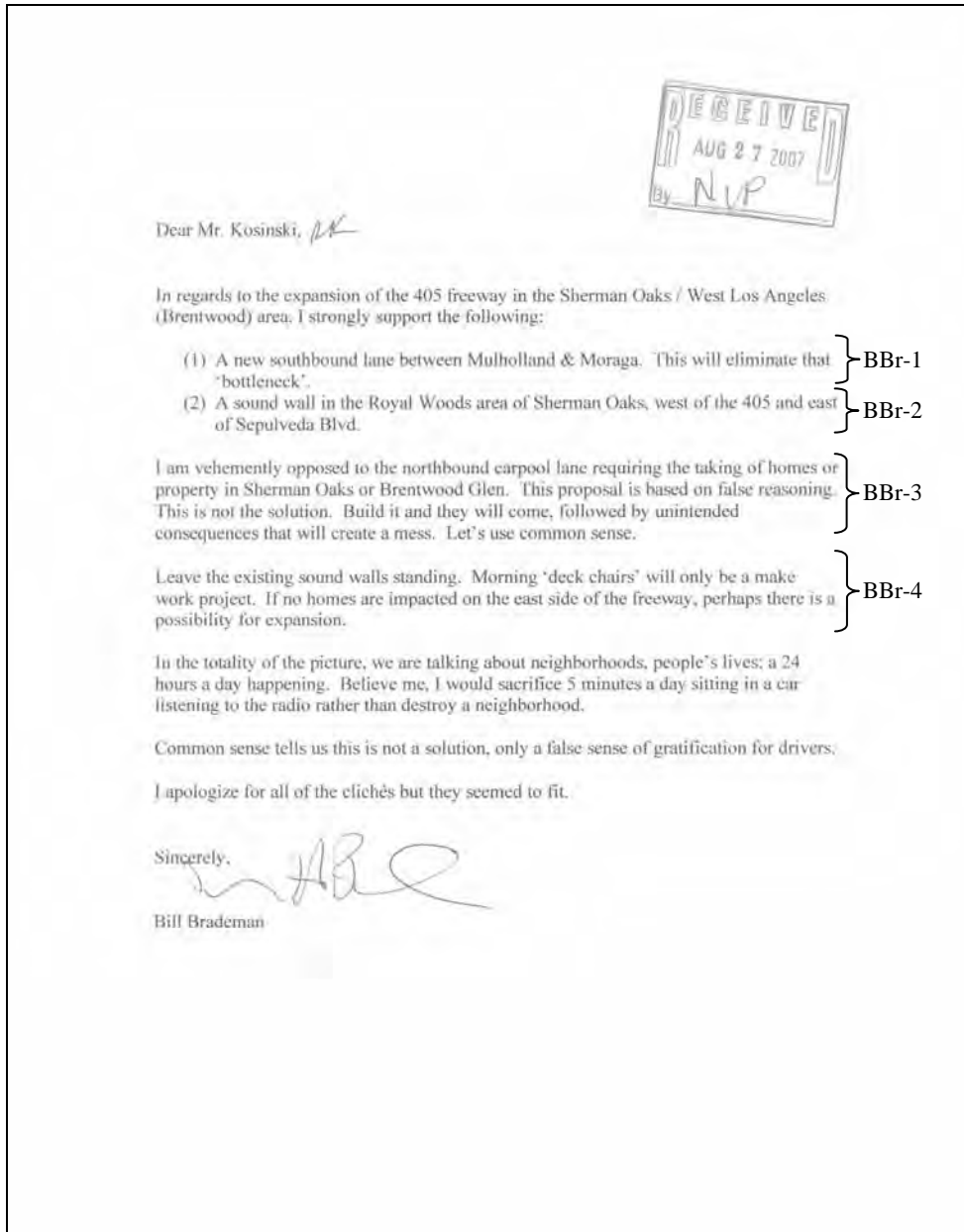
Sincerely,
Suzanne C. Best
4225 Benedict Cyn Dr.
Sherman Oaks 91423

SB-1



SB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.



BBr-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

A southbound mixed-flow lane is not included under the Preferred Alternative.

BBr-2

Please see response to comment HE-7 regarding the final determination of soundwall locations.

BBr-3

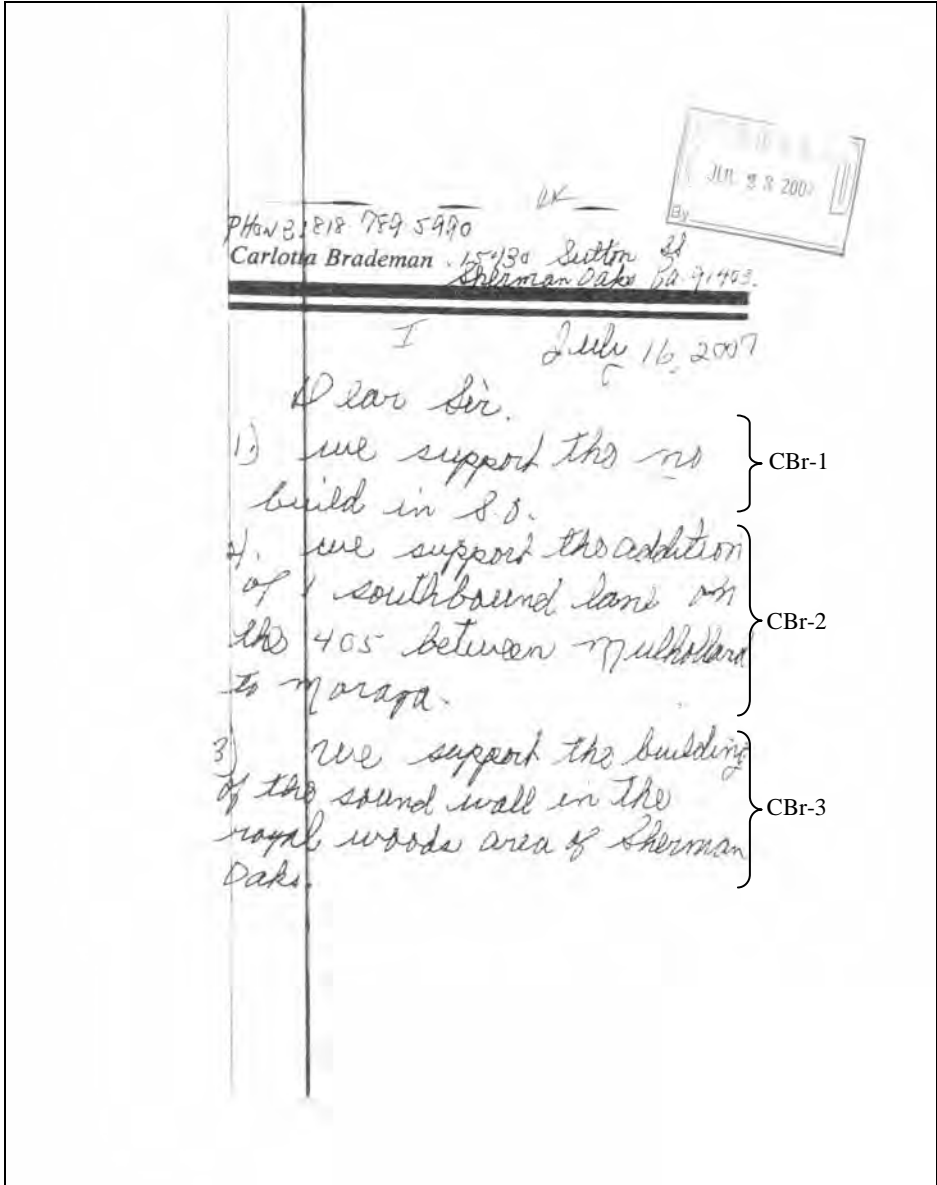
While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

BBr-4

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

Please also see response to comment BB-2 above.



CBr-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

CBr-2

A southbound mixed-flow lane is not included under the Preferred Alternative.

CBr-3

Please see response to comment HE-7 regarding the final determination of soundwall locations.

CBr-4

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

CBr-5

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

Please also see response to comment CB-3 above.

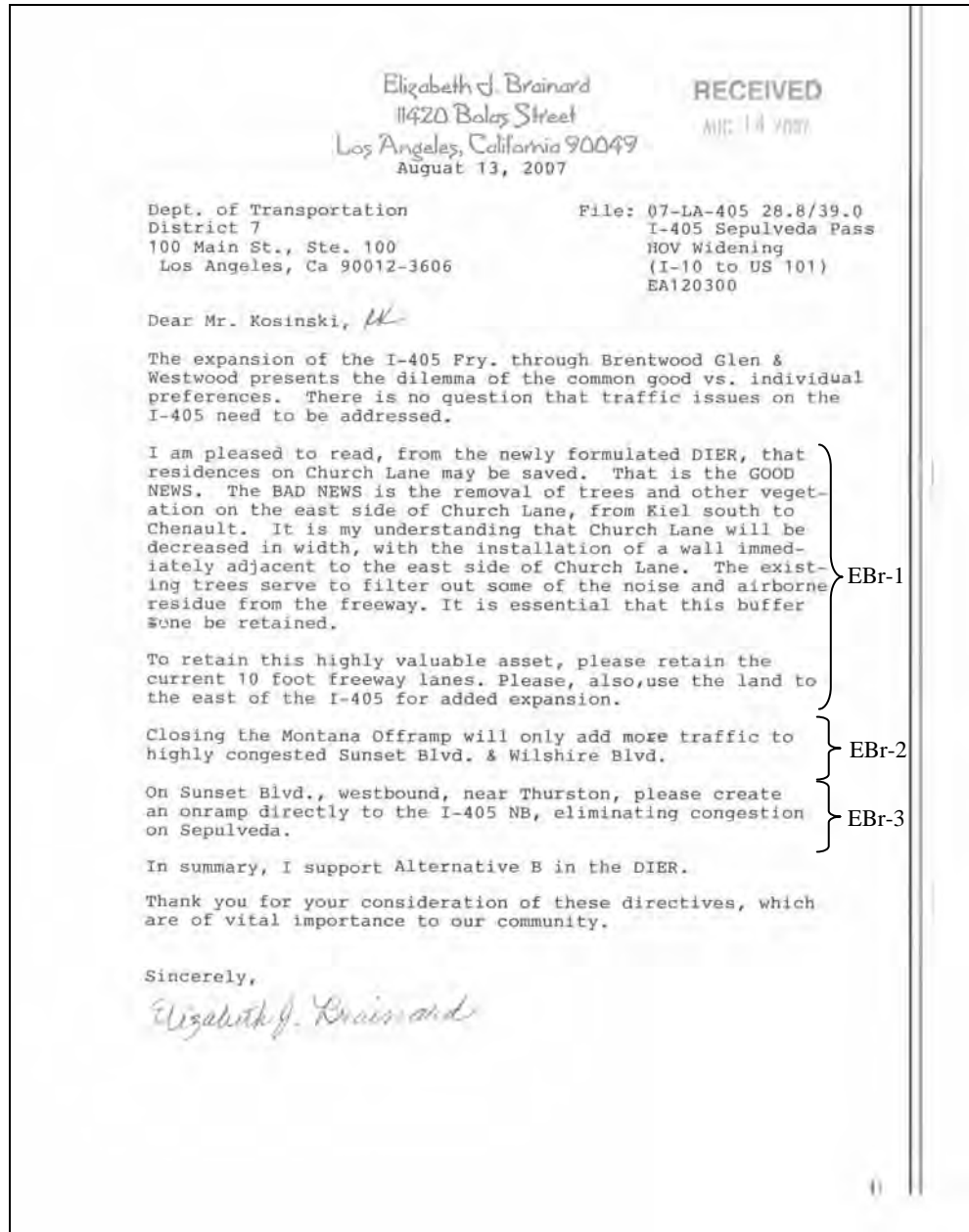
Carlotta Brademan

7 July 16, 2007

4) we do not accept a
northbound car pool lane
that takes the homes or
property in Sherman Oaks or
Brentwood Glen. } CBr-4

5) we do not want
two current sound walls
already built in Sherman Oaks
or Brentwood moved. } CBr-5

Sincerely
Carlotta Brademan



EBr-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

EBr-2

Please see response to comment LADOT-1 regarding closing of the northbound 405 Montana off-ramp.

EBr-3

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange.

Elizabeth J. Brainerd
11420 Bolas Street
Los Angeles, California 90049
September 29, 2007

RECEIVED

SEP 29 11 11 AM '07

File: 07-LA-405 28.8/39.0
I-405 Sepulveda Pass
HOV Widening
(I-10 to US 101)
EA120300

Ronald J. Kosinski *UK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski,

Once again, I am writing to express my concerns over the expansion of the I-405 Fry., SB from the I-101/I405 interchange to Waterford.

I have lived in Brentwood Glen since 1959 when my husband and I purchased a home in the 11400 block of Bolas St., one and a half blocks west of Church Lane, the street fronting the I-405 SB. At that time, the freeway terminated at Casiano Way, what is now Getty Center Drive. There was a chain link fence, not a wall, separating the freeway from the neighborhood. At that time, we looked at homes in the 11300 blocks of Brentwood Glen. Due to the excessive freeway noise in these homes & gardens, we waited until a house came on the market in the second block from the freeway. I mention this because I am as concerned about the possible expansion of the freeway into our neighborhood as anyone who lives close to Church Lane.

I do not want homes taken along Church Lane to add an additional lane to the freeway. I do not want trees and other vegetation removed from the east side of Church Lane. The existing trees and other vegetation serve to filter out some of the noise and airborne residue from the freeway. They are also a significant beautification factor within our neighborhood.

To retain this highly valuable asset to our neighborhood, please retain the current 10 foot freeway lanes.

Closing the Montana offramp will only add more traffic to highly congested Sunset and Wilshire Boulevards.

EBr-4

EBr-4

Please see response to comment EB-1-3.

EBr-5

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Please see response to HE-11 regarding Caltrans' commitment to improving transit linkages using the highway system.

Several recent articles on the Los Angeles Times describe traffic congestion in Los Angeles County as far more critical than reflected in various plans to increase freeway capacity. At all levels of government, City, County, and State, the issue of mass transportation must be addressed. Only mass transit will resolve this overwhelming traffic problem. I'd be happy to see light rail trains down the center of the I-405 Freeway.

} EBr-5

Thank you for your consideration of this letter.

Sincerely,

Elizabeth J. Rainard

cc: Congressman Henry Waxman

US Senator Barbara Boxer

US Senator Diane Feinstein

Calif. State Senator Sheila Kuehl

Calif. State Assembly Karen Bass

Assemblyman Mike Feuer

County Supervisor Zev Yaroslavsky

Councilman Bill Rosendahl, 11th Council District

City of LA, Office of Mayor Antonio Villaraigosa

Page 1 of 1
RECEIVED
AUG 13 2007

Bromberg, Terry

From: Bromberg, Terry
Sent: Friday, August 10, 2007 10:26 AM
To: 'jay.greenstein@lacity.org'; 'weiss@council.lacity.org'; 'estee.sepulveda@asm.ca.gov'; 'ron.kosinski@dot.ca.gov'; 'ellen.isaacs@asm.ca.gov'; 'doug.failing@dot.ca.gov'; 'zev@lacbos.org'
Subject: Opposition to Alternatives 2 and 3 Re the 405 Sepulveda Pass Widening Project

I'm writing to express in the strongest terms possible my opposition to Alternatives 2 and 3 regarding the 405 Sepulveda Pass Widening Project. I oppose these Alternatives for numerous reasons.

1. Both of these alternatives would require Sepulveda Blvd. to be moved eastward which would be devastating to our neighborhood and community. No plan that requires Caltrans to acquire private property – directly or by easement – should be approved. The costly and disruptive relocation of Sepulveda will have enormous negative implications to the daily life, health and welfare of all Westwood hills residents.
2. Installation of massive retaining walls on either side of Sepulveda turns it into no more than a trench, further destroying value of a lovely and historic community.
3. Environment impact of moving Sepulveda is huge. The myriad of gas and sewer pipes underneath the roadway could easily be disrupted during such a massive move like this.

Caltrans' original 2002 proposal to add a single 11-foot HOV lane has grown to ridiculously oversized proportions that simply aren't necessary. Caltrans needs to build a project that delivers value for the money. This project has a price way too high in terms of time, money, health, safety and damage to the environment.

The current configuration of Alternative 2 must be modified to eliminate the need to relocate Sepulveda. This can easily be accomplished by appropriately downsizing the project by using non-standard lanes, eliminating the "buffer", reducing the median, and adding a single standard width HOV lane to the exiting freeway. This will reduce property taking, reduce enormous additional construction costs, reduce disruption, and preserve the neighborhood. Caltrans must also install soundwalls as needed to protect homes located directly above the freeway from the noise associated with the widened roadway.

Do not move Sepulveda.

Thank you for your support.

Terry Bromberg
277 Bronwood Ave.
Los Angeles, CA 90049

8/10/2007

TB-1

TB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

There will no longer be soil nail retaining walls in this area. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property. The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of the realignment of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

Please also see response to comment BAA-9 regarding utility relocation.

September 27, 2007

Ronald J. Kowinski
Deputy District Director
Division of Environmental Planning
Dept. of Transportation, District 7
100 S. Main St, MS-16-A
Los Angeles, Ca 90012

RECEIVED
SEP 28 2007

Dr. Mr. Kowinski,

My name is Gloria Brown & I have been a resident of Brentwood Glen for over 30 years. I live at 11314 Solita St. I raised my two daughters up here but now live here alone. My husband & I had picked this neighborhood to move to because of the warm, low crime & low traffic location. I now live here alone and feel as safe as I did 30 some years ago.

The mature trees, which help with the noise & put oxygen in the air, along Church Lane & the lovely Church built in 1946 are part of the assets of this community & without these the whole complexion of the Glen changes & not for the best.

The implementation of Alternative 3 or Alternative 3 modified would eliminate these wonderful mature trees. The church serves a multitude of community activities & would negatively impact the Glen as well as non-church activities which use the Church. The Church has also been the home of a Jewish congregation for the past 2 years as well.

I can't begin to mention the negative impact on this community during any construction. The

GB-1

GB-1
Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

nose, upheaval of dirt & the impossible traffic would impact on the safety & health of this community. I cannot see the benefit of the southbound 405 especially since it is for only the additional lane between Sunset & Waterford. How can such a short distance have any significant effective benefit especially when you compare it to the destruction & upheaval of 21 homes & 14 multi-family building housing 91 families & the Church.


Why can't Caltrans accomplish it's goals without adding this additional lane for this short distance between Sunset & Waterford to the Southbound 405.

I understand there is concern about the traffic on the 405. I understand the need for a HOV lane to the Northbound 405. I do not feel the current Alternative 3 & Alternative 3 modified proposals are adequate & do not provide longterm relief. They certainly do not balance the upheaval that this will cause to my neighborhood or accomplish any greater traffic flow compared to the enormous cost in dollars & lives.

Gloria Brown
11314 Isleta St
JA 90049
(310) 474 3141

Valerie A. Brown
11408 Bolas Street
Los Angeles, CA 90049
310-440-0486

September 23, 2007

Ronald J. Kosinski 
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 23 2007

RE: Alternative 3

Dear Mr. Kosinski:

I have been a resident of Brentwood Glen for 11 years. I live at the address above with my husband and our 3 year old and 1 year old daughters. We love the Glen because of its peacefulness, its charm, the friendliness of the neighborhood and the many families with children.

With respect to the proposed expansion of the 405 Freeway, we are writing to say we are opposed to Alternative 3 as originally proposed and the modified version of Alternative 3. We oppose the needless destruction of homes of long time residents and the destruction of the charming Church which is the center of the neighborhood, where the children often go to play and where the community regularly holds meetings in order to proceed with Alternative 3.

Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community. The substantial negative impact of the increased noise and air pollution will be greatly increased because, under either alternative, the sound wall alongside the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living anywhere near Church Lane. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions. Both Alternative 3 and the Modified Alternative 3 would remove many mature trees which provide a visual and sound buffer against the freeway replacing them with a massive unsightly wall, with no room for replacement trees. Additionally, the wall would be subject to Los Angeles' graffiti problems destroying the character of the Glen and bringing a dangerous criminal element into the neighborhood.


VB-1

It will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen. The devastating impacts on Brentwood Glen of Alternative 3 or of its modification far outweigh any minimal benefit of Alternative 3 or its modification.

Under the original Alternative 3 or its modification, the southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy and it already can take more than half an hour to get from Montana and San Vicente to our home in the Glen. The proposed modifications will not solve this problem and will only make it worse.

The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion. In conclusion, while we are not opposed to the construction of a Carpool lane on the Northbound 405 we do oppose the exorbitant costs of Alternative 3 and its modified version which needlessly will create havoc in our neighborhood and have many negative impacts on our family and our neighbors.

Very truly yours,

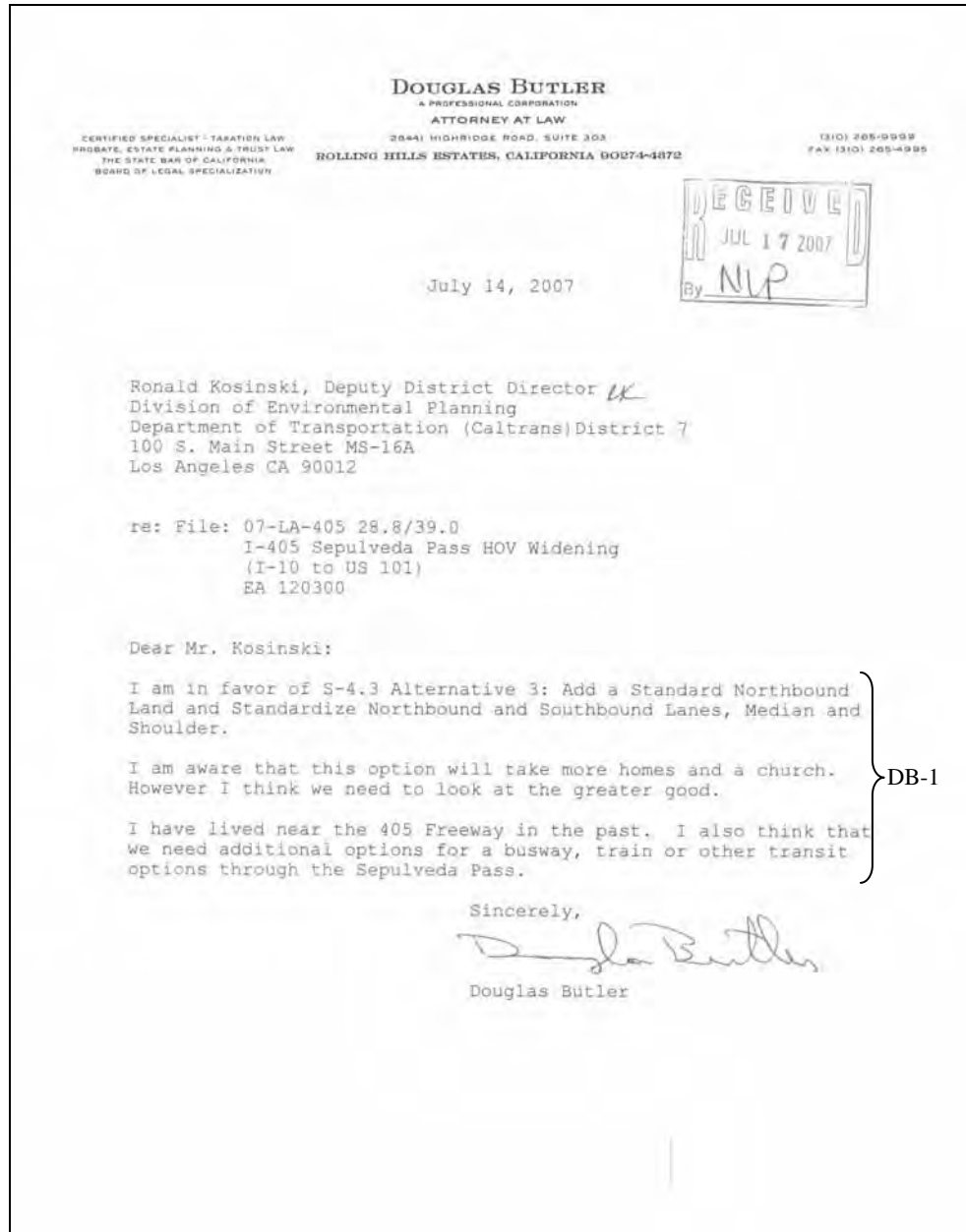

Valerie A. Brown

cc: Brentwood Glen Association

VB-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.



DB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to HE-11 regarding Caltrans' commitment to improving transit linkages using the highway system.

DB-1

Christopher and Cheryl Cammock
4138 Sepulveda Blvd.
Sherman Oaks, Ca. 91403

Ronald J Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street
Los Angeles, CA 90012

RECEIVED
SEP 27 2007

September 25, 2007

Mr Kosinski,

We strongly oppose the current preliminary plans for I-405 Sepulveda Pass Widening Project. We moved into our residence in May 2004 and immediately noted the horrible traffic and noise that rivets through this neighborhood both day and night. Although we have some the best insulated windows available in the market, the sound of motor cycles and buses still permeates our home at all hours of the day and night. Additionally, during rush hour, I can barely get out of my driveway to travel south on Sepulveda. I believe your current plans to make a highway entry at the junction of Sepulveda and Sherman Oaks Avenue will bring the highway noise even closer to our home and add more traffic to this section of Sepulveda, even during non peak rush hours.

Please also consider the financial impact this project will have on our community. The home owners of this neighborhood take great pride in our properties and have put an enormous amount of effort into maintaining the value of our homes. This expansion project as it stands will dramatically devalue our homes by changing the aesthetics of Sepulveda blvd and Sherman Oaks Avenue in that section. As the property value drops, this will make way for home owners and renters who are unable to maintain the properties. This has a bad impact on the entire community.

Thank you for the opportunity to comment on this project. Please seriously consider these concerns.

Thank you

Christopher and Cheryl Cammock

CCC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

CCC-1

Ann and Arnold Cane
11351 Waterford Street
Los Angeles, CA 90049
310-471-8183
abcacc@msn.com

September 30, 2007

Ron Kosinski
Deputy District Director
Caltrans District 7
Division of Environmental Planning
100 S. Main Street, MS-16A
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

My wife and I have lived in our home in Brentwood Glen for twenty-nine wonderful years and I have been a resident of Los Angeles County for eighty-four years, except for the three years that I spent in the United States Army Air Force during World War II. Consequently, I believe that I am qualified to describe the heart and soul of this unique neighborhood that we call home.

Brentwood Glen is a community that is reminiscent of those of the 1940's, when life was so much more uncomplicated and neighbors knew each other and their families, and we shared each other's joys and sorrows. Walk down our beautiful tree lined streets today and you will see infants and pets being walked and people greeting each other in a warm, friendly manner. Maintaining this lovely environment is worth fighting for, and fight we will, with all of the means at our disposal.

We are vehemently opposed to the Caltrans DEIR, Alternate 3 and the modified version of Alternate 3. It seems totally illogical to add lanes and widen southbound I-405 for only 7/10ths of a mile between Kiel and Chenault Streets, since you already have a FHWA waiver allowing non-

} AC-1

AC-1

Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

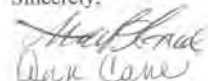
Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

standard design features for this section of the freeway. Why couldn't you instead pursue a continuation of that waiver instead of subjecting our wonderful community to the unhealthy pollution(dirt and noise) of your proposed demolition and construction. Also, how, in good conscience, could you even consider removing the mature trees along Church Lane which provide an even greater environmental buffer against the existing pollution created by the freeway than the sound wall. Also, it would be senseless and uncaring to destroy these trees and the uniquely and carefully planned landscaping beneath them, which is the exquisite focal point of our entire neighborhood.

} AC-1

Thank you for your time and attention to this matter.

Sincerely,



Ann and Arnold Cane

Cc:

Congressman Henry Waxman
US Senator Barbara Boxer
US Senator Dianne Feinstein
California State Senator Sheila Kuehl
State Assembly Majority Leader Karen Bass
State Assemblymember Mike Feuer
Los Angeles County Supervisor Zev Yaroslavsky
Los Angeles City Councilman Bill Rosendahl

Ellen Ceaser
244 Barlock Avenue
Los Angeles, CA 90049



Ronald J. Kosinski *RJK*
Division of Environmental Planning
Department of Transportation
District 7
100 S. Main Street
Los Angeles, CA 90012

June 4, 2007

Dear Mr. Kosinski:

I am a resident of Westwood Hills and am very troubled by the plan to widen the 405. I believe that Caltrans should downsize the project to avoid the need to move Sepulveda. Downsizing the project would allow it to be completed faster, cheaper, and with less disruption to the community and the surrounding neighborhoods. I believe that Caltrans should take whatever steps are necessary, including seeking waivers of standard freeway design to reduce the taking of private property in connection with the project and eliminate the need to move Sepulveda.

EC-1

Thanks you so much for your attention to this matter.

Sincerely,

Ellen Ceaser

EC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Ronald Kosinski
120 South Spring St.
Los Angeles, Ca. 90012

RECEIVED
SEP 16 2007

9/22/07

Dear Mr. Kosinski,

I have lived in Pacific Palisades for 15 years with my husband and two children (13 and 14). We have many friends and relatives who live in The Brentwood Glen neighborhood. We visit them for holidays and attend the local church. This charming neighborhood has been a family gathering place for us as well as our friends and relatives homes in The Brentwood Glen, and we want to continue to oppose Alternative 3 and its modified version. The air and toxins created by the Alternative 3 are not healthy for the community during the construction or after, as the residents will suffer from increased noise and pollution.

Alternative 3 will cause destruction to our gathering place as well as some of our family members homes. The construction will cause chaos to our surrounding community for a number of years, not to mention the loss of some beautiful homes!

This beautiful and charming community serves as the gateway to Westside, along with the beautiful trees, planted by The Tree people, beautifully cared for gardens and homes. Therefore, my family and I are apposed to Alternative 3 as originally proposed, and the modified version of Alternative 3 that Caltrans has proposed.

The afternoon traffic on Sunset Blvd. is already extremely heavy, and driving my children daily to and from school on Mulholland Dr. at the 405 freeway, from Pacific Palisades has been a nightmare!! I don't understand why Caltrans can't meet its goals without adding an additional lane from Sunset to Waterford!

I have attended the Caltrans meetings and The Deir and its modifications do not provide a basis showing that the widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to traffic congestion and safety. And I found that the Dejr project description was confusing and not given out in a timely manner as to allow the residents to fully understand and carefully review the very lengthy and technical document.

Because it costs Caltrans millions of taxpayer dollars to construct Alternative 3, and cause enormous personal cost to the residents of Brentwood Glen, it seems it is time, for the good of the taxpayer, to look into our public transportation issues and need for improvement. I do not appose an addition of n HOV lane to the 405Northbound and other measures to relieve congestion. However the current Alternative 3 proposals are inadequate and do not provide a solution worthy of the destruction of The Brentwood Glen.

Deborah Chenoweth
1101 Ravoli Dr.
Pacific Palisades, Ca. 90272

DC-1

DC-1

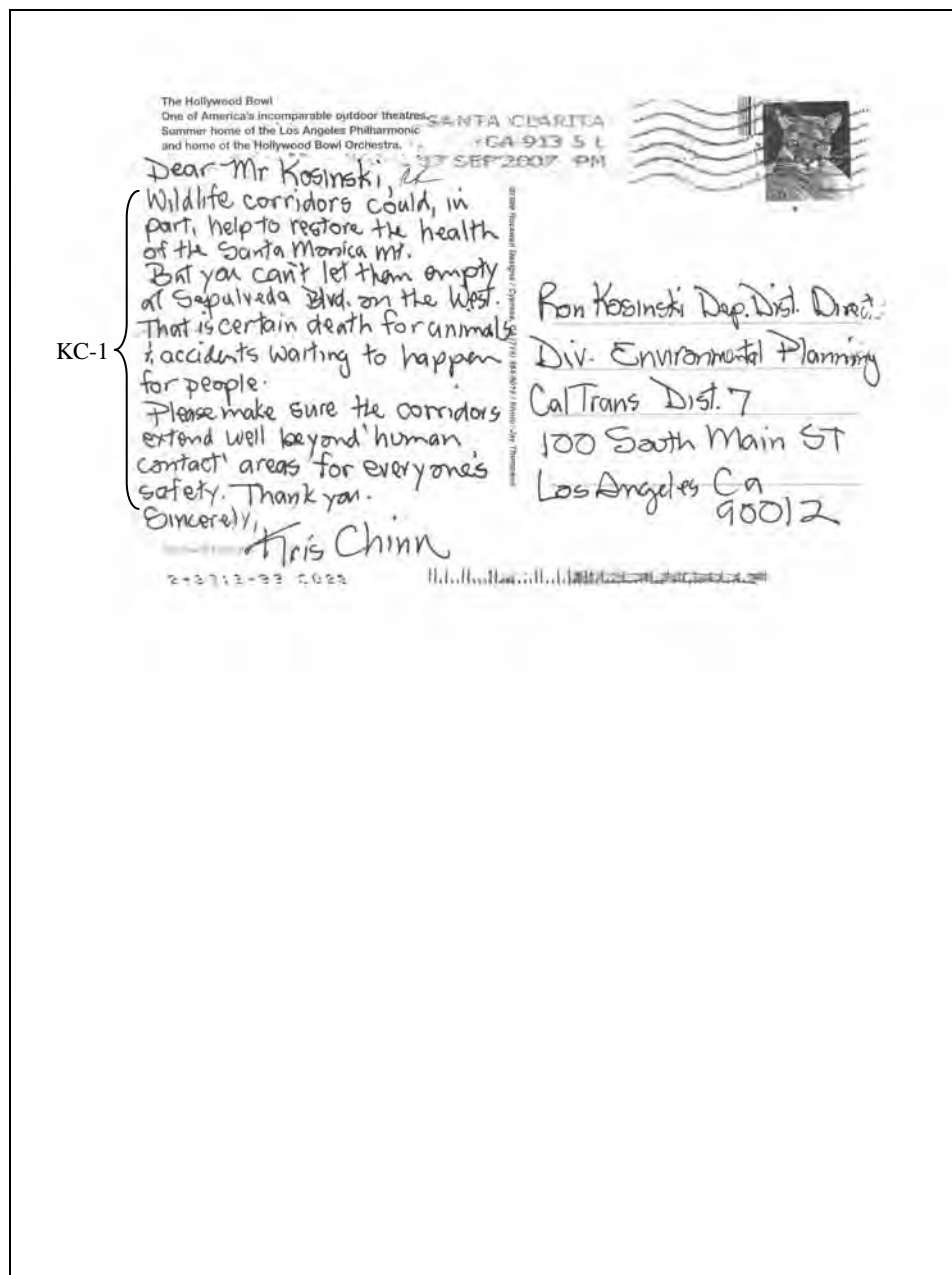
Alternative 2 has been identified as the Preferred Alternative. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

Please see response to HE-11 regarding Caltrans' commitment to improving transit linkages using the highway system.



KC-1

Your support for the wildlife crossing is acknowledged.

Please also see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.

AARON COHEN
15615 ROYAL WOODS PLACE
SHERMAN OAKS, CA 91403
818 995-3656



Ron Kosinski *rk*
Deputy District Director
Caltrans District 7, Division of
Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

July 29, 2007

Dear Mr. Kosinski

Concerning the expansion plans for the 405 freeway in the Sherman Oaks and Brentwood areas I would like to give you my conclusions on the current plans.

Firstly, I support the no Build alternative in the Sherman Oaks areas and the addition of one southbound lane on the 405 between Mulholland and Moraga.

} AC-1

Secondly, I support the building of the sound wall in the Royal Woods area of Sherman Oaks and don not believe that a northbound car pool lane is needed especially if it requires the taking of homes.

} AC-2

And lastly there is no economical or reason to move the current sound wall in the Sherman Oaks area or take any homes in the WLA area when the construction can be done by expanding the freeway to the East.

} AC-3

I thank you for the opportunity to express my opinions and concerns on this subject.

Sincerely yours,

Aaron Cohen

AC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. A southbound mixed-flow lane is not included under the Preferred Alternative.

AC-2

Please see response to comment HE-7 regarding the final determination of soundwall locations.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

AC-3

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

Please also see response to comment AC-2 above.

Jed & Bobbie Cohen
16419 Sloan Drive
Los Angeles, CA 90049

September 19, 2007



Mr. Ron Kosinski *RK*
Deputy Director
Caltrans District 7
Division of Environmental Planning
100 S. Main St.
Los Angeles, CA 90012-3606

RE: Sepulveda Pass Project, AKA 405 Project

Dear Mr. Kosinski:

While we recognize the need to relieve traffic congestion, we have grave concerns regarding the above project.

It has come to our attention that this project is lacking a practical and workable plan to handle traffic on either side of the Mulholland and Skirball bridges. As you should know, there is a fire station close to the Mulholland bridge that needs continual ease of passage. Mulholland Drive in this area is already congested with traffic from too many schools and a church expansion project.

We also understand that the plan involves the elimination of the 405 Southbound off ramp at Skirball to be replaced by an off ramp at Mountaingate. It seems that this would not solve problems ... only create them by adding more traffic to the already dangerously narrow and congested Sepulveda Blvd. Why not leave well enough alone and ADD an off ramp at Mountaingate?

JBC-1

Sincerely,

Jed & Bobbie Cohen

cc: Councilmember Bill Rosendahl
Attn: Norman Kulla

JBC-1

Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to comment LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

Please see response to comment CHA-2 regarding construction staging for the reconstruction of the bridges at Mulholland Dr. and Skirball Center Dr.

LAWRENCE J. COHEN, M.D.

7/1/07

Dear Mr. Kosinski et

I have been a resident of the Westwood Hills neighborhood for the last 32 years. I love living here because of its convenience and sense of community.

Certainly traffic on the 405 is a major problem. If a project must be undertaken and is cost effective I would be in favor of widening the Northbound lanes only as little as possible.

Rerouting Sepulveda Bl. would be a massive undertaking. It would deprive some neighbors of their homes and cause massive congestion and disruption to the neighborhoods both east & west of the freeway.

My wife, neighbors and I are strongly opposed to Caltrans Alternative #3 and would appreciate your support in opposing the plan, as well.

Thank you for your attention,
Lawrence J. Cohen

11150 CASHMERE STREET LOS ANGELES, CA 90049
213-472-2267
310

LC-1

LC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

NANCY COHEN
15615 ROYAL WOODS PLACE
SHERMAN OAKS, CA 91403
818 995-3656



Ron Kosinski *RK*
Deputy District Director
Caltrans District 7, Division of
Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

July 29, 2007

Dear Mr. Kosinski

Concerning the expansion plans for the 405 freeway in the Sherman Oaks and Brentwood areas I would like to give you my conclusions on the current plans.

Firstly, I support the no Build alternative in the Sherman Oaks areas and the addition of one southbound lane on the 405 between Mulholland and Moraga.

} NC-1

Secondly, I support the building of the sound wall in the Royal Woods area of Sherman Oaks and don not believe that a northbound car pool lane is needed especially if it requires the taking of homes.

} NC-2

And lastly there is no economical or reason to move the current sound wall in the Sherman Oaks area or take any homes in the WLA area when the construction can be done by expanding the freeway to the East.

} NC-3

I thank you for the opportunity to express my opinions and concerns on this subject.

Sincerely yours,

Nancy Cohen

NC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. A southbound mixed-flow lane is not included under the Preferred Alternative.

NC-2

Please see response to comment HE-7 regarding the final determination of soundwall locations.

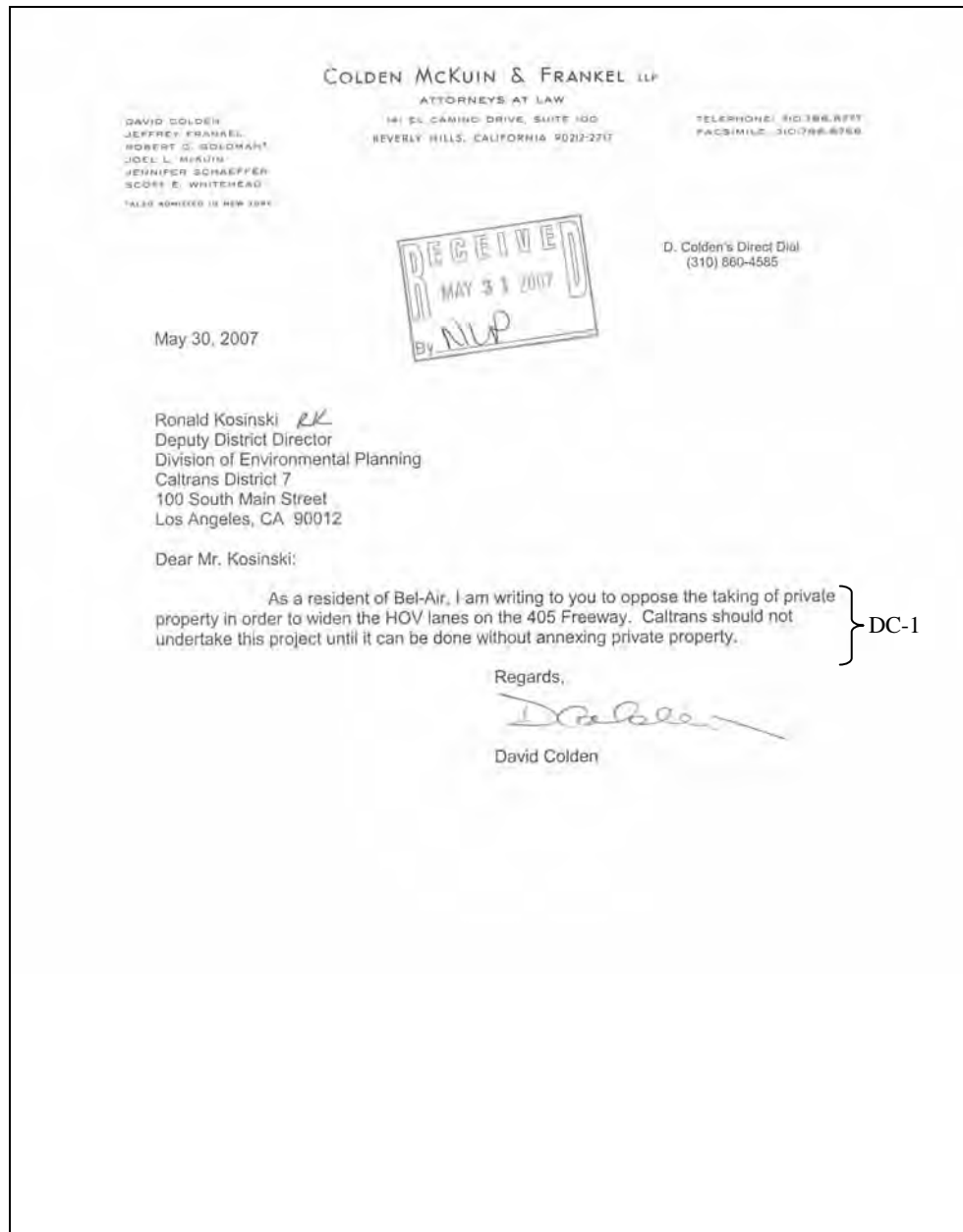
Please see response to AG-7 regarding the evidence supporting the benefits of the project.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

NC-3

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

Please also see response to comment NC-2 above.




DC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

The Law Office of
Steven S. Cruise
690-A Los Angeles Ave, Suite 236
Simi Valley, CA 93065
Phone (805) 509-3397 Fax (805) 435-3751 E-Mail: sscruise@ttmc.com

RECEIVED
SEP 25 2007

September 24, 2007

Ronald J. Kosinski 
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012
Dear Mr. Kosinski:

I am the owner of the apartment building located at 11308 Joffre Street in the Brentwood Glen. I am writing you make you aware of my concerns regarding the proposed 405 Freeway project, and the dramatic effect this project will have upon my apartment building and the Community.

My family has owned this apartment building for almost fifty years, ever since my father constructed it in the early 1960's. I have steadfastly maintained it through out the years, with new plumbing pipes, sewer lines, roofing, wooden floors, etc. Soon I am installing new double-glass windows. It is an irreplaceable, well-maintained apartment building in Brentwood surrounded by single family homes.

I am strongly opposed to both versions of Alternative 3, the proposed widening of the 405 Freeway through Brentwood, for the following reasons:

First, the original version of Alternative 3 will cause the destruction of too many homes and apartment building in this wonderful residential community, including the taking of my irreplaceable apartment building.

Second, with both the original version of Alternative 3 and the Revised Alternative 3 there will be a dramatic increase in noise and pollution that will be harmful to the community, simply and obviously because the freeway will be moved Westward.

Third, the Modified Alternative 3 would remove all parking from Church Lane, which is heavily used by the community, and make it an undersized and dangerous thoroughfare for neighboring residents a commuters. You will become responsible for creating a parking shortage where none existed before and for creating a narrow race track-like street through a residential community.

Fourth, the EIR itself indicates both versions of the proposed improvements will provide

SC-1

SC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as Preferred.

SC-2

The DEIR/EIS adequately describes the extent of mitigation known at the time of the circulation of the DEIR/EIS for public review. Recommended mitigation measures for temporary, permanent and construction-related impacts are described after each impact section of the DEIR/EIS and are also listed in the Environmental Commitments Record in Chapter 6 of the DEIR/EIS. It is acknowledged that mitigation may be refined as a result of comments on the DEIR/EIS and further project design. The DEIR/EIS identified mitigation for the known impacts and addresses these effects conservatively, or on a "worst-case" basis.

Please see response to comment HE-7 regarding the final determination of soundwall locations.

SC-3

Please see response to comment SC-1 above.

minimal if any improvements to existing traffic congestion. You are spending almost a billion dollars and ruining a Community for a project that will accomplish nothing. A Southbound carpool lane already exists and you are accomplishing nothing by widening it by a mere foot.

Fifth, and most importantly, both versions of Alternative 3 will take years to complete. During this period there will likely be no sound wall, and there will be yet even more noise, dust and pollution from the construction equipment operating mere feet from residential housing. Even under the Modified Version 3 plan, my apartment building will not be taken but it will become uninhabitable due to noise, dust and access issues during the entire construction period. My economic damages will be real, they will be severe, and they will be Caltrans' responsibility.

SC-1

I also object to the adequacy of the Environmental Impact Report on two grounds.

First, it did not address the dramatic impact upon the community during a near certain multi-year construction period, as I have discussed above. This is no small project and as discussed above, the impact upon the community will be immense, yet there is no discussion of these consequences upon the Community. The community will suffer for years during construction and the extent of this suffering needs to be analyzed and mitigated every bit as much as the completed project.

SC-2

Second, the Revised Alternative 3 proposes a sound wall be constructed, but nowhere is the height of that sound wall fixed. Moreover, the EIR relies upon sound studies to conclude that the Revised Alternative 3 will not result in a meaningful increase in traffic noise, but explicitly assumes that all residences are single story; in fact, many residences in the community and all of the adjacent multi-family buildings are two stories. In short, the noise impact of the Revised Alternative 3 upon residents is not properly addressed.

In conclusion, I completely understand the need to improve traffic on the 405 Freeway through the Westside. I support the proposed HOV lane for the northbound side of the Freeway. What I do oppose is the complete disruption and destruction of a community for the addition of one single foot to an existing Southbound 405 carpool lane, especially when there is no evidence this project will provide any meaningful traffic or congestion relief.

SC-3

Sincerely,



Steven S. Cruise

JOHN & NANCY CUTTER
15362 Sutton Street
Sherman Oaks, California 91403
818-789-6955

September 26, 2007

Mr. Ron Kosinski
Deputy District Director
CalTrans District 7 – Environmental Planning
100 South Main Street
Los Angeles, California 90012-3606

Dear Ron:

We are writing to convey our strong opposition to CalTrans' Sepulveda Pass proposal for widening the 405 Freeway by removing six houses in our Sherman Oaks neighborhood. As you know, these plans are extremely disturbing to us and so many others for a number of reasons. First, we'd like to explain how much our home and neighborhood mean to us.

John's parents, Nini and Jack Cutter, purchased this home in 1968 as a rundown foreclosure, and restoring the 1929 structure to its former glory became a full-time family project. For more than two decades, it was used to entertain family and friends as well as to host countless elections, neighborhood gatherings, community meetings, and strategy sessions for local causes—including the freeway sound wall that was finally constructed several years ago and may now be moved. In 1989, Jack suffered a fatal heart attack in their beloved home, where his spirit lives on. The house sustained extensive damage in the 1994 Northridge earthquake, and John used his General Contractor skills to restore it once again. When Nini passed away the following year, we decided to raise our young son in the home and neighborhood that held such cherished family memories and have been living here for 12 years. In fact, we hosted the first neighborhood meeting to discuss this very project with you.

As you can certainly understand, we are deeply concerned that our neighborhood will be torn apart by the demolition of six houses and the accompanying long-term construction noise, dust, congestion, and chaos. For the past four years, we and our neighbors have already endured all-night pounding, heavy truck traffic, and other serious disruptions from the 405-101 Interchange project a short distance away. Enough is enough! This latest plan will not only threaten our quality of life, but will also have a negative effect on property values in the entire neighborhood.

JNC-1

JNC-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

JNC-2

It was determined that adding a southbound mixed-flow lane from Skirball Center Dr. to Waterford Ave. and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please also see response to AG-7 regarding the benefits of HOV lanes.

No one disputes that congestion on the 405 Freeway in our area is a major problem requiring serious attention. However, data from recent studies have shown that HOV lanes are not an effective tool for relieving this congestion. Our personal experience leads to the same conclusion. (Nancy commuted to her job at UCLA for 31 years on the 405, and John has used it to reach his construction jobs and suppliers on the West side for many years.) Instead, we urge you to adopt an approach that will address the root cause of the bottleneck problem—the loss of one southbound lane between the Skirball Center and Wilshire Boulevard offramps—as supported by the Sherman Oaks and Encino Homeowner Associations, the Sherman Oaks and Encino Neighborhood Councils, various local government officials, and many others.

} JNC-2

Ron, we applaud you and your fellow CalTrans officials for discussing your Sepulveda Pass plans with the many affected parties and for soliciting and considering alternate views for addressing this difficult challenge. We also truly appreciate the interest and support of everyone involved in the tremendous efforts to save our neighborhood!


Sincerely,


John F. Cutter


Nancy K. Cutter

Lu Ann W. Darling, Ed.D.
1114 Albata St.
Los Angeles, CA 90049

22 September 2007

Ronald J. Kosinski 
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 25 2007

Dear Mr. Kosinski:

I have been a resident of Brentwood Glen since 1954 and my children have grown up here. I am now a widow living alone. The Glen is my home and my community.

I love its peacefulness & tranquility, surrounded as we are by freeways and traffic. Much of that peacefulness comes from the arbor like feeling of Church Lane as it wends its way south, the hillside plantings and the lovely trees that form a canopy overhead.

I also love the sense of community that has developed over the years, fostered by the secludedness of the area, the neighborhood homeowners association and the community outreach of the Village Church.

Both versions of Alternative 3 would destroy all that and create uncomfortable noise levels, congestion and destruction of a fine old neighborhood and its church.

I am acutely aware of the traffic problem surrounding 405 and adjacent streets throughout the west side. But the alternatives proposed only contribute to the problem. By time the construction would be finished the freeway would be functioning at a new maximum or nearly so. Until southern Californians embrace mass transit there will be no long-range solution,

} LD-1

LD-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

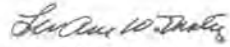
Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving transit linkages using the highway system.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

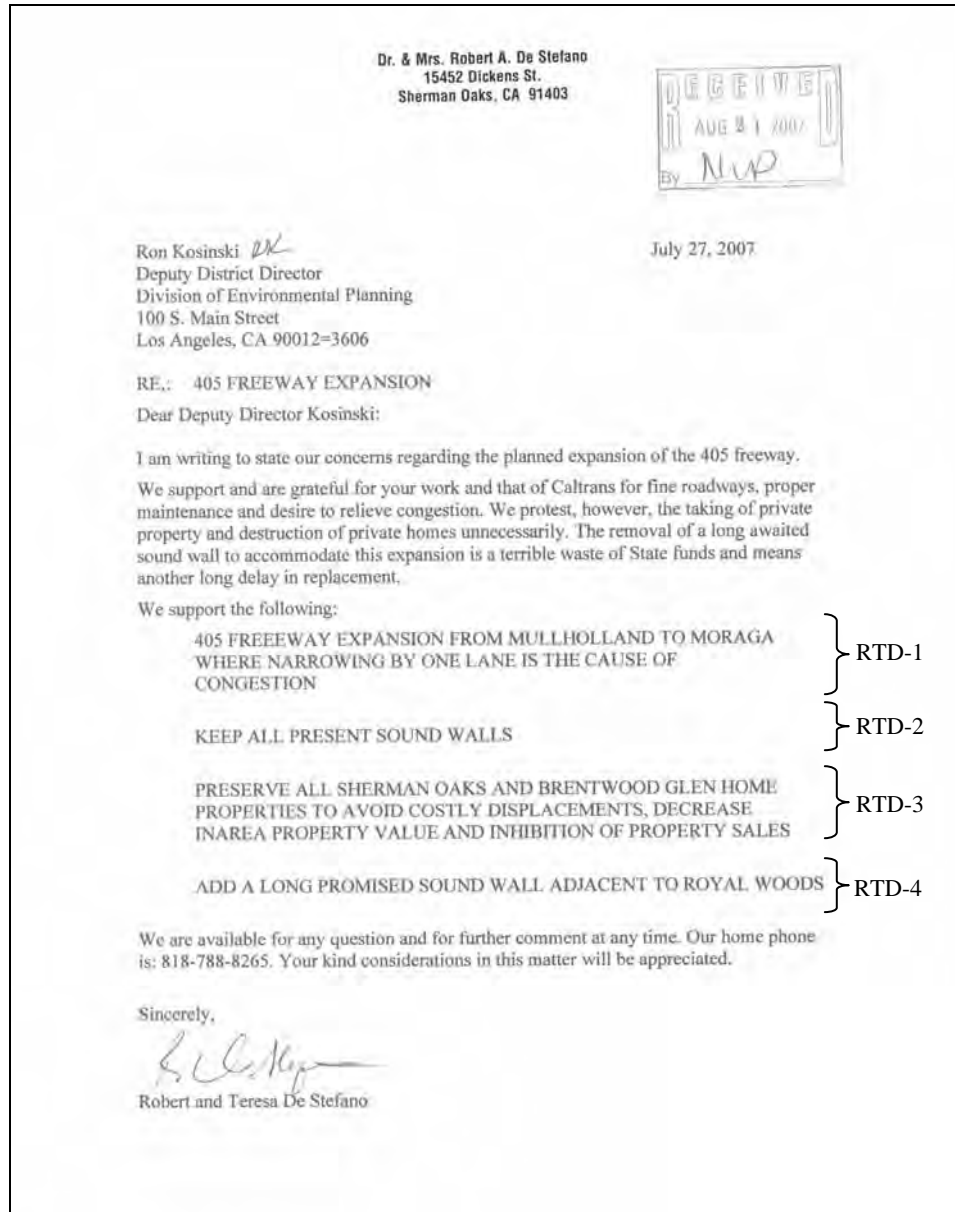
2

I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. However, the current Alternative 3 proposals are inadequate and do not provide relief, especially when balanced against the devastation that will be caused to my neighborhood and the enormous cost of the project. } LD-1

Sincerely,



Lu Ann W. Darling



RTD-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane from Skirball Center Dr. to Waterford Ave. and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

RTD-2

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

RTD-3

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

RTD-4

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Please also see response to comment HE-7 regarding the final determination of soundwall locations.

From the desk of ... Iris Dominguez August 14, 2007
550 W. Duarte Rd. #6
Arcadia, CA 91007
(626) 447-3318; Fax (626) 447-1124

Ronald Kosinski *RK*
Division of Environmental Planning
Caltrans District 7
100 S. Main Street
Los Angeles, CA 90012

RECEIVED
AUG 15 2007

Re: Interstate 405

Dear Mr. Kosinski:

The proposed project for the 405 between the 10 and the 101 is too expensive, accomplishes too little, and is too far in the future to be helpful.

What is needed is a minor redesign of the 405 to include auxiliary lanes, and improvements to Sepulveda Boulevard, Coldwater Canyon Boulevard, Laurel Canyon Boulevard, and Reseda Boulevard to relieve the congestion on the 405. } ID-1

Auxiliary lanes are needed on all freeways, every on ramp to the next off ramp. See, *The Physics of Traffic, Discover*, March, 1999, Bernardo Huberman, Xerox Palo Alto Research Center. Auxiliary lanes are a low tech, low cost solution to congestion. For example, if an on ramp and off ramp are 1 mile apart, then, conceptually an auxiliary lane lets traffic get off the freeway 1 mile sooner and merging traffic get on the freeway 1 mile later. Traffic safety is improved. Traffic flow is uninterrupted. Projects can be completed in months, not years or decades. People will actually see results during their lifetimes. } ID-2

What is desperately needed, what will relieve congestion on the 405 and the 101, are alternatives to the 405 to "get over the hill". Make Coldwater Canyon Boulevard and Laurel Canyon Boulevard 6 lanes wide from Ventura Boulevard to Sunset Boulevard. Extend Reseda Boulevard to Sunset Boulevard. Do those projects and there will be no need for the 405 project (except auxiliary lanes). You should remember the ideal speed for freeway traffic to be the speed at which the most traffic can pass one point. I recall that being 40 MPH. That then should be the goal for "rush hour".

There should be no right of way acquired for the 405. Right of way as needed should be acquired for Coldwater Canyon Boulevard, Laurel Canyon Boulevard, and Reseda Boulevard. Auxiliary lanes should be built without delay within existing right of way. } ID-3

Very truly yours,
Iris Keiser
Iris Keiser

ID-1

Auxiliary lanes will be provided where required. LADOT has a separate project to improve Sepulveda Blvd. Coldwater Canyon, Laurel Canyon Blvd. and Reseda Blvd. are outside the scope of this project.

ID-2

Caltrans' Highway Design Manual provides criteria for providing auxiliary lanes on freeways and is applied on a case-by-case basis as required in order to satisfy operational conditions.

The I-405 freeway is still in need of improvements even if these city streets are widened by LADOT.

ID-3

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

From the desk of ... Iris Dominguez August 20, 2007
550 W. Duarte Rd. #6
Arcadia, CA 91007
(626) 447-3318; Fax (626) 447-1124

Ronald Kosinski *pk*
Division of Environmental Planning
CalTrans District 7
100 S. Main Street
Los Angeles, CA 90012



Re: Interstate 405

Dear Mr. Kosinski:

I wrote to you on August 14, 2007.
My letter included my comment "What is desperately needed, what will relieve congestion on the 405 and the 101, are alternatives to the 405 to "get over the hill". Make Coldwater Canyon Boulevard and Laurel Canyon Boulevard 6 lanes wide from Ventura Boulevard to Sunset Boulevard. Extend Reseda Boulevard to Sunset Boulevard. Do those projects and there will be no need for the 405 project (except auxiliary lanes)."

Enclosed is page 16 from today's Los Angeles Times. The letter to the editor from Patricia L. Moore speaks to the proposed 405 project. It suggests coordination between CalTrans and the City of Los Angeles and consideration of surface traffic. Well said.

CalTrans should not operate without regard to the consequences of its actions on surface traffic. Neither should the opportunity to improve local streets and highways to relieve freeway congestion be ignored.

Ms. Moore states "Citizens deserve better than this."
Touche.

Very truly yours,

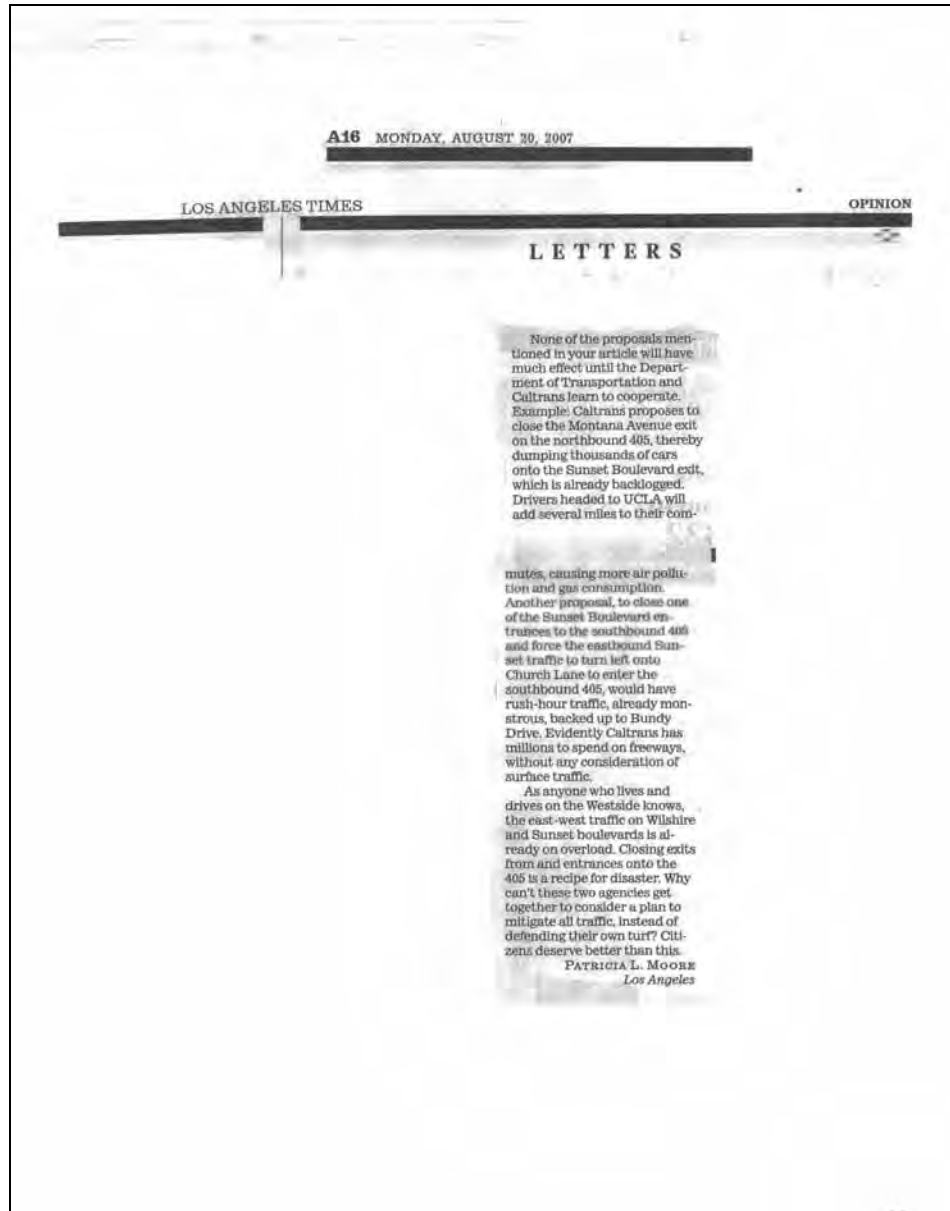

Iris Dominguez

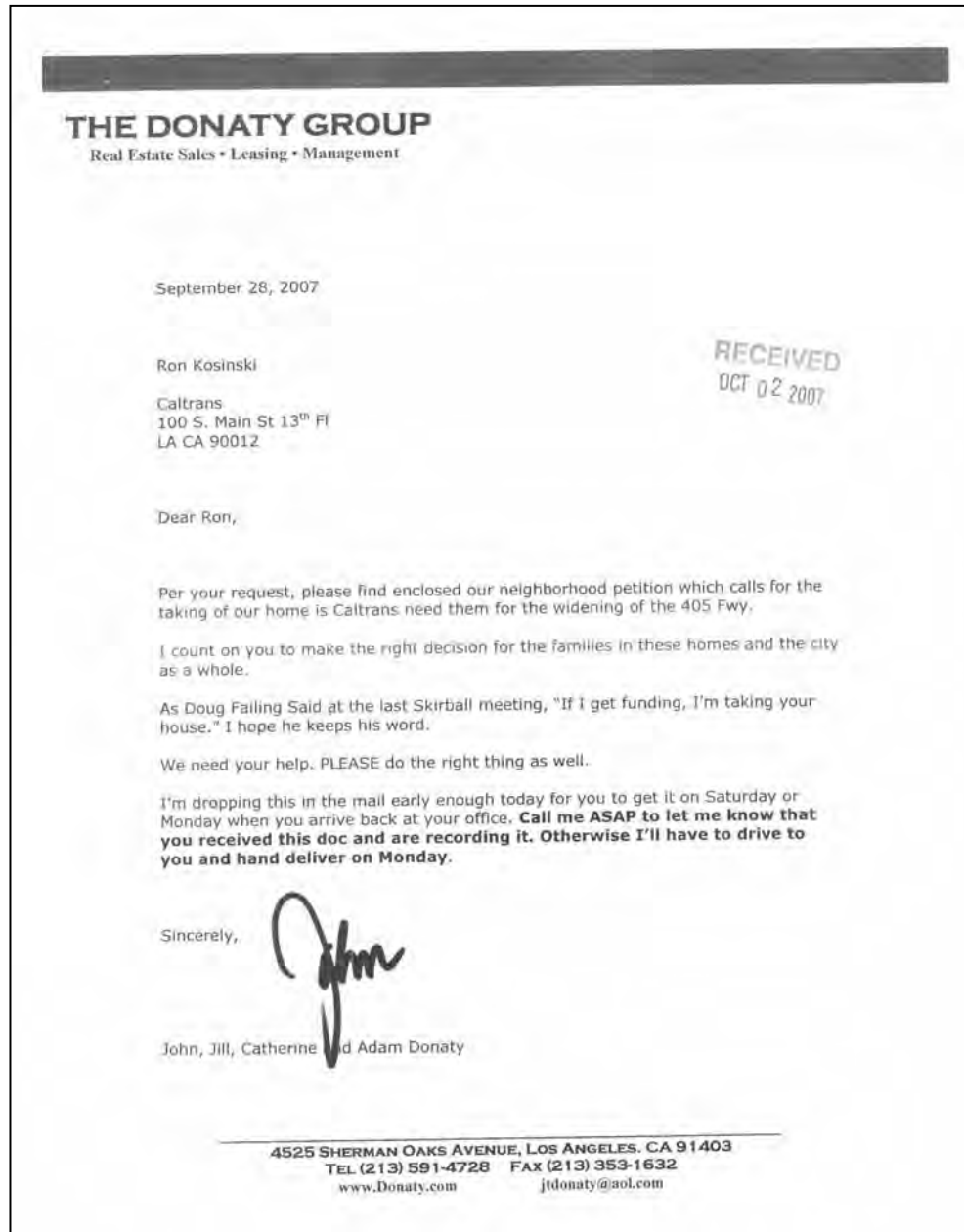
IED/t

ID-4

Coordination between Caltrans and LADOT has been ongoing and will continue throughout the entire process. Please see response to comments LADOT-1 through LADOT-14.

ID-4





TDG-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The new soundwall along the Valley Vista Blvd. off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

June 6, 2007

To: Ron Kosinski, Deputy District Director
Division of Environmental Planning
CalTrans

RE: 405 Freeway Widening in Sherman Oaks

Ladies and Gentlemen:

We, the undersigned, are neighbors of the homeowners whose homes may need to be taken for the widening of the 405 Freeway in Sherman Oaks. The subject properties are located at the following addresses: 4420 and 4426 Sherman Oaks Circle, 15347 and 15350 Sutton St. and 15367 Valley Vista Blvd.

If Caltrans needs these properties or any portion thereof for necessary widening, we support our neighbors and their requests to be relocated. We understand the danger and hardship that the construction may cause these homeowners and respect and support their decision.

We furthermore request that CalTrans erect a higher and better-insulated sound wall within six months of the removal of the existing sound wall. This will cut down on a good portion of sound and pollution for the neighborhood as a whole.

TDG-1

This letter was signed by the following persons:

Elham (last unknown)	Eric D. Lee	R. Smurler (sic)
Nahid Abodi	Kai Luoma	Emily Tigerman
Rita Ammerma	Joseph Maffret Jr.	Howdre Van Ende (sic)
Ronald Astor	Jill Maryland	Elfrida Villalobos
Kenneth Barshop	Jill Maryland (sic)	Wayne Williams
Maria Danko	Remo Micale	Bernice Zeekin (sic)
Jenkins DeStefano	Mitchell Moadeb	Ronald Zorek
Joseph Fresolone	Melissa Palmer	
Noelle Gayral	Ronald G. Persaud	
Anthony Giapapar	Gary M. Petrov	
Barry Goldberg	Orma Renaud	
Heidi Goldberg	Meyer Sack	
John R. Goss	Melvin Sacki	
Melissa Hopkinson	Robert G. Schulz	
Sean D. Jenkins	Paul Shams (sic)	
Andy Juarez	Amanda Shanks	
Marcos King	Josef Sharabi	
Gabrielle Krengel	Thomas S. Shelly	
Michael Lasky	Helen K. Shimizu	

State of California, Dept. of Transportation
(Caltrans) District 17
Division of Environmental Planning
100 Main St. MS-16A
Los Angeles, CA 90012
RE: I-405 Sepulveda Pass Project

Gayle Dufour
4725 San Sebastian Dr
Woodland Hills, CA
91364

JULY 17, 2007

Dear Division of Environmental Planning,

As an active member of the San Fernando Valley
Sierra Club, I urge you to extend the two passageways
between the Santa Monica Mountains over/under the 405
to Sepulveda Blvd and then away from this very busy street.
The animals were here before us and when they disappear,
we are next!

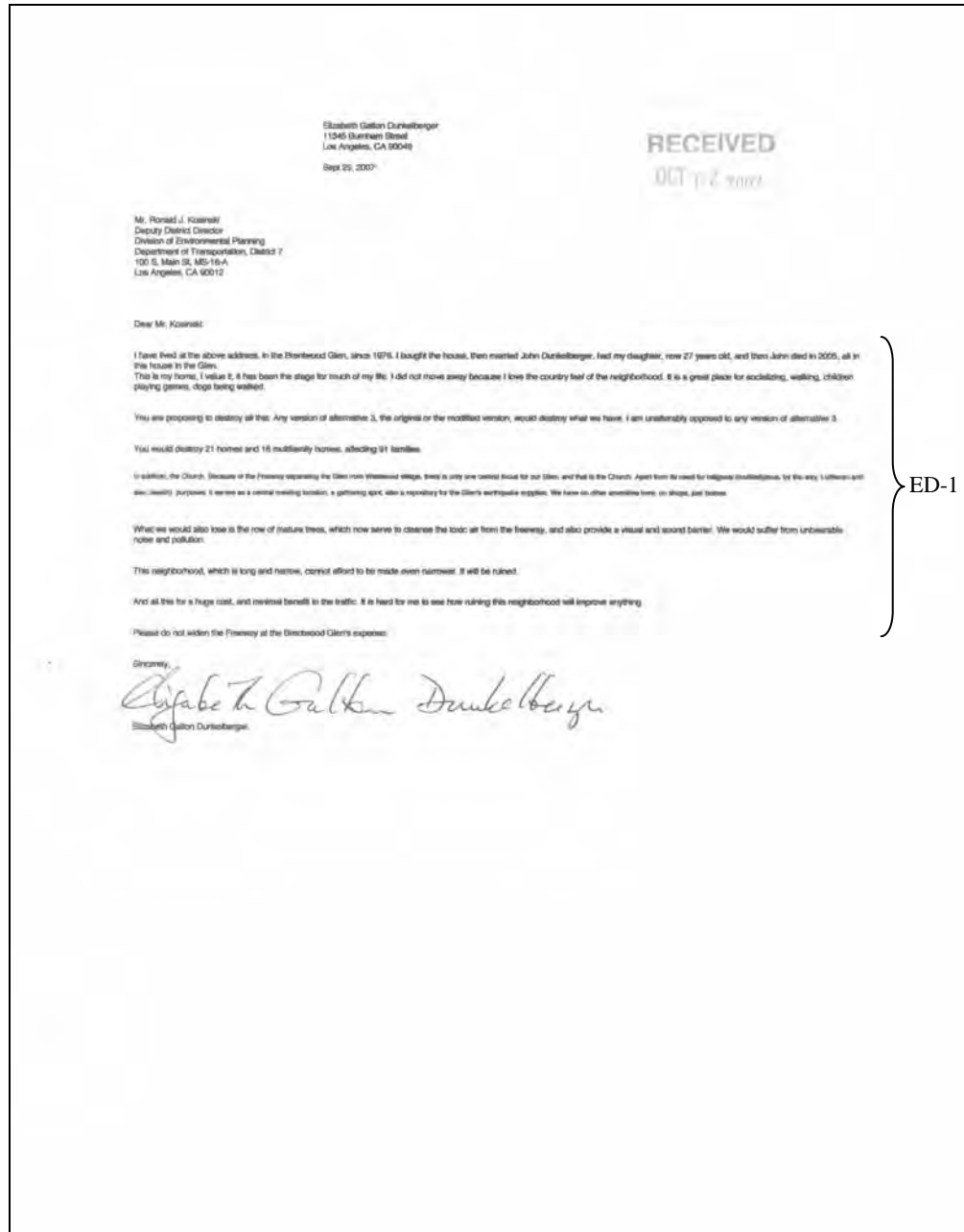
GD-1

Sincerely yours,

Gayle Dufour

GD-1

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.



ED-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.



July 17, 2007

State of Calif. Dept. of Transportation
(Caltrans) District 7
Division of Environmental Planning
100 Main St., MS-16A
Los Angeles, CA 90012

RE: I-405 Sepulveda Pass Project

Dear Sir,

I am writing to ask you to extend the passageways between the Santa Monica Mts. on the east to the Santa Monica Mountains on the west. As currently planned, the passageways will end at Sepulveda Blvd., & wildlife will be funneled onto, of all places, Sepulveda Blvd.

The best solution would be to extend the passageways between the Santa Monica Mountains over or under the I-405 AND Sepulveda Blvd.

I urge Caltrans, LADOT & Councilmember Jack Weiss to work together to raise this critical safety issue AND to include representatives from local environmental organizations.

Thank you -

Iris Edinger

} IE-1

IE-1

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.

Sept. 26, 2007

Mr. Ronald J. Kosinski
Deputy District Director
Div of Environmental Planning
Dept. of Transportation, District 7
100 S. Main Street, 115-16 A
Los Angeles, CA 90012

Dear Mr. Kosinski:

We have lived in the Glen and at this same address since June 1969 (38 years). My three children and all their friends enjoyed growing up in this house. Now, my grandson (Brandon, age 10) and my granddaughter (Alana Amare "Princess" - age 5 months) can enjoy all the hard work and "fruits of our labor" over the years.

We're both retired now and want to live out the rest of our lives in this house in Brentwood Glen.

Please don't take all of this away from us.

Thank you very much.

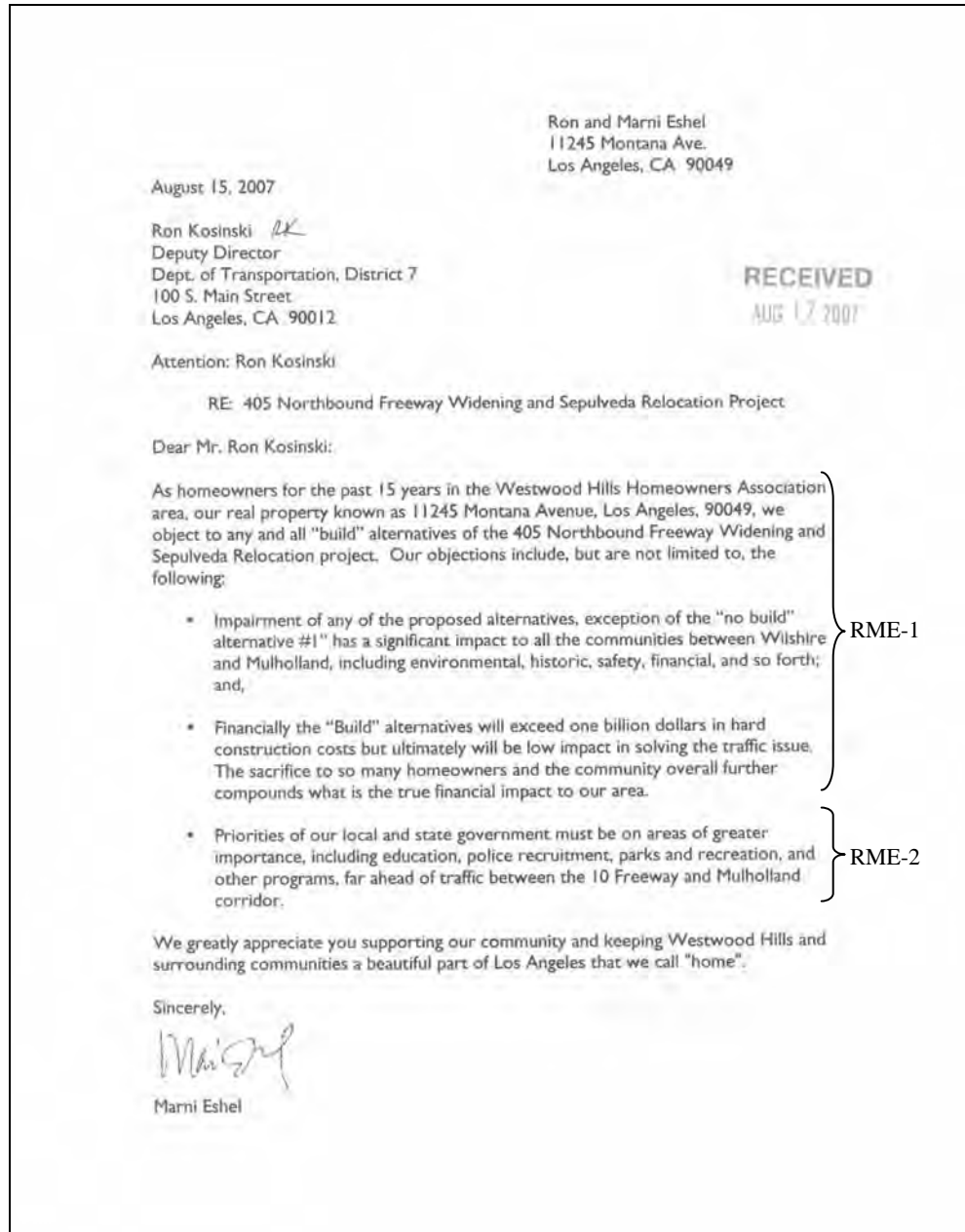
Sincerely,
Iris and Al Elliott
11332 Chenault St
Los Angeles CA 90049
(310) 472-8728

TAE-1

TAE-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.



RME-1

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

RME-2

The funding for this project was collected via gas taxes and sale of bonds. By law, this funding can only be used for transportation improvement projects.

September 24, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

RECEIVED
SEP 29 2007

RE: Caltrans 405 FWY Expansion Plans

Dear Mr. Kosinski,

We are residents of the Brentwood Glen neighborhood in Brentwood. We have lived at 11338 Albata Street for 9 years. We purchased our home because of the tight knit community, sidewalks, safe neighborhood for our children and because of the overall quaintness of Brentwood Glen. Our neighborhood is "The" neighborhood young families want to move too. At any time of the day, if you drive through Brentwood Glen you will find people walking their dogs, mothers pushing babies in strollers, children bicycling and people walking, jogging and socializing. During the holidays you will find most homes are elaborately decorated and our neighborhood is the place to be on Halloween. People who live here take pride in their homes. All the homes here are meticulously landscaped; there is even a Garden Club who awards a home each year for their beautiful yard. Brentwood Glen has the "Small Town" feel in a big city. This is a very special neighborhood loved by many and cherished by all who live here.

We are extremely against any widening of the 405 FWY into our neighborhood.

We are against Alternative 3 as well as the modified version. This plan would destroy and displace at least 91 families currently residing in Brentwood Glen. Due to the widening of the freeway we would also lose our neighborhood church which has been part of the community for more than six decades. The Church is home to Lutheran and Jewish Congregations as well as valuable non-church activities for people of all ages. Losing the Church would make a devastating impact on our neighborhood.

With Alternative 3 or its modification Brentwood Glen would have an increase in noise and toxic emissions that would be harmful to the health of our children, the elderly and our pets. This substantial impact would be greatly increased because, under either alternative, the sound wall along Church Lane would be torn down and moved closer to our homes. There will be no sound wall for several months to years during construction. During this period, the noise and environmental pollution will be so unbearable for anyone living in our neighborhood. Also, to build the new sound barrier wall, there would be removal of all the beautiful mature trees along Church Lane which provide a sound buffer. Once the project is finished, in replacement of these trees would be an unsightly, massive concrete wall without any room for plants or shrubs located too close to our homes.

WRF-1

WRF-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as Preferred.

Please also see response to comment AG-8 regarding the 12' lane width highway design standard.

WRF-2

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

WRF-3

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

This alternative would also prohibit parking on Church Lane. Our streets are very small and narrow and there is already a shortage of parking in our neighborhood. Taking away parking on Church Lane would make it very difficult for neighbors, visitors and UCLA students.

I do not believe that the DEIR and its modification show that widening all of the 405 southbound lanes would provide any benefit to highway safety. It has not been proven that 12 foot wide lanes are any safer than 11 foot wide lanes.

Caltrans wants to spend hundreds of millions of dollars to construct Alternative 3 or the modified version without considering the enormous personal cost to the residents of Brentwood Glen. The devastating impact on our neighborhood is much worse than the minimal benefit to Alternative 3 or its modified version.

Everyday we travel Sunset Blvd and take the southbound onramp at Church Lane. Closing of this onramp would congest our neighborhood and Sunset Blvd even more.

We do not understand why Caltrans cannot achieve its goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405. This is only creating a bottle-neck once drivers reach the 10 FWY.

Unfortunately, Caltrans has not given us enough time to thoroughly review their multiple pages of documents which we found to be confusing and too technical.

We understand the need to reduce congestion on the 405 FWY and realize the importance of adding a Northbound HOV lane. We find that Alternative 3 as well as the modified version to be inadequate and do not solve the congestion problems. This project is grossly expensive and not the solution. It is unnecessary to destroy homes and displace families, add more toxic pollution to our neighborhood, remove Church congregations of hundreds, and add more congestion and traffic through our neighborhood. Building a massive unsightly sound barrier closer to our home is devastating to us! Caltrans will destroy our neighborhood, devastate families and ruin our quality of living.

We ask you to PLEASE help us save our neighborhood!

Sincerely,

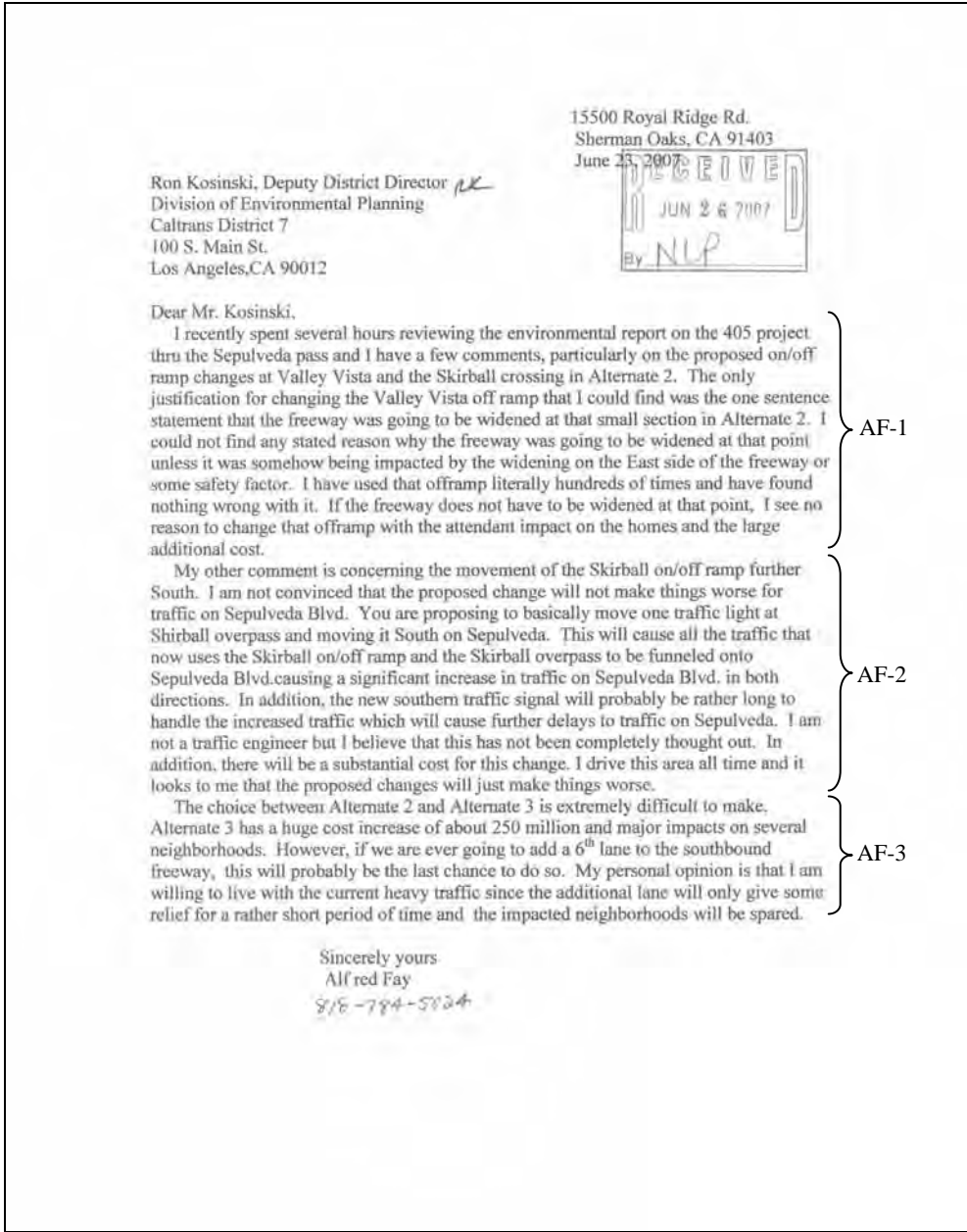
Webb and Renee Farrer



} WRF-1

} WRF-2

} WRF-3



AF-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area. The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

AF-2

Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

AF-3

It was determined that adding a southbound mixed-flow lane from Skirball Center Dr. and Waterford Ave. and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

September 25, 2007

Mr. Ron Kosinski
Deputy District Director, Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
OCT 1 2007

Dear Mr. Kosinski:

I met you at the Westwood Recreation Center where you told me that you "would be shocked if Option 3 is selected."

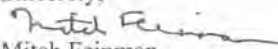
Nonetheless, as a resident of Brentwood Glen I want to reiterate my strong opposition to Option 3.

Widening the 405 freeway for the short distance between the Getty Center and the VA will not better the traffic situation, nor does any construction for that matter, which continues to put a band-aid on a much larger problem that only good public transportation and other truly innovative alternatives can begin to solve.

Additionally, Option 3 would destroy that rare place on the Westside of Los Angeles: a true community. Rest assured that Brentwood Glen will vehemently oppose Option 3, including pursuing unpleasant media scrutiny for Caltrans.

I feel confident after speaking with you and the other Caltrans employees that you will choose the right course.

Thanks for your consideration.

Sincerely,

Mitch Feinman

MF-1

MF-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

11999 Foxboro Dr. ^{pk}
L.A., CA 90049-4110

STATE OF CA. DEPT OF TRANSPORTATION,
SINCE WILSHIRE BLVD. & SUNSET BLVD.
CAN NOT CURRENTLY HANDLE THE TRAFFIC
LOAD DURING RUSH HOURS - IT DOESN'T
MAKE SENSE TO CLOSE OFF THE
MONTANA & MORAGA EXITS ADDING
TRAFFIC TO WILSHIRE & SUNSET. } JF-1

ADDING A NORTH BOUND LANE/S
TO THE ^(SAN DIEGO FREEWAY) 405 WILL BRING MORE
CARS & FURTHER BACK UP TRAFFIC
WAITING TO GO EAST & WEST ON
THE VENTURA ^(US 101) FREEWAY. ALL THE
PAST DESIGNS WHERE THE SAN DIEGO (405)
FREEWAY MEETS THE VENTURA FREEWAY
HAVE FAILED. WHEN THAT INTERSECTION
IS WORKING WELL - THEN ADDING
CARS & LANES CAN BE CONSIDERED. } JF-2

THANK YOU FOR YOUR CONSIDERATION.

JOEL FELDMAN

JF-1
Please see response to comment LADOT-1 regarding the closure of the Montana Ave. northbound I-405 off-ramp and the improvements of the Wilshire Blvd. and Sunset Blvd. interchanges.

JF-2
Improvements to the I-405/US-101 interchange are proposed and the proposed project is currently in the planning stages.

Please also see response to AG-7 regarding the evidence supporting the benefits of the project.

September 17, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012



Dear Mr. Kosinski,

I have lived at 257 Denslow Avenue in Westwood Hills with my husband and two children for the last five years. My parents have lived in the house across the street for almost 20 years. We love being in such a beautiful old neighborhood in Los Angeles and expect to stay in our house forever.

My husband and I are opposed to Alternative 2, Alternative 3 and the modified version of Alternative 3. The project will cause a substantial increase in noise since the freeway will be moved closer to the community. During the construction this will be particularly problematic but even once construction is complete the noise levels will be elevated. In addition to the noise, moving the freeway closer to the community will increase the air pollution levels that our community experiences. We are concerned about the effect this increase in toxic emissions will have on our children, especially our son who has asthma.

HF-1

We are quite concerned about the increased traffic congestion that will result if the southbound on-ramps from eastbound Sunset are closed as is provided in Alternative 3 and modified Alternative 3. All alternatives will result in additional congestion on Sunset and additional cut-through traffic east of the 405. We have found that afternoon traffic on Sunset Boulevard is already extremely heavy.

HF-2

Widening the 405 beyond the 12 feet required for a carpool lane northbound is a waste of taxpayers' money and causes unjustifiable disruption to the community. The DEIR provides no basis to justify that this widening will offer more than a minimal benefit to highway safety and congestion. That Caltrans is going to spend a billion dollars on this project on top of the enormous personal cost to the residents of Westwood Hills, Bel-Air and Brentwood Glen is unacceptable. We believe that Caltrans is obligated to seek solutions to traffic congestion provide the greatest benefit for the least cost both in terms of dollars and community disruption. Caltrans needs to act immediately to downsize this project.

HF-3

Sincerely,

Heather Felix

HF-1

A Traffic Noise Study Report was prepared for the project and sensitive receptors were identified in the DEIR/EIS in Section 3.14. Please see response to comment HE-7 regarding the final determination of soundwall locations.

Please also see response to EPA-9 and EPA-10 regarding air quality impacts.

HF-2

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

HF-3

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to AG-7 regarding the evidence supporting the benefits of the project and ITTO-1 regarding the benefits of highway design standards.

7-16-07

Dear Caltrans,

Living a block away
from 405 freeway for over
50 years, I say Do Nothing
Use to love driving on what
I call a Country Lane,
and I still do. (Sepulveda Blvd)

Let the freeway driver
use the freeway as a
street & lumpy no stop sign
every two blocks, get use to

it.
My vote is No on any
change on that 10 miles.

Sincerely,

Ray J. Fenwick
11268 Cashmere St.
L.A. Ca. 90049

1-310-472-3640

KF-1

KF-1

Your favor for the "No Build" Alternative is acknowledged.

September 25, 2007

Ronald J. Kosinski, Dep. Dist. Director *RK*
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, Ca. 90012

RECEIVED
SEP 25 2007

Dear Sir:

As a seven year resident of the Brentwood Glen, I am writing to voice my concerns about CALTRANS plan to expand the 405 Freeway. We have a unique, close community in the Glen consisting of young families, professionals and retired people. We know our neighbors, use the Community Church facilities for numerous meetings and, in general, feel fortunate living here.

I am opposed to Alternative 3. It would remove our park/trees buffer allowing air pollution and noise into our homes. It would take away parking on Church Lane creating a parking shortage for Glen residents. It would cause the destruction of 21 homes and 16 apartment buildings housing 91 families. I question if the cost of millions of dollars by CALTRANS, the damage in quality of life during construction, including the loss of homes for some, will truly achieve the goal of less traffic congestion on the 405 Freeway (the backup starting at Sunset will continue so long as the bottleneck exists at the 10 Freeway)?

The traffic congestion on the 405 Freeway is well known to anyone living in Los Angeles, making some type of solution imperative. I am not opposed to a HOV lane in the 405 Northbound and other measures to relieve congestion. The current Alternative 3 proposals simply do not solve the congestion problems while they do create enormous hardship on the residents of the Brentwood Glen community. Please reconsider Alternative 3.

Sincerely yours,

Ileana Foote


Ileana Foote
11350 Bolas St.
Los Angeles, Ca. 90049

IF-1

IF-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

7 September 2007

Ron Kosinski 
State of California, Department of Transportation
(Caltrans) District 7
Division of Environmental Planning
100 Main St, MS-16A
Los Angeles, CA 90012

RECEIVED
SEP 12 2007

RE: I-405 Sepulveda Pass Widening Project

Dear Mr. Kosinski,

I applaud you for your vision and wisdom of including a wildlife corridor at the time of the construction of the I-405 Sepulveda Pass Widening Project, and I applaud you for your willingness to listen to the concerns of all sides, but particularly those of us who share your vision of the wildlife corridor, and who have great concerns regarding the future of our local wildlife. Very, very few people understand the importance of wildlife corridors.

With more and more natural landscapes being fragmented by the building new highways, freeways, roads, tunnels, bridges, and the redesign of the older or inadequate highways, our wildlife is being squeezed into areas that will soon no longer be able to sustain healthy herds. Now, with global climate change, it is even more important that we provide the means for these animals to escape the heat and lack of forage. It is very disturbing to think that one-third of our wildlife is expected to be extinct in just 23 years.

I fully understand that the wildlife corridor is a separate issue, and is in no way related to the widening project itself. Its only relationship is that construction of the corridor will be done at the time of the I-405 construction. I also realize that the likelihood of any other highway projects along this section of the I-405 will not occur for several decades, unless a light rail system is built. Therefore, it is very important that the wildlife corridor be built at the time of this construction, or it will never be built. The animals in the Santa Monica Mountains cannot wait for decades. However, it is most important that this corridor be built correctly.

Having said this, I have great concerns regarding the current proposal:

1. **An incomplete corridor.** One which does not extend from the Santa Monica Mountains on the east, over the I-405 and Sepulveda Blvd, to the Santa Monica Mountains on the west.
 - A. Ending the corridor at a signal at Sepulveda Blvd [Skirball Center] will funnel wildlife, entering or exiting the corridor, onto Sepulveda Blvd.
 - B. The existing proposal for walls along the hillsides on the west, with narrow slits for wildlife to access the hillside are not an acceptable solution. A panicked animal is less likely to find the narrow passageway and could very easily dart back

-1-

SF-1

Please see response to comment SMMC-1 through SMMC-3 regarding the proposed wildlife crossing. Caltrans is also coordinating with the National Park Service to monitor wildlife in the area prior to construction, during construction and after construction to further develop existing data.

SF-2

The Skirball Center Dr. overcrossing will include a shared path for pedestrians and wildlife on the south side of the bridge which will be separated from traffic with a 3-foot high concrete barrier.

SF-3

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.

SF-4

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

Please also see response to comment CNPS-1 regarding the plant species that will be selected for the project.

SF-5

Caltrans will continue to coordinate with LADOT, Santa Monica Mountains Conservancy, California Native Plant Society and the Sierra Club in order to provide adequate mitigation for wildlife.

into traffic.

2. An extremely potential safety issue for both humans and animals.

A. When animals come in contact with vehicles, the animal usually loses.

B. There is a great possibility of injury or death to humans, trying to avoid an animal. Human instinct is to either swerve to miss an animal or object, or jam on the brakes. Either action, could easily cause accidents with other vehicles, and could cause a car to roll. Joy riding teens are at the greatest risk.

C. Damage to vehicles that hit large animals is very costly. A friend of mine recently paid \$3,000 to repair the front end of her car when she hit and killed a deer in Calabasas.

3. Mixed use wildlife and human corridor adjacent to traffic lanes.

A. I am very much opposed to a mixed use corridor for both wildlife and humans.

1. Wildlife needs a sense of security, which cannot be obtained with shared use of the corridor. They are less frightened and less likely to panic if human contact, noise and confusion of traffic is less visible. [Think of a horse with blinders, and why they wear them.]

2. There is no way to predict what will happen if, or when, an animal and a human come in contact with each other on this corridor, yet there is no place for either to escape from each other.

B. The outer fence of the bridge are designed for a height of 5 ft, and the inner fence, between the wildlife corridor and traffic lanes is only 3 ft in height. These heights are not only not acceptable, they are extremely dangerous. Nearly every wild animal who will use this corridor, can easily step over, or climb over, a 3 ft fence, when in a calm state. A frightened or panicky animal can easily go over a 5 ft fence. This not only creates a potential for extreme danger of a fleeing animal to be involved with vehicles on the bridge, but there is the potential for a frightened animal to go over the outer fence and fall to the freeway below, putting humans at great risk.

C. The corridor should be a separate path for wildlife only.

I know that both Caltrans and LADOT are well aware that the I-405 widening project in the Sepulveda Pass will not solve the traffic problem issue. It has been explained that the purpose is to improve the flow of traffic. If this was the intent of the project on the I-405 north bound at the Ventura Blvd off ramp and the connector ramps to the north and south bound U.S. 101, it failed miserably. As many as four lanes of traffic back up due to drivers hopping lanes, trying to get ahead of traffic to access those three exits. [I live east of the I-405, and used to take the U.S. 101 south and exit at Woodman. For years, now, I have been forced to exit the I-405 at Burbank Blvd, because of the extreme traffic tie-up and the danger of cars jumping from lane to lane.]

Although it is Caltrans' hope that more vehicles will use the I-405 than Sepulveda Blvd, LADOT

obviously expects increased traffic use on Sepulveda Blvd.

1. I understand LADOT will be restriping the boulevard for reverse lane use during peak traffic periods.
2. LADOT has stated that they are willing to put up warning signs for animal crossings, but as all levels of governmental agencies know, people do not pay attention to signs. It matters not if it is a park, a highway/road.

Although most animals move late at night or in the early morning hours, I have seen mule deer foraging in the early morning commute hours, and, particularly, in the late afternoon and early evening commute hours.

One evening about ten years ago, while northbound on the I-405 in the Sepulveda Pass, around 6:30 pm, I counted 32 deer foraging. Nearly all were on the west side of the freeway. [Note: Over the years, I have learned various locations where to look for deer, while sitting in traffic that is stopped or barely moving. I would tell my grandchildren when and where to start looking, and they would usually see at least one deer]

Now, as the canyons have been graded and filled in due to development, landfill, and the Getty, my sightings of deer are very rare. This concerns me a great deal. Is the deer population in decline? If so, why? Roadkill, loss of habitat, predators, disease?

I am also aware of the jurisdiction situation between Caltrans and LADOT. In addition, I also understand that LADOT has a problem in regards to a bridge over a designated "scenic" highway. However, I cannot believe that this is an issue that cannot be resolved in the safest manner possible, and to everyone's satisfaction.

The issue is money!!! However, this issue cannot be approached until there is a ballpark figure for the cost for extending the corridor between each side of the Santa Monicas.

I urge Caltrans to consider the following recommendations:

- I. Reconsider the current wildlife corridor design and draft a new one.
 - A. Build a *separate* and narrower bridge, preferably with a non-paved surface, to be used strictly for wildlife, that would extend from the Santa Monicas on the east to those on the west Santa Monica Mountains. This would greatly reduce the possibility of animals coming in contact with humans and vehicles. A long tunnel is confining and more frightening to an animal, and they will be less likely to use it.
 - B. Construct higher outer fences, preferably a screened or enclosed corridor that can be covered with some sort of vines or plant life, to screen the animals from the noise and traffic, and to prevent humans from creating traffic accidents due to wildlife watching.
 - C. Conduct studies PRIOR to, during, and after construction. These studies should include:


SF-1

- 1.) The wildlife species, and size of animals predicted to use the corridor,
 - 2.) Migration patterns
 - D. Gather local roadkill statistics.
2. Build walking path for humans on same bridge as traffic, with higher fencing or divider between the path and the vehicle lanes.
3. Determine an approximate or ballpark figure for the cost of a separate bridge extending across the I-405 and Sepulveda Bl, and a ballpark figure for extending the existing proposed bridge.
4. Rewrite the existing Draft EIR and make easily available to the public.
- A. Extend the public comment period for one month following the release of a new Draft EIR.
 - B. Include in the new Draft EIR a plant pallet considered for use in the Sepulveda Pass. This pallet should contain native species, native to this region, with no exotics or non-native species.
5. Diligently continue to work with LADOT to resolve the jurisdiction and "scenic" highway issues.
6. Continue working with local environmental groups [Sierra Club, California Native Plant Society], the Santa Monica Conservancy or other environmentally concerned organizations.

} SF-1
}
} SF-2
} SF-3
}
} SF-4
}
} SF-5

Thank you for your time, and I look forward to working with you in the future.

Sincerely,



Sharon Ford
13028 Aetna St
Valley Glen, CA 91401-3203
818-780-5816 (Home)
818-257-0187 (Cell)
denleeford@worldnet.att.net

+*

DOUGLAS FAILING — *rk* 8/6/07

I protest, very strongly, the proposed
CALTRANS (FULL ADVISED) PROJECT ON 405
between Montana + Settin

Aside from the terrible mess on
Sepulveda do you have any idea of the problems
that will be caused if the MONTANA AVE
OFF RAMP IS CLOSED. The 80's + 100's
of UCLA (NOW EXITING ON MONTANA) will
be forced to exit into TEMPE — what a
mess that will cause

Please try to stop the entire road
project!!

Mark Felt
USE MONEY TO PAVE OUR TERRIBLE SITUATION

Mr. Van B. Foster
206 Bronwood Ave.
Los Angeles, CA 90042-3104

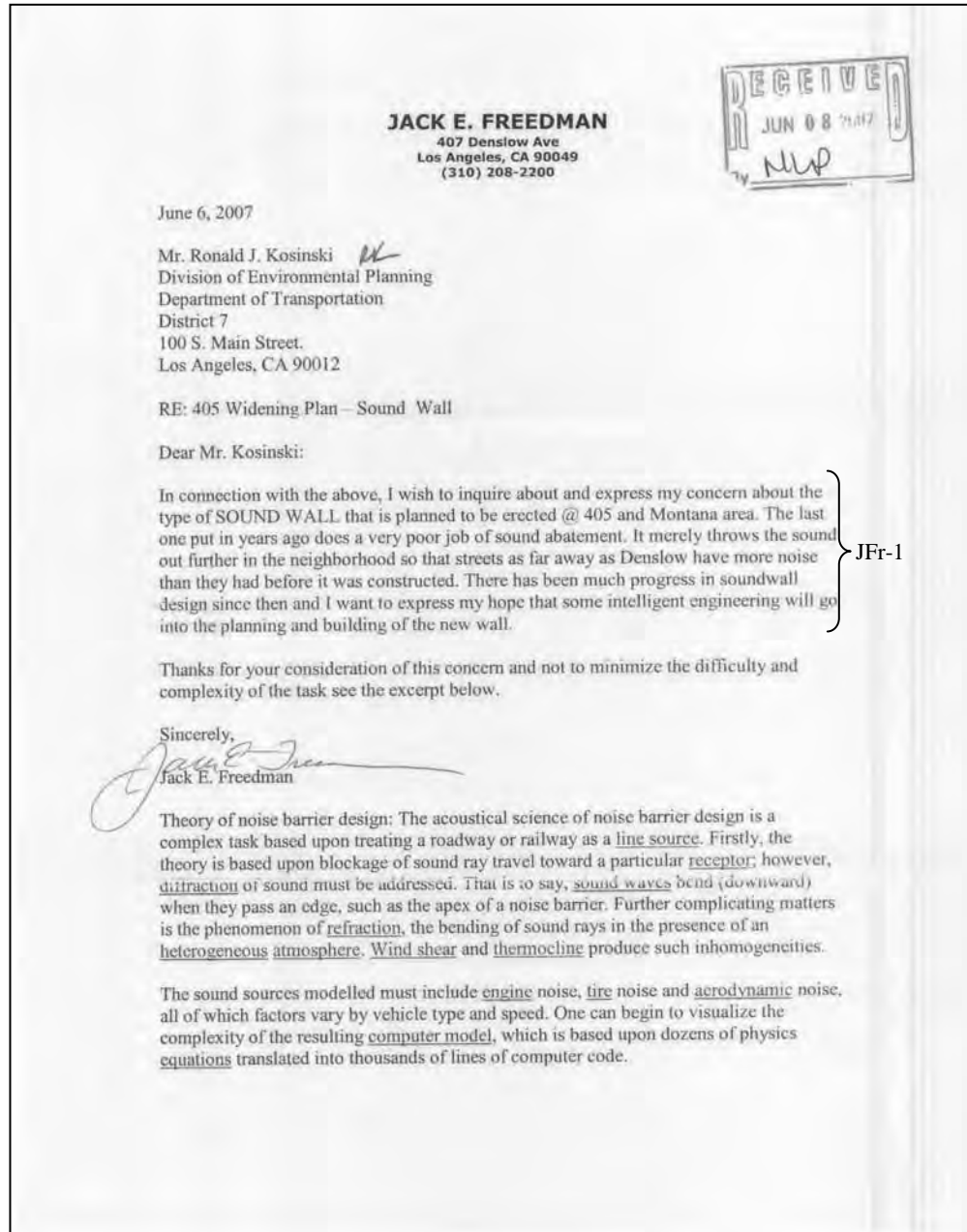
RECEIVED
AUG 08 2007
By *NUP*

VF-1

VF-1

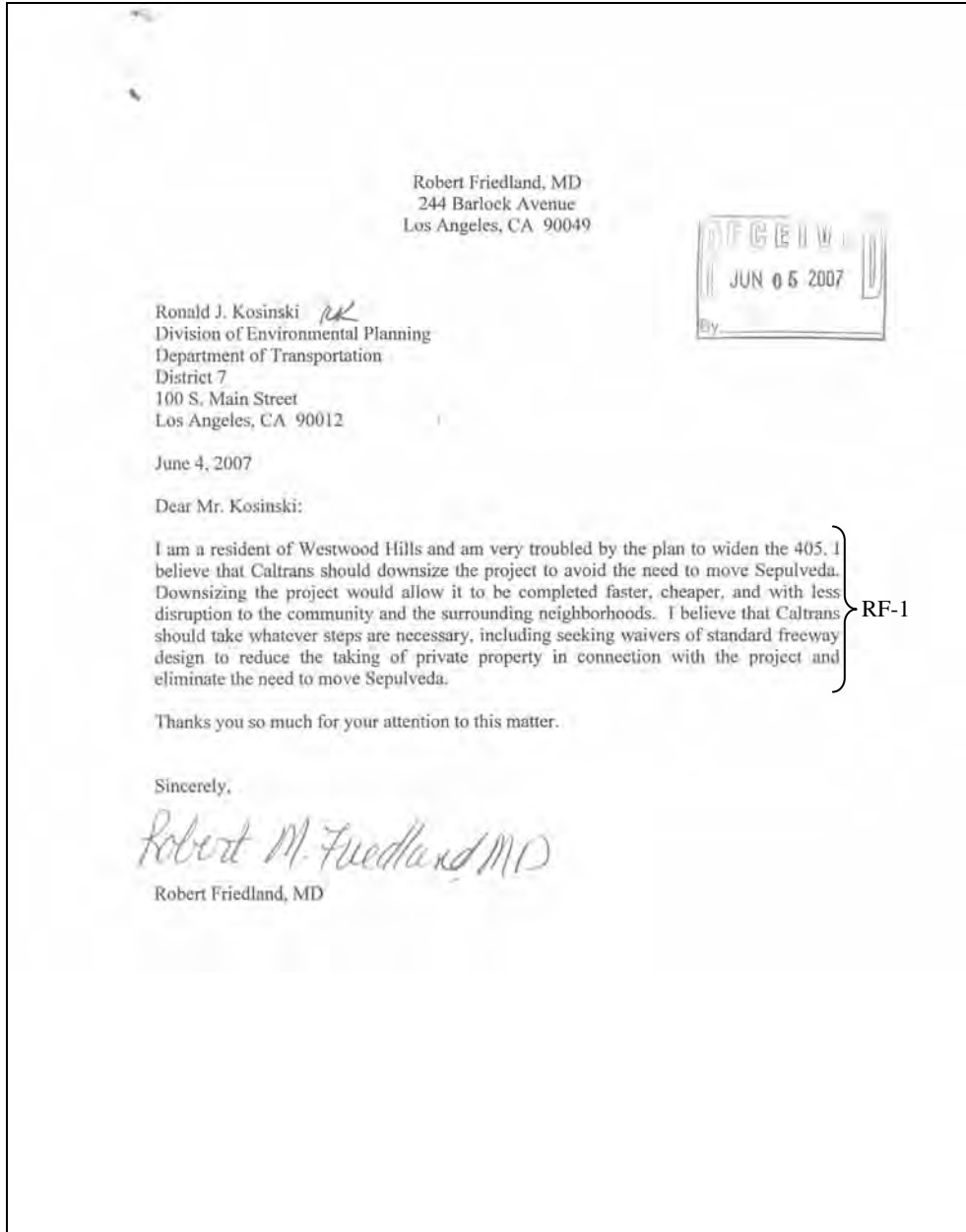
Please see response to comment LADOT-1 regarding closure of the northbound I-405 Montana off-ramp.

Please also see response to AG-7 regarding the evidence supporting the benefits of the project.



JFr-1

A Traffic Noise Study Report was prepared for the project and sensitive receptors were identified in the DEIR/EIS in Section 3.14. Please see response to comment HE-7 regarding the final determination of soundwall locations.



RF-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

September 24, 2007

Chuck & Sarah Gardner
11362 Burnham St.
Los Angeles, CA 90049

RECEIVED

SEP 24 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski:

We have lived in Brentwood Glen for the past 17 years. We have always loved the unique character of the Glen. It is a true neighborhood where we know each other and care about each other, a rare and special thing in the vast anonymous metropolis of Los Angeles.

We are both absolutely opposed to Alternative 3 of the 405 expansion proposal, both as originally proposed and the modified version that was presented in the latest DEIR. The implementation of any version of Alternative 3 will result in irreparable harm to our unique neighborhood. The taking of homes and the destruction of our neighborhood church will have a significant negative impact on the entire neighborhood.

Additionally, if Alternative 3 were implemented there will be an enormous increase in the noise and toxic emissions in our neighborhood community. During construction there will be no sound wall to buffer us from the effects of the freeway. Living here would be virtually unbearable and the impact on our health, and even more importantly, the health of our children, would be very detrimental. The removal of the large mature trees along Church Lane south of Montana would be a terrible loss. They are not only beautiful, they create a tremendous barrier to the sound and pollution of the freeway. There is nothing you could replant that would come close to replacing them and from the appearance of the proposals there is no plan to even attempt to replace them.

CSG-1

CSG-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

We realize there is a serious problem with congestion of the 405 Freeway. We are in favor of adding the 405 HOV lane to the northbound side as proposed in Alternative 2. That makes sense and does not carry with it the huge adverse impacts of Alternative 3. The latest DEIR doesn't demonstrate in any concrete way that widening the southbound lanes of the 405 or adding an additional mixed use lane that ends at Waterford will do anything to reduce congestion or increase safety on the southbound 405 through west Los Angeles. Weighing the devastation of Brentwood Glen against the uncertain and confusing goals proposed in Alternative 3 we strongly believe that Alternative 2 is the only plan worth considering.

CSG-1

Sincerely yours,



Chuck and Sarah Gardner

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

September 13, 2007

Dear Mr. Kosinski,

This letter is to convey my strong objections to Caltrans' 405 project alternatives 3 and 3 modified. I have lived in my home in Brentwood Glen for over 20 years. I have served on the board of the Brentwood Glen Association and the Brentwood Community Council and believe in strong neighborhoods. I feel that raising the dwellings for nearly 100 family units in Brentwood Glen as well as our local church would be a devastating blow to our cohesive neighborhood.

I have attended each of your public hearings and testified at the first one. I have yet to see any data which indicates that adding a mixed use lane as proposed gives the public any more than an extremely negligible respite from traffic congestion at an enormous cost of hundreds of millions of dollars, which was a message delivered quite effectively and consistently at the public hearing by a number of our elected officials. As a taxpayer, I find such a proposal unconscionable. By adding a lane which ends at Waterford, you merely move a bottleneck somewhat further south along the freeway until drivers in that lane are forced to merge into the adjacent lane.

The church on Church Lane is our neighborhood meeting place for association meetings and a host of other community activities. Our community has no other option for community events and activities other except our local church. It is also a place at which many of us choose to worship. It serves both Jewish and Lutheran denominations. The loss of that church, which is the heart and soul of our neighborhood, would be incalculable.

Were the sound wall along Church Lane to move west, in addition to the noise and pollution during construction, the sound wall you are proposing as its replacement would not provide anywhere near the buffer we currently enjoy with the mature trees. At my corner of Church Lane and Berwick, the trees are three times the height of the current sound barrier and contiguous, providing an ample and solid blanket for sound mitigation. Your proposal provides no room for any replacement trees. Moreover, by narrowing Church Lane and eliminating parking on that street, the vehicles that typically park on Church Lane will of necessity move into the east-west streets, making parking in front of

CG-1

CG-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Caltrans had proposed eliminating the Waterford Street on-ramp in order to reduce freeway congestion and improve the operation of the freeway in this area. The "weaving" bottleneck caused by vehicles entering the freeway from Waterford Street and vehicles exiting the freeway at Wilshire Boulevard was a major source of freeway congestion in this area and was detrimental to the operation of I-405.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as Preferred.

our homes even more of a problem. Just this morning I had to find the owner of a car that was blocking my driveway before I could leave for work.

Not being an engineer, I found the DEIR very difficult to understand. A prime example is the rationale, which escapes me, for the closure of the south bound on-ramp to the 405 located just south of Sunset at Church Lane. With the closure of the 405 southbound on ramp at Waterford some years ago, my two options are now Wilshire and Sunset, both of which have increased my daily commute by 10 minutes. That notwithstanding, you are now proposing closing the Sunset on ramp that many of us use and onto which we can make a right turn on a red light. Now we will have to wait for a green light to cross Sunset Blvd. Moreover, the already congested eastbound traffic on Sunset desiring to enter the southbound 405 freeway will have to make a left from Sunset rather than the easy right turn they now make, which should even more dramatically back up the already congealed east-bound Sunset traffic.

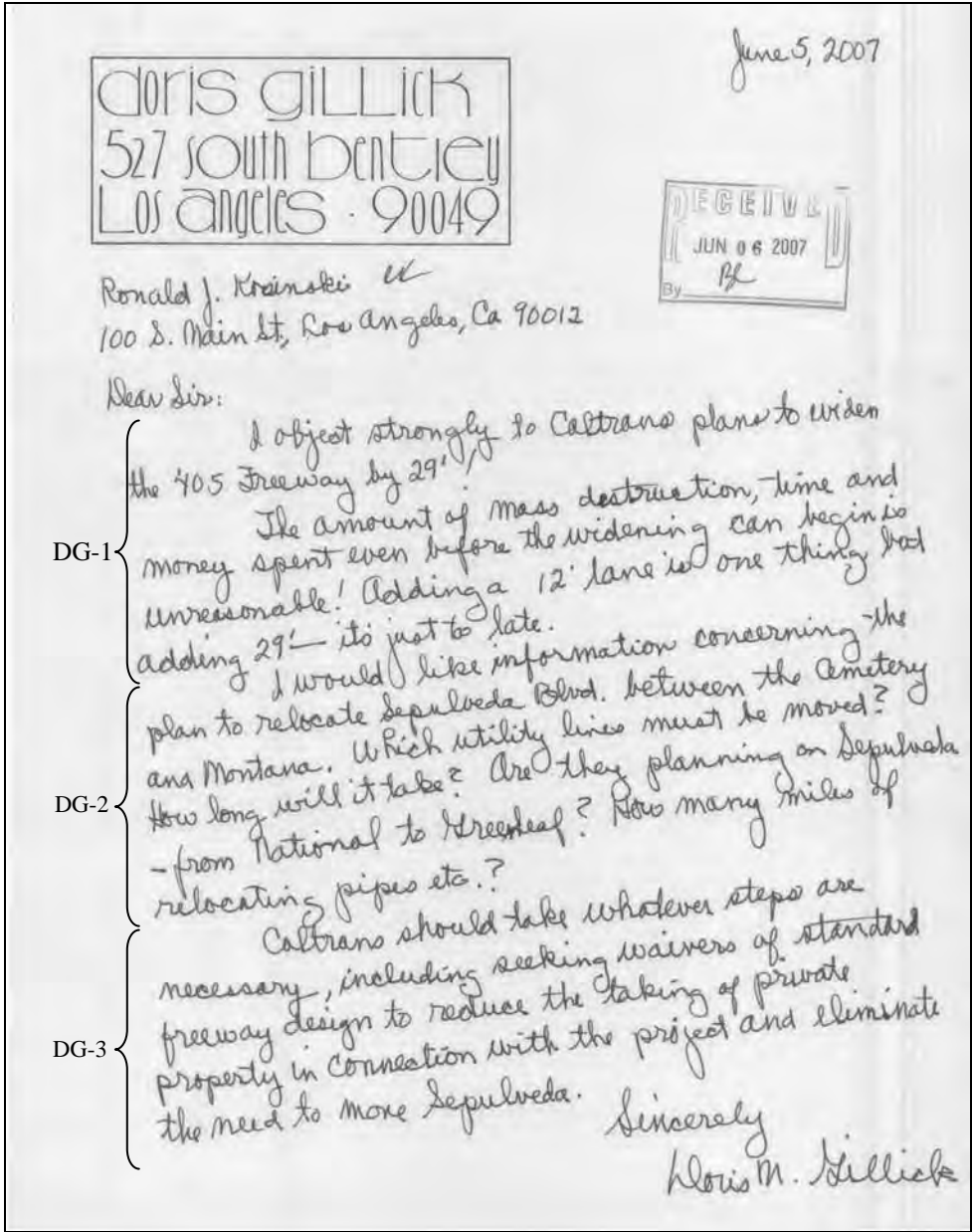
CG-1

I have lived in the Los Angeles area my entire life. I completely understand the necessity for traffic mitigation. I also support car pool lanes. So I don't want you to interpret this letter as opposing the HOV lane to the northbound 405. I just oppose doing it in such a way that raises neighborhoods and does not take into account the noise, parking and street traffic problems and leaves behind irreparable problems in its wake.

Sincerely,

Carol J. Gilbert
11338 Berwick Street
Los Angeles, CA 90049

CC: Congressman Henry Waxman
US Senator Barbara Boxer
US Senator Diane Feinstein
California State Senator Sheila Kuehl
California State Assembly Member Karen Bass
California State Assembly Member Mike Feuer
County Supervisor Zev Yaroslavsky
Councilman Bill Rosendahl
Mayor Antonio Villaraigosa



DG-1

Please see response to comment AG-8 and ITTO-1 regarding the benefits of the 12' lane width highway design standard.

DG-2

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Please also see response to comment BAA-9 and MWD-1 regarding utility relocation.

DG-3

Please see response to comment BGA-7 regarding waivers from the Federal Highway Administration.

August 8, 2007

Ron Kosinski *RK*
Deputy Director, Environmental Planning
Department of Transportation

I am writing to you to let you know that I am very much opposed to partial or full acquisition of private property for the Caltrans 405 plan. I demand (not only as a taxpayer and resident of this beautiful neighborhood) that this segment of the 405 project between Montana and The Getty Center be redesigned to eliminate the costly and disruptive relocation of Sepulveda. This project is very important to me because not only will it effect my daily life and health, but also the welfare of ALL the residents in Westwood Hills. The conversion of Sepulveda Blvd into a trench would destroy a gateway to a lovely and historic community. Not only would this be an unnecessary "huge" cost by supersizing the 405 and moving Sepulveda. Caltrans can and should save time and money and certainly community disruption by downsizing to eliminate the need to move Sepulveda. I want Caltrans to build a project that delivers value for the money. This project has a price way too high in terms of time, money, health, safety, and damage to the natural environment. Let me ask you this: "If you lived here, would you want this done to you and your family"?

LG-1

Sincerely,
A concerned resident

Laurie Glick

Laurie Glick



LG-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

Barbara Goldberg
16563 Park Lane Circle
Los Angeles, CA 90049
Ph: (310) 476-7318 Fax: (310) 472-6795
e-mail: researchbg@cs.com

RECEIVED
SEP 11 2007

September 6, 2007

Ron Kosinski, Deputy District Director *RK*
Division of Environmental Planning (405 HOV)
California Dept. of Transportation
100 South Main Street
Los Angeles, CA 90012

Dear Ron,

As a resident of Bel Air Knolls, a community located directly off Mulholland Drive, one mile west of the 405 Freeway, I am in favor of Alternative #1, do nothing, maintaining the current configuration of the existing freeway, ramps, and local intersections within the project limits.

My concerns relate primarily to the safety issues which this project will pose to the many students who attend schools in the Mulholland Corridor as well as residents who travel the area many times a day. With the narrowing of Mulholland Drive to one lane in either direction during construction of the new bridge over the freeway we are concerned about the danger posed in case of emergencies like fire, flooding and earthquake. All of these natural disasters have impacted this area in the past. The potential inability of emergency vehicles to access schools, residents, in case of live-saving issues are a major concern.

BG-1

We know that our lives will be highly inconvenienced by the traffic jams not only along Mulholland but to the freeway access points during rush hour. This is currently a major problem in our area, with major delays occurring daily. The impact of one lane in either direction on the Mulholland bridge and reduced traffic on the Skirball bridge will pose back-ups that will dangerously impact the area.

Most significantly, this huge project will not significantly improve traffic flow through the Sepulveda Corridor—the stated three minute savings hardly compensates for 3-5 years of construction that will pose serious safety issues to students, faculty and residents in the area.

Sincerely,

Barbara Goldberg
Barbara Goldberg

BG-1

Please see response to comment BAKPOA-2, BAKPOA-5 through BAKPOA-7 regarding your concerns for the Bel Air Knolls area.

Please also see response to AG-7 regarding the evidence supporting the benefits of the project.

LINDA S. GOODMAN, PH.D.
10924 WILSHIRE BLVD., SUITE 508
LOS ANGELES, CALIF. 90024
(818) 906-5542

RECEIVED
AUG 27 2007

August 25, 2007

Ron Kosinski *RK*
Deputy District Director
Division of Environmental Planning (405 HOV)
100 South Main Street, MS-16A
Los Angeles, CA 90012

Dear Mr Kosinski,

I attended the August 22nd meeting on the Sepulveda Pass Project, and listened to your presentation as well as others explaining the rationale, current options, and environmental impact in creating an HOV lane on the northbound side of the 405. I would like to register my opposition to all current options, and my enthusiastic endorsement to the request for an improved and more comprehensive DEIR.

The Getty representative made clear some of the ways the current DEIR is seriously deficient. I have now become aware via a copy of a letter to you by my neighbor Steve Rohde (letter enclosed) that plan modifications have not been evaluated as to their environmental impact. And so a full and fair assessment of the proposed project has not yet occurred. I join Mr Rodhe and others who are requesting a new DEIR to correct the omissions and deficiencies of the current draft. And I encourage your department to work with our representatives in developing other options that will aid traffic flow without undermining quality of life in our neighborhood.

} LGo-1

Respectfully,

Linda Goodman
Linda Goodman
11112 Ophir Drive
Los Angeles CA 90024

LGo-1

Please see response to comment BAA-11 regarding the adequacy of the DEIR/EIS.



JG-1

Caltrans is working with LADOT to provide improvements to local streets and intersections. Caltrans will continue to work with our partners at LADOT and Metro to better facilitate pedestrian and bicycle crossings traversing the facility using existing over and underpasses. If bicycle/pedestrian crossings of the ramps at Wilshire Blvd. become an issue with increasing traffic on the freeway, Caltrans will work with LADOT to assess the best strategy to improve access and safety for bicyclists and pedestrians at that time.

The City of Los Angeles is currently preparing a project to add bicycle lanes to Sepulveda Boulevard. Caltrans will work with LADOT to ensure that this project and the I-405 HOV project are compatible.

Coupled with the transit services on Wilshire Boulevard and into Westwood village which provide multi-modal opportunities for cyclists, the Metro bus 761 provides transit service through the Sepulveda Pass utilizing both Sepulveda Boulevard and the I-405. There are bike racks on the buses for multi-modal use and the bus stops at several points through the Sepulveda Pass. Caltrans has been working with our partners at Metro to develop a long-range strategy for improving multi-modal transportation use throughout the corridor. Additionally, the improved bridges at Skirball and Mulholland will enhance the cycling and walking experience in the Sepulveda Pass by providing bikers and pedestrians improved access on the overpasses. The design of the interchanges at Sunset Boulevard and Wilshire Boulevard have taken into account the needs of pedestrians and cyclists and the design team will attempt to improve the crosswalks and lighting for the undercrossings to enhance pedestrian and cyclist safety as part of this project. The interchanges and overpass at Sunset is designed to be wider and include a bike lane to accommodate pedestrian and cyclists. However, the streets and crosswalks on Wilshire Boulevard, under the freeway are under the jurisdiction of LADOT and any proposals will have to be approved by the City. The comments have been forwarded on to LADOT to address. Specific transportation demand management concerns should also be directed to LADOT.

necessitates that alternative modes of transportation be encouraged.

Bicycle riders are particularly disadvantaged by the current need to use a Montana Avenue route to reach Westwood, since it is several miles out of the way from schools and shops, and has a rugged terrain accessible only to a skilled biker. Wilshire Boulevard has direct access to schools and shops and it is a flat terrain. Importantly, it has multi-modal connections with transit.

As a transportation planner at UCLA, I know that the bicycle mode-share from West Los Angeles to the UCLA campus exceeds 4% and the pedestrian mode-share is even higher. But I speak as a Westwood home-owner when I write that if Caltrans provides a safe, convenient alternative for commuters, as they have in Berkeley California, we could increase that mode-share not only for the university, but for all of West Los Angeles. This would help to decrease traffic on the surface streets, improve the neighborhood aesthetic, and provide immense benefits for carpool, bicycle, and pedestrian mode users.

JG-1

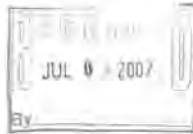
Respectfully,


Jane Gould, PhD

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
Page 1

2750 Motor Avenue
Los Angeles, CA 90064-3413
July 5, 2007

Ronald J. Kosinski, Deputy District Director *RJK*
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012



Re: File: 07-LA-405 28.8/39.0
(I-10 to US-101)
EA 120300

I-405 Sepulveda Pass HOV Widening Project

Dear Sir:

My wife and I, as owners of a home located within the property area that would be affected by the proposed Sepulveda Pass Widening Project, received a copy of the letter dated May 22, 2007, and the enclosed Summary Draft EIR/EIS. I have had access at the public library to the full draft of the EIR. We attended the Public Hearing held on June 11, 2007, at the Skirball Cultural Center.

The Summary Draft EIR/EIS (hereafter EIR) sets forth three alternatives:
EIR S-4.1 Alternative 1: No Build.

EIR S-4.2 Alternative 2: Add a Standard Northbound HOV Lane and Standardize Northbound Mixed-Flow Lanes, Median and Shoulder.

EIR S-4.3 Alternative 3: Add a Standard Northbound HOV Lane and Standardize Northbound and South Bound Lanes, Median and Shoulder.

Our comments with respect to these three alternatives are summarized as follows:

Alternative No. 1: This is the alternative that should be adopted.

Alternative No. 2: This alternative should be rejected. This alternative will, at best, provide temporary and limited relief of traffic congestion at great cost and permanent damage to the persons, properties and environment in the project area. The only thing that can be said in favor of Alternative No. 2 is that it is less draconian in its effect on the persons, properties and environment within the project area than Alternative No. 3.

Alternative No. 3: This alternative should be rejected.

IG-1

IG-1

Your preference for Alternative 1 is noted for the record.

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
Page 2

Comments re Alternative No. 1:

Even if widening I-405 improves traffic flow for a short period through that stretch of the I-405 that would be widened, experience has shown that improvement of traffic flow causes more cars to use the freeway. The increased traffic flow causes even greater congestion when the additional volume of traffic exhausts the increased capacity of the freeway. About two years ago an article in Westways magazine published by the Automobile Club of Southern California had an interview with a long-time resident of Orange County in which he told the writer that the freeway in his area had been widened from two lanes in each direction to three lanes in each direction and then four lanes in each direction – and the freeway remained congested.

IG-2

The EIR acknowledges that the proposed widening of I-405 would, at best, provide only temporary relief because traffic volumes are expected to increase by almost 16% between the years 2005 to 2015 and by more than 46% between the years 2005 to 2031. The increased capacity that would result from widening I-405 will be exhausted by 2015. The reasoning of the EIR to arrive at a predetermined end in favor of widening of I-405 disregards the effect of the increased traffic volume during the next few years. By the time that the widening would be completed, traffic congestion on the widened freeway would be at least as bad as it is today.

Another basic deficiency in the EIR is the failure to address the fact that any improvement of traffic on a widened I-405 will inevitably attract traffic that now finds better traffic conditions on the surface streets. This fact of life is “swept under the rug” by making the unwarranted assumption that improved traffic conditions on I-405 will not increase the number of trips made on the freeway. At page 118: “The freeway provides a route from one location to another, but it does not change the number of daily trips that need to be made from point A to point B. If it is assumed that trips are pulled off of adjacent routes, the analysis would require regional modeling that is beyond the scope of this study. For the purpose of this analysis, it is assumed that the travel demand is independent of the freeway capacity.” Experience has shown that improvement of traffic flow on the freeway increases the number of cars using the freeway.

IG-3

Parenthetical note: The 18-page EIR summary sent to property owners in the project area omits matters of importance that are found in the approximately 300-page EIR. There is no excuse for the failure of the Department of Transportation to provide complete copies of the EIR to all persons who are affected by the proposed widening of I-405. The CD is no substitute for a hard paper copy of the entire EIR. The saving of paper offered as an excuse for the failure to provide a complete paper copy of the EIR to all persons whose lives and property rights will be permanently affected is clearly intended to make it more difficult to learn all of the information in the EIR. I spent several hours at the

IG-4

IG-2

I-405 currently is operating at a deficient level of service for approximately 15 hours per day. There is no doubt that more cars will on the freeways, and if no capacity improvements are made, conditions will continue to deteriorate from planned growth alone. The project is expected to enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion.

IG-3

Traffic studies are based on the available historic data and trends to forecast the traffic density and growth rate. Although we cannot provide an exact number of surface street vehicles impacted by the widening of the freeway in the future, Caltrans has used computer modeling of the historic data to arrive at the traffic growth pattern of the freeway widening into design consideration.

IG-4

Summary material that was prepared was assembled with the intent of accurately reflecting the larger content of the full environmental document. It should also be noted that “flash drive” versions of the full document were made available at the public hearing.

Please also see response to comment BGA-11 regarding construction cost estimates.

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
Page 3

library looking through the complete paper copy of the EIR to locate important provisions and to make penciled notes that would enable me to write this comment letter. There is no shortage of paper. The cost of providing all affected persons with a complete paper copy of the EIR is insignificant when compared to the estimated cost of between \$649 and \$911 million in 2006 dollars to widen I-405. The EIR does not mention the reality that construction costs increase every year and that it is certain that the dollar cost of the project, if built, will exceed these dollar estimates by at least 40% to 50%.

IG-4

Widening I-405 will increase the number of vehicles on the freeway. The EIR estimates that traffic volume will increase by about 16% by 2015 and by about 46% by 2031. There have been press reports of studies showing that persons living in close proximity to freeways have a variety of increased health problems. The EIR, at page 195, admits that it has not made an assessment of the effect that vehicle emissions have on health and concludes with the "sweeping under the rug" statement that "shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project specific health impacts." The EIR concedes the consumption of fossil fuels in this region will increase substantially over the coming years. (p.226) "Energy consumption associated with vehicular movement is almost entirely confined to the consumption of fossil fuel. * * * in the six county SCAG region, an estimated 5.5 billions gallons of gasoline and 530 million gallons of diesel fuel were consumed annually in 1990. By the year 2020, these figures are estimated to grow to 7,7 billion gallons of gasoline and 740 million gallons of diesel fuel per year." Although studies have been made that have found emission pollution in areas adjacent to freeways has an adverse effect on persons living in these areas, the persons who prepared the EIR do not mention these studies that are an important consideration in determining the effect on the environment that would be caused by widening I-405. It is beyond belief to assume that the persons who prepared the EIR did not have knowledge of the existing studies.

IG-5

A very important omission from the EIR is the effect that the anticipated increased traffic flow on I-405 will have on the extremely serious congestion that occurs at the intersection of I-405 and I-10. The increased flow of traffic will aggravate a traffic problem that is already at a critical stage at the point where traffic moves between these two freeways. It does not take the talents of a freeway engineer to know that heavier traffic flow into this intersection will require a major reconfiguration of the interchange at great expense.

IG-6

The off-ramp to Montana Boulevard and Sepulveda Boulevard provides access to the students, faculty, and other personnel at UCLA. Both Alternative 2 and Alternative 3 provide for the closure of the northbound I-405 off-ramp to Montana Blvd./Sepulveda Blvd. to accommodate widening of I-405. The staff at UCLA has expressed concern that closure of the off-ramp will result in diverting traffic from the Montana off-ramp to the already congested Wilshire Boulevard

IG-7

IG-5

Please see response to comments EPA-9 and EPA-10 regarding emissions and health risk assessments.

IG-6

Please see response to comment AG-6 and BCC-4 regarding congestion.

IG-7

Please see response to comment LADOT-1 regarding the closure of the northbound I-405 Montana Ave. off-ramp.

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
Page 4

off-ramp. UCLA has expressed its further concern that closing of the off-ramp will worsen the parking and traffic situation that already exists in the area. The traffic and parking situation in Westwood is very bad, and closure of the Montana off-ramp will aggravate what is already a critical traffic problem.

} IG-7

Continued expansion of freeways is not a permanent solution to the problem of providing necessary and cost-effective transportation. Pouring additional billions of dollars into a system that will provide, at best, limited and temporary easing of traffic congestion is a prime example of recycling into failure. Experience has shown that widening the freeway will not be a permanent solution to the problem of traffic congestion. Widening is a Band-Aid and not a cure.

The funds that are proposed to be spent in widening I-405 will be better spent to build a rail system supplemented by an efficient bus system to take persons to, and from, the rail stations. A rail system will take vehicles off of the roads, will reduce the health hazards caused by vehicle emissions, and will provide better service to the public.

The EIR does not mention the enormous amount of money that is now spent to maintain the existing freeway system in its current mediocre condition and what will be the increased cost in the future to maintain the additional roadway and structures that will be built if I-405 is widened. The enormous amount of money spent to maintain the freeway system should be used to subsidize the fares of persons using a rail system to make the rail system inexpensive to use. It should be noted that recent press reports indicate that some freeways may be converted to toll roads so that persons whose taxes have been spent to build the freeway system will have to bear the additional cost of toll fees to use the roads.

} IG-8

Comments re Alternative No. 2

The comments set out above with respect to Alternative No. 1 are applicable to Alternative No. 2.

Comments re Alternative No. 3

The comments set out above with respect to Alternative No. 1 are also applicable to Alternative No. 3. Additional objections to Alternative No. 3 are hereinafter set forth.

Neither the Summary EIR sent to affected persons nor the full-text EIR has information that would justify the additional cost of Alternative 3 as

} IG-9

IG-8

As is noted in responses to a number of other similar comments, Caltrans is open to the potential for implementing an elevated transit guideway in the median of I-405. Such a facility is not as yet in the regional planning documents and funding has not as yet been identified.

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving transit linkages using the highway system.

IG-9

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
Page 5

compared to Alternative 2. Alternative No.3 will, at best, provide only limited incremental traffic capacity at a tremendous increase in cost over Alternative 2 and would result in virtual destruction of the community of Brentwood Glen. There is no explanation in the EIR that even attempts to justify the approximately 50% increase in the estimated construction cost of Alternative No. 3 as compared to the cost of Alternative No. 2 – estimated \$649 million in 2006 dollars for Alternative No. 2 as compared to estimated \$911 million in 2006 dollars for Alternative No. 3.

IG-9

There is serious community concern with respect to Alternative No. 3 because it will require the condemnation of many homes. The hundreds of persons who filled the auditorium of the Skirball Cultural Center on June 11, 2007, made clear their opposition to Alternative No. 3. The response of the audience to the speakers at the June 11 meeting gave a clear indication that adoption of Alternative No. 3 will result in legal action.

The Summary EIR merely hints at the strong community opposition to Alternative No. 3. Summary EIR, page 6: "Alternative 2 appears to be the Locally Preferred Alternative." The EIR, at page 75, concedes that Alternative No. 3 would have a disastrous effect on the community of Brentwood Glen: "Alternative 3 would disrupt and alter the west side community of Brentwood Glen. This community is a part of Brentwood that is bounded by Sunset Blvd., the I-405 and the Veterans Administration that makes this an isolated area and a close-knit community. There is a justifiable perception in the Brentwood Glen neighborhood that if Alternative 3 were selected, the acquisition of 30 properties, including a church along Church Lane, would have an adverse effect on community cohesion. The potential removal of the Village Church further contributes to the potential impact on this community's character and cohesion."

Conclusion

It is my recollection that I-405, when originally constructed, had three lanes of traffic going in each direction. There are now five lanes of traffic in each direction. The problem of traffic congestion on the freeway has not been solved. Although the EIR acknowledges that the volume of traffic will increase by almost 16% during the period 2005 – 2015 and more than 46% during the period 2005 – 2031, the EIR provides no assurance that the widened freeway will be able to handle even the traffic volume expected within the next eight years. It does not take a transportation engineer to predict that the widened freeway will be incapable of handling the almost 50% increase in traffic volume that will take place within the next twenty-four years. The EIR does not consider alternate solutions to solve the problem of traffic congestion. We know that expansion of the freeways has not solved the problem of traffic congestion. Freeway widening is at best a temporary solution to a permanent problem. It makes sense to try an alternate solution – a system of rail transportation that will transport people

IG-10

IG-10

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
Page 6

efficiently, economically, and reduce air pollution caused by increased use of fossil fuels. Alternative 1 – No Build – will provide available funds that can be productively used to initiate a permanent solution to a permanent problem. } IG-10

Very truly yours,


Irvin Grant

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
August 3, 2007
Page 1 of 3

2750 Motor Avenue
Los Angeles, CA 90064-3413
August 3, 2007

Ronald J. Kosinski, Deputy District Director *RJK*
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012



Re: File: 07-LA-405 28.8/39.0
(I-10 to US-101)
EA 120300
I-405 Sepulveda Pass HOV Widening Project

Dear Sir:

My wife and I own a home located within the property area that would be affected by the proposed Sepulveda Pass Widening Project. On July 5, 2007, I wrote to you setting forth my comments with respect to the alternatives in the DEIR/EIS. A copy of that letter is enclosed to facilitate reference thereto. I read the advertisement in the Los Angeles Times edition of July 20, 2007, that gave notice of the hearing to be held on August 22, 2007, at Skirball Cultural Center. The notice stated that there had been revisions of the DEIR/EIS dated May 2007. I have reviewed the modifications to the DEIR/EIS dated July 20, 2007, and I have reviewed, once again, the DEIR/EIS dated May 2007. The comments in this letter supplement the comments in my letter of July 5, 2007.

DEIR/EIS dated May 2007 sets forth three alternatives to the proposed widening of I-405:
DEIR S-4.1 Alternative 1: No Build.

DEIR S-4.2 Alternative 2: Add a Standard Northbound HOV Lane and Standardize Northbound Mixed-Flow Lanes, Median and Shoulder.

DEIR S-4.3 Alternative 3: Add a Standard Northbound HOV Lane and Standardize Northbound and South Bound Lanes, Median and Shoulder.

My comments with respect to the three alternatives set forth in my letter of July 5, 2007, have not changed after reviewing the revisions of July 20, 2007:

Alternative 1: This is the alternative that should be adopted – no build.

Alternative 2: This alternative should be rejected.

Alternative 3: This alternative should be rejected.

The modification to Alternative 3 set forth at paragraph S-4.4 (page 9), paragraph 2.3.1 (page 30) and other places in the revisions to the DEIR/EIS that would avoid full property acquisitions in the

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
August 3, 2007
Page 2 of 3

community of Brentwood Glen is an important and necessary mitigation measure that would avoid the virtual destruction of that community as is acknowledged in the DEIR/EIS (page 75) and in the revisions thereto. This mitigation measure does not, however, change my opinion that neither Alternative 2 nor Alternative 3 should be adopted and that the funds proposed to be spent to widen I-405 should be spent, instead, for construction of a rail system that will take traffic off of the freeways and improve the environment.

My letter of July 5, 2007, points out (at page 3) that the DEIR/EIS dated May 2007 ignores the serious problem of traffic congestion that now exists at the I-405/I-10 interchange. The DEIR/EIS study of traffic congestion at the northbound lanes (page 97) and the southbound lanes (page 102), acknowledges the serious traffic congestion at this intersection. Page 97: "The bottleneck at this segment creates a substantial restriction in flow, but the columns that support the I-10 structure limit the space that is available in this area." Page 102: Congestion at the interchange is particularly heavy in the afternoon, with average speeds on the I-405 mainline dropping below 35 miles per hour from 2:00 PM to 8:00 PM." The width of the freeway at the I-405/I-10 interchange cannot be expanded beyond three lanes. (DEIR/EIS, pages 97, 102) The congestion is caused by funneling five lanes of freeway traffic into three lanes of traffic at the interchange. Widening the freeway to six lanes would funnel six lanes of traffic on the freeway into three lanes of traffic at the interchange. The increased congestion at the interchange that would result from widening the freeway will seriously exacerbate the back up of traffic that already exists at this point. Any improvement of travel time that might result by widening I-405 will be lost when traffic reaches the I-405/I-10 interchange. Neither the May 2007 DEIR/EIS nor the July 20, 2007, revisions thereto address this serious traffic problem. Because reconstruction of the I-405/I-10 interchange to eliminate the serious bottleneck at this point would be prohibitively expensive, the DEIR/EIS "sweeps this problem under the rug."

IG-11

Also "swept under the rug" by the DEIR/EIS is its failure (refusal) to address the fact that if there is an improvement in traffic conditions (albeit temporary) by widening I-405, the improvement will inevitably siphon traffic from the surface streets onto the freeway. This problem is sidestepped by the persons who prepared the DEIR/EIS. (Page 118) "For this analysis, it is **assumed** [emphasis added] that the addition of the northbound HOV lane would not affect forecast mainline volumes, and the volumes shown in Figures 3.5- and 3.5-4 apply for all of the building alternatives. * * * If it is assumed that trips are pulled off of adjacent routes, the analysis would require regional modeling that is beyond the scope of this study. For the purpose of this analysis, it is **assumed** [emphasis added] that the travel demand is independent of the freeway capacity." The American Heritage Dictionary, 3rd edition, page 1435, defines the word "assume" as a synonym of "presume" as follows: "To assume is to accept something as existing or being true without proof or on inconclusive grounds."

IG-12

It is incredible that the DEIR/EIS recommends widening of I-405 at a cost that will certainly exceed one billion dollars by the time construction would be completed by assuming that improved traffic conditions on I-405 will not pull traffic off of the seriously congested adjoining streets. The DEIR/EIS acknowledges that the surface streets in the area of the proposed freeway widening are severely congested. (Page 63) "The I-405 freeway, parallel arterial highways, especially Sepulveda Blvd., as well as arterial east-west streets, all experience severe daily congestion." If widening I-405 improves travel times as compared to travel on the surface streets, the freeway will become the route that will be used. Traffic volumes are increasing on a continuing basis. DEIR/EIS (page 111):

IG-11

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

IG-12

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Please see response to comment LADOT-1 regarding impacts to the City's arterial street system.

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
August 3, 2007
Page 3 of 3

“Traffic volumes are forecast to increase by 1.47% per year, or 15.7% from the base year of 2005 to year 2015, and 46.1% from 2005 to year 2031. * * * Without measures to increase freeway capacity or **reduce vehicle trips** [emphasis added], conditions throughout the corridor would continue to deteriorate in the future.” Although the DEIR/EIS acknowledges that reduction of vehicle trips is the alternative to widening the freeway, there is nothing in the DEIR/EIS that is directed to alternatives that would reduce traffic trips.

The movement of traffic from surface streets onto the freeway, augmented by the predicted increase in traffic, will cancel any temporary improvement of traffic conditions that might result from widening I-405. Widening the freeway will increase, not reduce, vehicle trips on the freeway. The only way to take traffic off of the freeway and the adjacent congested surface streets is to provide an alternative means of transportation that does not use the freeway. A system of rail transportation will reduce vehicle trips on the freeway and relieve congestion on the freeway without widening the freeway.

Conclusion:

The design modification to Alternative 3 that will avoid full property acquisitions in the community of Brentwood Glen should be retained in the event Alternate 3 is adopted.

The DEIR/EIS ignores the exacerbation of the traffic problems at the I-405/I-10 interchange that would result by funneling six lanes of traffic into an interchange that can accommodate only three lanes of traffic. The interchange cannot accommodate the five lanes of traffic that now funnel into the three lane interchange. The DEIR/EIS is fatally deficient by its failure to address this serious problem.

The predicted increase in traffic ignores the reality that any improvement in traffic conditions that would result from widening I-405 will transfer traffic from the adjacent congested surface streets onto I-405. The assumption that this will not occur has no factual basis. It is common knowledge that this will occur. The DEIR/EIS is fatally deficient by the failure to undertake the necessary research to establish a factual basis for the assumption that widening I-405 will not take traffic from the congested adjacent surface streets onto the freeway.

Although the DEIR/EIS states that traffic congestion on I-405 can be addressed by either increasing freeway capacity or reducing vehicle trips, the DEIR/EIS does not discuss, much less investigate, any alternatives that would reduce vehicle trips. This is another fatal deficiency of the DEIR/EIS.

Alternative 1, “No Build,” is the only alternative that can, and should be adopted by the Department of Transportation. The funds proposed to be allocated to widening I-405 should be used to develop a rail system that will reduce traffic congestion on a permanent basis.

Very truly yours,


Irvin Grant

IG-12

IG-13

IG-14

IG-13

Please see response to comment IG-11 above.

IG-14

Please see response to comment IG-12 above.

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
File 07-LA-405 28.8/39.0
September 21, 2007
Page 1 of 2

2750 Motor Avenue
Los Angeles, CA 90064-3413
September 21, 2007

RECEIVED
SEP 21 2007

Ronald J. Kosinski, Deputy District Director *MK*
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

Re: File: 07-LA-405 28.8/39.0
(I-10 to US-101)
EA 120300
I-405 Sepulveda Pass HOV Widening Project

Dear Sir:

This letter supplements my letters of July 5, 2007, and August 3, 2007, with respect to the above project. This supplemental letter is written to address certain matters that were brought up at the meeting held at Skirball Cultural Center on August 22, 2007, and the document described as Major Questions and General Answers that was given to persons who attended that meeting. This letter is written, as were my previous letters, as an owner since September 2000 of a home that abuts Church Lane and is now occupied by my son.

The slides of the as-built condition of Church Lane under modified Alternative 3 shown at the August 22 meeting indicate that construction of an extremely high retaining/sound wall along the west side of I-405 would have a severe adverse impact on homes in the Brentwood Glen area. The wall will create a ghetto-like atmosphere that cuts off Brentwood Glen from the neighboring communities. Modified Alternative 3 will eliminate parking on Church Lane. Many of the apartment dwellers on Church Lane now park their cars on Church Lane. The numerous cars that now park on Church Lane will be forced onto the adjoining east-west streets. There are already a substantial number of cars parked on the east-west streets that intersect Church Lane. If the cars that are now parked on Church Lane move onto the east-west streets there will be severe parking problems on the east-west streets. The DEIR/EIS does not address either the impact of the high wall or the parking problem that will be created when the cars that now park on Church Lane are forced onto the east-west streets.

IG-15

The third item on the Major Questions and General Answers (hereafter MQGA) relates to the severe congestion that now exists at the I-10/I-405 interchange. The congestion will be made much worse if a south bound lane is added to I-405 as proposed by Alternative 3 and by modified Alternative 3. The stated purpose of Alternative 3 and its modification is to increase the volume of traffic going south on I-405. The increased volume of traffic will necessarily increase the number of cars that will use the I-10/I-405 interchange. The statement in MQGA that "[t]he interchange will become less congested for southbound 405 traffic" has no rational basis. The increased number of cars going south on I-405 will necessarily include a certain percentage of cars that will go east onto I-10 through the interchange. The DEIR/EIS does not have any information as to the proportion of southbound traffic that goes east onto I-10 through the interchange. Personal observation of traffic at the interchange

IG-16

IG-15

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

IG-16

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Ronald J. Kosinski, Deputy District Director
Widening of I-405 through Sepulveda Pass
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September 21, 2007
Page 2 of 2

leads me to believe that about 20% to 25% of the southbound traffic goes through the interchange onto eastbound I-10. The interchange cannot handle the present volume of cars going from southbound I-405 onto eastbound I-10. DEIR/EIS p. 102: "Congestion at the interchange is particularly heavy in the afternoon, with average speeds on the I-405 mainline dropping below 35 miles per hour from 2:00 PM to 8:00 PM." The backup of traffic passing from southbound I-405 onto eastbound I-10 causes lengthy delays for cars that go through the interchange. Any increase in the number of cars that transfer from southbound I-405 onto eastbound I-10 through the interchange will make a very serious problem much worse.

IG-16

The fifth item in MQGA contends that 12 foot lanes and 11 foot medians are necessary without any factual basis to support this contention. Statements such as "belief that standard designs for drivers nationwide to be familiar with the roadway they using [sic]" and "[d]river comfort levels are viewed as highest when there are standard roadway widths" are opinions rather than facts. Important decisions affecting the public and property owners should be based on verifiable facts and not on anonymous opinions. I have traveled the southbound lanes of I-405 many times; I have traveled the interstate freeway system throughout this area and many other parts of the country; there is no discernible difference in driving conditions on I-405 with 11 foot lanes and driving conditions on freeways that have the 12 foot lanes. Widening the lanes to 12 feet will require substantial taking of private property without commensurate benefit to the driving public.

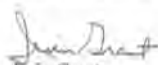
IG-17

The concluding statement in the answer to the fifth item in MQGA states: "The medians on I-405 are also designed to accommodate future transit development." There is nothing in either MQGA or in the DEIR/EIS that provides information on what is meant by "future transit development." Widening I-405 at a cost of at least one billion dollars should not be considered if future transit development will require a different mode of transportation that will utilize the existing freeway system. None of the proposed "build" alternatives should be considered until the public is provided with information on proposed future transit development and how such future development would have an impact of the freeway system.

IG-18

At the August 22 meeting it was stated that if the "build" alternatives are adopted, the work is scheduled for completion in 2013. It is a matter of common knowledge, if not an axiom, that public works construction projects will take longer and cost more. It is more likely that the work will take at least two or three years longer to complete. The anticipated increase in traffic on I-405 from the base year 2005 to year 2015 is 15.7%. The increase in traffic between 2005 and a reasonably expected date for completion of the work will exhaust any improvement in traffic conditions that may result from widening I-405. The DEIR/EIS states that anticipated growth of traffic between 2005 and 2031 will be 46.1%. Any increase in capacity that may result from any of the "build" alternatives will be exhausted well before 2031. There can be no justification to spend what will be more than one billion dollars for a roadway that will be inadequate within the next 15 to 20 years.

IG-19

Very truly yours,

Irvin Grant

IG-17
Please see response to comment ITTO-1 and AG-8 regarding benefits of the 12' lane width highway design standard.

IG-18
Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

IG-19
Caltrans is committed to expediting the completion of this project; thus a "design-build" process has been chosen to fast track the progress of the project. If no actions are taken now, the level of service on I-405 will deteriorate rapidly from project traffic growth alone.

State of Calif., Dept. of Transportation July 17, 2007
Caltrans District 7
Division of Environmental Planning
100 Main St., MS-16A
Los Angeles, CA 90012
RE: I-405 Sepulveda Pass Project

Dear Sirs:

Including two wildlife passageways, or corridors, in the I-405 Sepulveda Pass Widening Project is a good step toward protecting urban wildlife whose habitat has been encroached upon by human activities and urban development. These corridors provide a means for ranging animals to safely move between natural landscapes that can sustain them on either side of the highways or freeways. This is important not only for finding food and shelter, but to maintain genetic diversity by allowing individuals to find mates on either side of the roads. That genetic diversity will become increasingly crucial as species make the adaptations necessary to cope with environmental changes - air quality, global warming, and exposure to various biological, chemical threats, etc.

Unfortunately the current plan stops short at Sepulveda Blvd, funneling wildlife onto that thoroughfare. This will cause dangers for both humans and wildlife by bringing the animals in contact with vehicles.

It is important all government agencies involved work together for a solution to extend the wildlife

KG-1

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.

corridor, or passageway, between the Santa Monica Mountains over or under the I-405 and Sepulveda Blvd., funneling wildlife away from roadways.

I encourage Caltrans, Los Angeles Department of Transportation and city Councilmember Jack Weiss to work together to solve this dilemma. You'd be wise to include or solicit representation from local environmental organizations. Thank you.

KG-1

Sincerely,

Kathleen Blair Grantham
11209 Dempsey Avenue
Granada Hills, CA 91344

August 23, 2007

Ron Kosinski *RK*
 Deputy District Director
 Caltrans District 7, Division of Environmental Planning
 100 S. Main Street
 Los Angeles, CA 90012-3606

RECEIVED
 SEP 12 2007

Dear Mr. Kosinski:

I would like to let you know my position regarding the Caltrans EIR/EIS proposals. I am a resident of Encino in the Royal Oaks neighborhood. Although I believe increased capacity and safety for the 405 is essential I have many concerns regarding this proposed project. My greatest concern regards the actual document. I believe that the EIR/EIS report to be inconclusive. It does not address environmental issues, safety issues, traffic concerns within all the neighborhoods up and down the Sepulveda Pass, and the impact 3-5 years of construction will have on our neighborhoods. I believe this document was written with the total disregard of the taxpaying residents all of whom will suffer during the lengthy construction and result of this flawed proposal. Obviously I am not an expert in these matters, merely a taxpayer; however here are some of my concerns:

I object to the taking of any homes in the Sherman Oaks area or anywhere else. Caltrans has revised its plan for Brentwood Glen in order to prevent the taking of any homes and feel the same concern and sensitivity should be afforded the residents of Sherman Oaks and elsewhere. Although Assemblymember Mike Feuer in a letter to Doug Failing on March 6, 2007 urged Caltrans to take every possible step to avoid taking homes, his request was obviously not taken into consideration.

BG-1

I object to the moving of sound walls closer to the residential community in Sherman Oaks. This neighborhood and the ones adjacent have had to put up with endless construction of the 405/101 interchange as well as freeway noise and pollution for way too long.

BG-2

I am concerned about the proposed hook ramp at Sepulveda and Sherman Oaks Avenue for several reasons. I am firstly not sure of why this change is needed. I am also very concerned about Sherman Oaks Avenue which at the end closest to Sepulveda is only two lanes and will be used as a cut through to get to this new on/off ramp and create tremendous traffic on this street and the adjacent (my street included) streets. There are several young families with children on Sherman Oaks Avenue and the adjacent streets and I fear for the safety of these children with this new added traffic. Again I believe this proposal failed to consider the safety and quality of life of its taxpaying residents.

BG-3

I am concerned about what impact this construction will have on traffic up and down Sepulveda Blvd especially at the Skirball overpass and Mulholland Bridge which I understand have been proposed to be redone as well. There are thousands of children that

BG-4

BG-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

BG-2

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

BG-3

The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

BG-4

Please see response to CHA-2 regarding traffic management to reduce impacts caused by the reconstruction of the Mulholland Dr. and Skirball Center Dr. bridges.

BG-5

Please see response to comments BG-1 through BG-4 above.

attend school on Mulholland. My concern is that traffic will become an even bigger nightmare than it already is. } BG-4

I support the addition of a northbound HOV lane

I support the improvements for safety

I support the long promised sound wall for the Royal Woods community

I support the preservation of the quality of life of our neighborhoods

} BG-5

I believe it is Caltrans responsibility to the taxpayers to write a proposal that will address all the above mentioned concerns. I also believe that it is Caltrans responsibility to its taxpayers to design modifications that will achieve their objectives with the understanding that no homes will be taken and the quality of life these communities enjoy will not be compromised.

I believe the residents deserve nothing less.

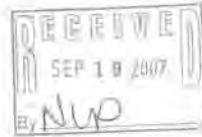
Sincerely:



Beth Green

August 23, 2007

Ron Kosinski *RK*
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606



Dear Mr. Kosinski:

I would like to let you know my position regarding the Caltrans EIR/EIS proposals for the expansion of the 405 freeway in Los Angeles. I am a resident of Encino in the Royal Oaks neighborhood. Although I believe increased capacity and safety for the 405 is essential I have many concerns regarding this proposed project. My greatest concern regards the actual document. I believe the EIR/EIS report to be inconclusive. It also appears to me that this report was written in order to accommodate the allocation of funds by the Federal and State governments. It does not address environmental issues, safety issues, traffic concerns within all the neighborhoods up and down the Sepulveda Pass, and the impact 3-5 years of construction will have on our neighborhoods. I believe this document was written with the total disregard of the taxpaying residents all of whom will suffer during the lengthy construction and result of this flawed proposal. Obviously I am not an expert in these matters, merely a taxpayer; however here are some of my concerns:

I object to the taking of any homes in the Sherman Oaks area or anywhere else. Caltrans has revised its plan for Brentwood Glen in order to prevent the taking of any homes and feel the same concern and sensitivity should be afforded the residents of Sherman Oaks and elsewhere. Although Assemblymember Mike Feuer in a letter to Doug Failing on March 6, 2007 urged Caltrans to take every possible step to avoid taking homes, his request was obviously not taken into consideration.

JG-1

I object to the moving of sound walls closer to the residential community in Sherman Oaks and elsewhere. This neighborhood and the ones adjacent have had to put up with endless construction of the 405/101 interchange as well as freeway noise and pollution for far too long.

JG-2

I am concerned about the proposed hook ramp at Sepulveda and Sherman Oaks Avenue for several reasons. I am firstly not sure of why this change is needed. I am also very concerned about Sherman Oaks Avenue which at the end closest to Sepulveda is only two lanes and will be used as a cut through to get to this new on/off ramp and create tremendous traffic on this street and the adjacent (my street included) streets. There are several young families with children on Sherman Oaks Avenue and the adjacent streets and I fear for the safety of these children with this new added traffic. Again I believe this proposal failed to consider the safety and quality of life of its taxpaying residents.

JG-3

JG-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

JG-2

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

JG-3

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

JG-4

Please see response to CHA-2 regarding traffic management to reduce impacts caused by the reconstruction of the Mulholland Dr. and Skirball Center Dr. bridges.

JG-5

Please see response to comments JG-1 through JG-4 above.

I am concerned about what impact this construction will have on traffic up and down Sepulveda Blvd especially at the Skirball overpass and Mulholland Bridge which I understand have been proposed to be redone as well. There are thousands of children that attend school on Mulholland. My concern is that traffic will become an even bigger nightmare than it already is.

JG-4

I support the addition of a northbound HOV lane

I support the improvements for safety

I support the long promised sound wall for the Royal Woods community

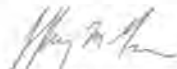
I support the preservation of the quality of life of our neighborhoods

JG-5

I believe it is Caltrans responsibility to the taxpayers to write a proposal that will address all the above mentioned concerns. I also believe that it is Caltrans responsibility to its taxpayers to design modifications that will achieve their objectives with the understanding that no homes will be taken and the quality of life these communities enjoy will not be compromised.

I believe the residents and taxpayers deserve nothing less.

Sincerely,



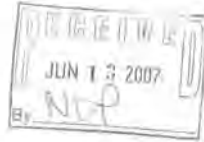
Jeffrey M. Green

Arthur David Greenberg

467 Levinger Avenue • Los Angeles, California 90024-1909
(310) 476-8478 - email: arthur@greenberg.org, FAX (310) 476-6259

June 10, '07

RONALD J. KOSINSKI *AK*
DIV ENVIRONMENTAL PLANNING DIST 7
100 Main St.
LA, CA 90012



Dear Ronald,

Widening the 405 is nuts. Add more roadway anywhere and more cars will come and most with 1 driver in a 3-4 thousand lb. polluting car. For an immediate solution convert one regular lane to HOV and it's done – no construction, no taking property. STOP THE MADNESS OF BUILDING OR EXPANDING MORE ROADS!!! The seas are rising, 45,000 people are killed and 2 million injured every year by cars with drunk and sober drivers. And how about the extra breathing and heart problems caused by tire & tail pipe pollution?

Spend the extra money on promoting mass transit – immediately add express buses.

AG-1

Sincerely,

Arthur David Greenberg – 29-YR WESTWOOD resident

AG-1

It would not be operationally and politically feasible to replace a mixed-flow traffic lane with an HOV lane. The I-405 corridor's future needs require maintaining all proposed mixed-flow lanes. It is critical that median space be set aside now in order to accommodate a future transitway.

Lisa Guerin
335 Beloit Avenue
Los Angeles, California 90049

RECEIVED
SEP 2 1999

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

I have owned my home in Brentwood Glen for more than a decade. I moved here because it is a beautiful and tranquil community. The beauty is not just found in the trees and architecture, but in the people many of whom have lived here for decades.

I am writing to voice my strong opposition to Alternative 3 as proposed and modified. Like virtually all of the residents who live here, I fully understand the need to improve our transportation and reduce gridlock in our city. However, as a taxpayer I cannot find anything presented in the DEIR to substantiate that the proposed widening of the southbound side of the 405 between Mulholland and Waterford will in any way alleviate the current congestion. What it will accomplish is the destruction of homes, the destruction of the character of our community, and the destruction of peoples lives as they know them.

Whether properties are taken or not, Brentwood Glen would be radically damaged should Alternative 3 or 3 modified be approved. Magnificent trees would be lost, noise and air pollution increased, and every person living here affected from how they access the freeway at Sunset to the noise in their daily life, to the lost beauty of the neighborhood.

Alternative 3 would result in the loss of our church that is also serves as a synagogue and facility for community programs. That church already lost property when the freeway was originally built.

I tried to read the DEIR...it's virtually impossible to understand. What I did understand though is that there is no demonstration of what exact benefits will be derived. How much faster will people travel? How much safer will it be? How much shorter will commute times be? How long will the benefit last?

LGU-1

LGU-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

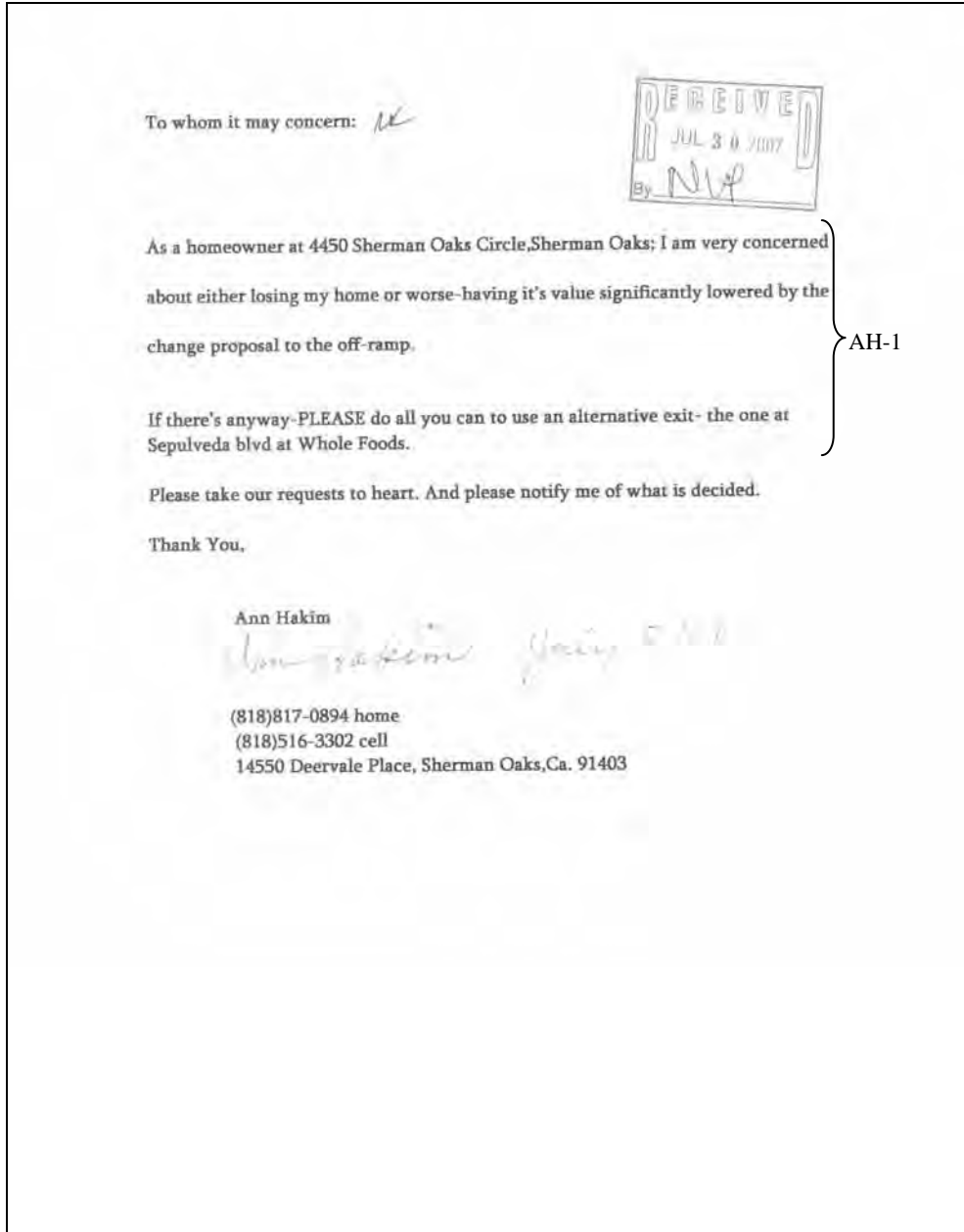
These are very basic questions that should be answered before our } LG-1
government spends \$900 million of our money.

Sincerely,



Lisa Guerin

cc: Governor Arnold Schwarzenegger
U.S. Senator Diane Feinstein
U.S. Senator Barbara Boxer
Congressman Henry Waxman
Assembly Majority Leader Karen Bass
Assemblyman Mike Feuer
State Senator Sheila Kuehl
Los Angeles County Supervisor Zev Yaroslavsky
Los Angeles Mayor Antonio Villaraigosa
Los Angeles City Councilman Bill Rosendahl



AH-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

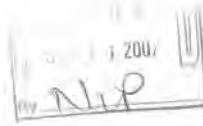
The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

RONALD R. and BRANA M. HALL
11438 Waterford Street
Los Angeles, CA 90049
(310) 472-9656

September 16, 2007

Mr. Ronald J. Kosinski *RK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 So. Main Street, MS-16-A
Los Angeles, CA 90012



RE: Widening the 405 Freeway, Alternative 3/Alternative 3 Modified

Dear Mr. Kosinski:

We have lived in the same home in Brentwood Glen since 1960. WE LOVE BRENTWOOD GLEN AND WE LOVE OUR HOME and we plan to stay in it, hopefully, for the rest of our lives.

We strongly oppose Alternative 3 and the modified version of Alternative 3. Aside from homeowners being displaced and losing their homes, our beautiful neighborhood would be in upheaval for several years because of construction, noise and increased air pollution. Caltrans recently constructed a sound wall at the end of our street and now is in the process of putting in a lovely park-like area next the wall. All of that would be destroyed if the freeway were widened. What a waste of time and money.

We attend services at the synagogue in the church which would be destroyed. That would be shameful for all of those who use the church for various activities.

We know the traffic on the 405 freeway is very congested at times and we agree that an HOV lane should be added northbound. Please don't destroy our very special neighborhood by implementing alternative 3 or Alternative 3 Modified, which would not provide much congestion relief as it would end at the VA. The negative consequences to the residents of our very special neighborhood, are too great!

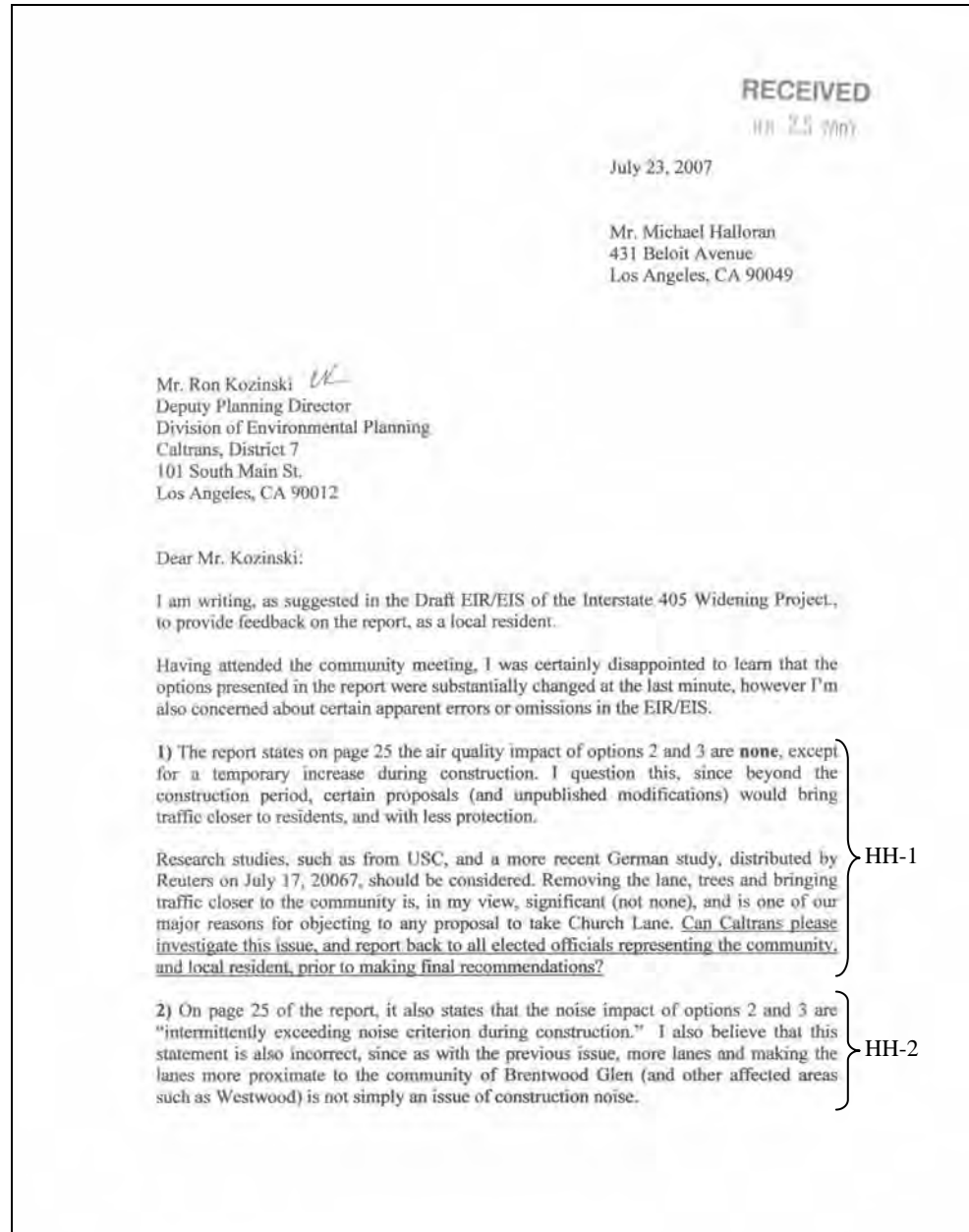
Very truly yours,

Ronald R. Hall / Brana M. Hall
RONALD R. HALL/BRANA M. HALL

RBH-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

RBH-1



HH-1

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

Caltrans has met and coordinated with the representatives of elected officials, local, state and regulatory agencies and organizations to receive their input. As a result, Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

HH-2

Due to current and projected high volumes of freeway traffic, and in order to minimize exposure of state maintenance forces to high-speed traffic, rubberized asphalt pavement will not be used in the I-405 HOV project.

Concrete pavement will be used due to its high durability properties. Soundwalls will be used to mitigate traffic noise.

Please also see response to comment BAC-5 regarding temporary noise impacts.

Please also see response to comment HE-7 regarding the final determination of soundwall locations.

As with the first issue, I would again cite this as cause to avoid taking any actions which would either take Church Lane and/or remove the mature trees that separate Brentwood Glen from the 405.

In addition, I would ask if Caltrans can provide a statement about options regarding the types of road surface material available for use in areas where noise levels are a particular concern. Specifically, my understanding is that rubberized asphalt offers the potential to mitigate road noise, and is widely used in Arizona, Washington State, and parts of California. My own research found that "rubberized asphalt" was only cited in CalTrans District 1 (San Diego County), so I'd like to know if CalTrans District 7 will be including the use of noise reducing materials, such as rubberized asphalt?

HH-2

3) While I've read and followed the stated desire of CalTrans to complete the so-called loop of car pool lanes across wide areas of roadway across the region, I'd like to question some of the logic of the focus on completing these lanes as a means to improve the region's traffic woes.

HH-3

I've read research that says car pool lanes don't actually make a significant impact on driver behavior, and making these "regional" vs. for existing commuter patterns doesn't seem to make sense. If we're trying to encourage people to share rides, we wouldn't look across entire counties, we'd look at within commuting patterns.

I don't think I'll be able to affect Caltrans plans regarding completing the network, but I do question the focus on it vs improved mass transportation projects, in particular linking the San Fernando Valley to the Wilshire corridor, for commuters, and to LAX.

While I know it's seen as fanciful, given the trouble simply getting funding for the Purple Line (or Wilshire Blvd. subway), I'd like to see more long-term, collaborative public-private work on expanding mass transit that's more visionary, such as seen at GetLAMoving.org (which outlines a vision of new transit lines).

HH-4

Growing up in Boston, seeing Harvard work collaboratively with the MBTA to rebuild a new intermodal traffic approach in Harvard Sq., I wonder why UCLA, USC and CalTech cannot be more engaged in developing more 21st century solutions than adding more lanes, which has not (and will not) ever solves the region's challenges.

While broader issues are beyond the scope of this EIR/EIS, can CalTrans 7 provide any comments on how it sees mass transit and intermodal options fitting into its long-term plans regarding transit along this corridor?

Regards,

Michael T. Halloran

HH-3

Please see response to AG-7 regarding the benefits of HOV lanes and the evidence supporting the benefits of the project.

HH-4

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

Ron Kosinski
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

RECEIVED
DIST. 7

September 28, 2007

Re: Expansion of the 405 Freeway in the Sepulveda Pass.

Dear Mr. Kosinski,

Thank you for taking time to read this letter.

Adapting any of the construction options will not be helpful and will be a waste of public resources which should be spend elsewhere. The following are my reasons for adapting your No Project option of 405 expansion.

- I do not understand the the logic of eliminating the previous HOV onramp lane south bound at Mulholland causing a larger back-up while advocating the advantages of HOV lanes. If they are so beneficial, why was one eliminated?
- Many proposals will only reduce the length of this peak 'rush hour' by just 15 minutes and not reduce our actual driving times and speeds.
- The high price for this small 15 minute reduction does not justify doing the proposed expansion and is a poor use of our limited financial resources.
- Although we may lose access to these Federal funds if not spent on your proposed project, remember, we are not obligated to spend these funds)
- Using these funds is analogous to a shopper attending a sale and buying a pair of pants that are not needed, merely because they are 'on sale.'
- These resources should be freed up for more deserving and effective projects.
- Like credit cards in the hands of a teenager, bonds also need to be paid back.

CH-1

Please, as we tell our kids, JUST SAY NO!

I know that you are well qualified and sincere in your efforts to help our traffic problems. Please give my thoughts and ideas the same frank consideration and time evaluating them as I have given to your proposals.

Thank you for your time,


Charles Hand
17240 Quesan Place
Encino, Ca 91316
818-986-7807

CH-1

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Caltrans is committed to expediting the completion of this project; thus a "design-build" process has been chosen to fast track the progress of the project. If no actions are taken now, the level of service on I-405 will deteriorate rapidly from project traffic growth alone.

Dan & Libby Harrison
408 Cascada Way
Los Angeles, CA 90049

June 5, 2007

Ronald J. Kosinski, Deputy District Director *pk*
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012



Dear Mr. Kosinski:

We are writing to you today out of concern regarding the I-405 Sepulveda Pass Widening Project, Draft EIR/EIS (comments due by 7/11/07).

As stated in paragraph S-2, while the primary goal is to improve traffic flow and safety, "The secondary goal is to improve both existing and future mobility and enhance safety throughout the corridor, while minimizing environmental and economic impacts."

We are concerned based on Alternative 2 and 3, that the secondary goal's purpose will not be met. I drive the 405 through the Sepulveda Pass, twice per day, every weekday. My first-hand experience is that eleven-foot wide, "non-standard" lane widths are a non-issue. The 405 lane-widths, as currently configured, work well.

We are not objecting to the necessary expansion of the 405 – we understand that traffic must flow and that there must be growth in the infrastructure to accommodate traffic. However, we do not understand why Caltrans is not considering using eleven-foot wide lane widths as part of the expansion. The increased in width of the 405 seems excessive and will result in unnecessary takings of private property and additional expense in reconfiguring surface streets and dealing with environmental and economic mitigation.

As concerned homeowners, we would respectfully ask Caltrans to consider reducing the size of the expansion by maintaining the existing lane-widths and keeping the additional takings to a minimum.

Respectfully,

Dan Harrison
Dan & Libby Harrison

Cc: Bel-Air Homeowners' Association

DLH-1

DLH-1

Please see response to comment AG-8 regarding the 12' lane width highway design standard.

Mrs. Patricia Bell Hearst
Post Office Box 491187
Los Angeles, California
90049

September 29, 2007

Draft Environmental Impact Report
Interstate #405 - Sepulveda Pass
Widening Project - May 2007

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (LA 405-KP46.3/62.0)
Caltrans, District 7
100 Main Street - Suite 100
Los Angeles, California 90012

Dear Mr. Kosinski:

As a taxpayer I am dismayed that this report provided to the public in 2007, is rife with deficiencies, inadequate descriptions as to mitigation measures to deal with impacts and lacking in significant documented evidence to support the need, cost/benefit and the safety of this 5 to 7 year project.

PH-1

This DEIR does not meet the minimum criteria for a DEIR per CEQA Sec. 21000 et seq. and Guidelines - Sec. 15087.

RAND for decades has researched and addressed the need for public transportation related to urban congestion - this document - DEIR does not address this issue.

It appears that no efforts are being made to encourage travel by bus by either politicians nor transportation agencies. What efforts have been made to encourage riding the bus? No 'spot radio or television announcements', no billboard ads, no public relation/customer relation efforts. Has anyone thought of "Free Fridays" - for a two month period - no money is accepted in the bus coin box - transfers to be given out, with a smile and possibly a form to fill out to become a monthly rider? Such a plan would receive national attention and most likely increase permanent ridership.

PH-2

Dedicated bus lanes - with no parking from 7 a.m. to 10 a.m. and 3 p.m. to 7 p.m. along Pico and Olympic and possibly Wilshire - from Santa Monica to Downtown Los Angeles. Why not 'bite the bullet' and have Pico and Olympic as one-way streets for a two year trial period?

Are there any plans for congestion pricing for the #405 in the near future. It appears to be successful on San Diego #15 Freeway, Orange County #91 Expressway, San Joaquin Hills (Section of #73

Page 1 of 7

PH-1

The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided.

PH-2

As noted in the response to comment WNC-2, Caltrans maintains an open posture with regard to future transitway construction within the I-405 corridor. Sufficient space exists within the median to construct columns for an elevated guideway, should such a facility become a reality in the future. In the meantime, the proposed HOV lane can and would be used by bus routes through the Sepulveda Pass. A heavy demand for such use has been demonstrated.

Congestion pricing as a mechanism to ration the use of freeway lanes is in place on a number of facilities, primarily on Orange County, on SR 91 and on the several TCA Toll Roads. This concept has been discussed, in the context of regional planning, for possible application to freeways in Los Angeles County; however, no proposal has as yet been suggested for the I-405 freeway.

PH-3

As is noted in response to a number of other comments, careful traffic management will be used during the construction phase of the project to permit emergency service providers to deliver their respective services within acceptable response times. Once the project is operational, it would improve overall traffic flow within the corridor. Accordingly, the project would not exacerbate a condition found to be less than desirable by the emergency service providers, if, in fact, they have articulated such an opinion, as the commenter states.

Freeway), Eastern Toll Road (links #91 Freeway) and Foothill (Section of #241)?

} PH-2

Both the Fire Department and the Police Department have publicly stated the "...Sepulveda Pass/Boulevard are presently inadequate to meet present needs". This project will only cause further deterioration to a dangerous existing condition.

} PH-3

July 20, 2007 'Modifications and Clarifications' are still deficient.

California history has proven that for every new lane added to any freeway - capacity is increased but flow is minimal if any. The increase of population in Los Angeles and the increase of commercial vehicles within a few years will prove that agencies and politicians must deal with surface transportation for the public - be it bus or light rail.

} PH-4

Many communities and organizations have met with CALTRANS with overwhelming objections to plans presented. At the CALTRANS public meetings speaker comment cards and statements were made which should be incorporated into the FDEIR.

} PH-5

Upon reviewing a C.E.R.T. Study Program - it stated "...bridges and underpasses should be avoided due to probable failure". How will landlocked communities, cultural centers, schools and temple on Sepulveda evacuate?

} PH-6

What is the present 'historic' status of the Mulholland Bridge?

My request (California Public Records Act) for transcript of the last CALTRANS meeting at Skirball for the communities - along with a copy of the speaker cards and submitted written statements has not been received as of this date. When can I expect to receive the above since it has been over 30 days since request was made?

} PH-7

At this time I am requesting to review and possibly duplicate, at my expense (California Public Records Act) all e-mails, memorandums and correspondence pertaining to all meetings - other agencies - other departments and from the public. Please advise when this will be available for review and/or duplication.

} PH-8

In view of the public outcry and deficiencies in the DEIR, will CALTRANS have a public/community meeting prior to the issuance of the Final DEIR?

} PH-9

It is my understanding that CALTRANS has received approximately 400 letters todate. When and where will these be available for public review - besides the Final EIR.

} PH-9

PH-4

For a more complete discussion of congestion impacts, please see the response to comment HE-11. As is noted in that response, traffic demand is sufficiently high in the Los Angeles basin that available capacity will be sought out shortly after it is made available. However, the proposed I-405 HOV project provides a travel alternative that can sustain higher levels of passenger movement through the corridor, both by HOVs and by buses using the HOV lane. It therefore contributes to an overall increase in people moving capability through the Sepulveda Pass.

PH-5

All public commentary concerning the project and the alternatives considered has been considered as part of the decision making process.

PH-6

Reconstruction of the bridges over I-405 will be handled in a staged fashion, allowing two-way traffic flow across each bridge during the construction period. Properties on either side of I-405 will not be landlocked during the construction period.

The Mulholland Bridge is noted in the EIS/EIR as having been determined eligible for the National Register of Historic Places (see section 3.7).

PH-7

All public comments having bearing on either the adequacy of the environmental document or selection of the preferred alternative are responded to in the final document. Records documenting the conduct of the entire public comment period are housed at the Caltrans District 7 offices in downtown Los Angeles and can be reviewed there.

PH-8:

There will not be a public meeting prior to completion of the final environmental document. The Final EIS will be circulated for a 30-day period prior to issuance of the Record of Decision.

PH-9

Please see response to comment PH-7 above.

Attached are 56 cards that were submitted with questions at the May meeting at Skirball for CALTRANS and L.A.DOT - these cards are CALTRANS related. Will they be included in the Final EIR?

} PH-10

The Final EIR must produce significant mitigation measures for the many negative impacts - at least to reduce such impacts to a minimum.

} PH-11

CALTRANS staff stated at a public meeting that "Approximately 4 minutes of increased traffic flow - but no improvement in congestion". Is this the best that California taxpayers can expect for approximately ONE BILLION DOLLARS?

} PH-12

Also attached are four pages - with deficiencies, statements made without supporting documentation and concerns that I am certain CALTRANS will address in the Final EIR.

Thank you for the opportunity to comment on the DEIR. I look forward to receiving a detailed and comprehensive Final DEIR, fully in compliance with CEQA, State and local Guidelines.

Sincerely,



Mrs. Patricia Bell Hearst

- cc - Mayor Antonio Villaraigos - Atten: Jaime de la Vega
- County Supervisor Zev Yaroslavsky - Atten: Vivian Rescalvo
- Governor Arnold Schwarzenegger - Atten: Jim Bourgart
- Will Kempton, Director - Dept. of Transportation - State of Calif.
- John Barna, Exec. Director - California Transportation Commission
- Mary Peters - Secretary of Transportation - Washington, D.C.
- Senator Sheila J. Kuehl
- Assemblyman Mike Feuer
- Councilmember Bill Rosendahl
- Councilmember Jack Weiss

PH-10

The comment cards submitted by the commenter have been received and are considered in the record. Because they articulate or reflect other comments already in the record they are incorporated by reference and not reprinted herein.

PH-11

A detailed Environmental Commitments Record/Mitigation Monitoring & Reporting Program will be prepared as part of project approval. All recommended mitigation measures will be identified in that document. Please see Chapter 6 of the Final EIR/EIS for more information on this requirement.

PH-12

The comment does not address the environmental issues or the adequacy of the environmental document; therefore, a response is not necessary. However, the comment will be considered by Caltrans in its decision making.

<p><u>TRAFFIC</u></p> <p>Traffic Management Plan or studies to mitigate the impacts during years of construction for thousands of daily commuters from both north and south of Mulholland, landlocked communities, cultural centers, temple, church and multiple schools</p> <p>Evidence that the closure of the Montana off-ramp / Sepulveda/ will improve traffic flow -without causing additional congestion at Sunset, Moraga and Getty ramps and Sepulveda Boulevard.</p> <p>Location of 12 underpasses? Widen? Relocate?</p> <p>Will a 'waiver' be requested by CALTRANS for the existing SB #405 lanes to remain their existing width - as DEIR has no documented supporting evidence that 'widening' will be beneficial in the end result.</p> <p>What agencies/departments will enforce any and all traffic mitigation conditions placed on the contractor?</p> <p>Evidence that CALTRANS assumption that adding more cars, trucks, etc. (capacity increase) will reduce air pollution with this project.</p> <p>Relocated bus stops for #761.</p> <p>ATSAC system is inadequate and not effective on Sepulveda Boulevard. CALTRANS proposed relocation of Skirball Center Drive on-off ramp to a southerly location would require an effective traffic signal system due to the close proximity of Mountaingate Drive with thousands of Club members and hundreds of landlocked property owners. Evidence needs to be given that this relocation will not increase congestion, deter traffic flow and endanger commuters at this very busy intersection.</p> <p>Mitigation measures for the project and construction personnel as well as slow-moving construction equipment that will be using Sepulveda Boulevard.</p> <p>What is proposed 'stacking capacity' for relocated on/off ramps (Skirball Center Drive) and will this proposed relocation require dedicated right and left turn lanes for entry and exit - thereby widening Sepulveda Boulevard?</p> <p>Provide traffic lane widths for all Bridges.</p> <p>Evidence that intersections presently graded E & F will be mitigated to a significant degree.</p> <p>Mitigation measures to replace lost parking for businesses and residents as well as Park and Ride.</p> <p style="text-align: center;">Page 4 of 7</p>	<p>PH-13</p> <p>PH-14</p> <p>PH-15</p> <p>PH-16</p> <p>PH-17</p> <p>PH-18</p> <p>PH-19</p> <p>PH-20</p> <p>PH-21</p> <p>PH-22</p> <p>PH-23</p>
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PH-13
 Discussion of the construction period traffic management plan is provided in the responses to a number of other comments. Traffic flow during the construction period will not be as optimal as at present, but through careful planning, disruptions can be reduced to a practicable level.

PH-14
 Please see the responses to comments BAA-1 and WHPOA-10 for a complete response to this comment.

PH-15
 The existing 11' lanes on southbound I-405 do not require a waiver. A complete discussion of the relative merits and benefits of 12' vs. 11' lanes can be found in the response to comment ITTO-1.

PH-16
 All construction period traffic mitigation measures will be enforced by Caltrans as part of the construction contracting process and by the California Highway Patrol, as necessary, in response to violations of appropriate conditions within the freeway.

PH-17
 The air quality analysis conducted for the project is discussed in section 3.13 of the EIS/EIR. The analysis is based on accepted methodologies (also described in section 3.13) and concludes that that project would not have adverse operational air quality impacts.

PH-18
 Bus stop relocations will be worked out, in consultation with LA Metro, prior to beginning construction and notices will be posted.

PH-19
 Operation of the ATSAC system is under the control of the Los Angeles Department of Transportation. The commenter is referred to that agency for responses to issues concerning that system.

PH-20
 Please see response to comment PH-16 above.

<u>EMERGENCY SERVICES - SAFETY</u>	
Mitigate fire hazards along CALTRANS Right of Way - from trash accumulated and lack of brush clearance. Safety of landlocked communities, temple, schools, cultural centers and thousands of commuters are at risk.	PH-24
Studies of geologic hazards relating to removal and construction of bridges and underpasses.	PH-25
Evacuation plans for the schools, temple, church and landlocked communities that have no arterial streets during construction period between 5 - 7 years, for fire or earthquake.	PH-26
Studies to show location of existing gas, gasoline, methane, water, sewer and storm drain lines that run along Sepulveda Boulevard from the Valley to approximately Long Beach.	PH-27
Study showing estimated time for fire and/or police vehicles during peak hours - for already congested Sepulveda Boulevard to service schools, temple, cultural centers and landlocked communities.	PH-28
<u>CONSTRUCTION - EARTH</u>	
Produce a construction activity time line to include each component of the CALTRANS project, such as grading location, removal (ramps, etc.) closure of areas (temporary).	PH-29
This project will have extensive grading - therefore a haul route needs to be identified, in view of Sepulveda Boulevard appearing to be 'the street'.	
<u>VIEWSHEDS</u>	
This project has multiple retaining and soundwalls that will block views thereby deteriorating the character of the "Pass" and the marketability of homes that are in proximity of this project - how to mitigate?	PH-30
<u>AIR - WATER</u>	
Dust control will be handled with what water - fresh?, recycled? or reclaimed sewage?	PH-31
Page 5 of 7	

PH-21
 A complete response to the comment concerning relocation of the Skirball Center Drive ramps is provided in the response to comment RVA-8.

PH-22
 Engineering drawings available in the Caltrans office shows the widths of traffic lanes on all the bridges. The commenter may review the information in that location.

PH-23
 Impacts to intersections are identified in section 3.5 of the EIS/EIR. Mitigation for the most significant of these impacts is being developed in consultation with the City of Los Angeles Department of Transportation. Some local street improvements and intersection geometric improvements will be implemented as part of the project. These will be described in the Environmental Commitments Record.

PH-24
 Fire hazards associated with trash accumulation along the highway is managed as part of typical maintenance operations and is not a part of this project. As is noted above, no community will be landlocked during project construction.

PH-25
 A full geotechnical investigation will be done for each structure scheduled for replacement. Appropriate and current engineering design and construction methods will be used.

PH-26
 Please see response to comment PH-24 above.

PH-27
 Utility studies are underway at the present time. Detailed studies will continue into the construction period to ensure that all affected utilities are located and appropriately protected or relocated as part of the overall construction process.

NOISE

The destruction/removal of bridges and ramps in approximately a six mile area will severely impact not only surrounding communities but schools, temple and cultural centers. Measures for mitigation to be identified. Hours and days of 'destruction' also need to be identified.

Days and hours that construction equipment will be in proximity of schools, communities, temple and cultural centers.

PH-32

WILDLIFE

After reviewing the Wildlife Corridor Evaluation (7-07) and the letter from EcoSystems (3-9-07) addressed to Ron Kosinski of CALTRANS, it appears that:

A thesis by a Jeffrey Roth (2001) for information in this evaluation - appears inadequate in view of lack of any professional accreditation and the continued verbage throughout such as, "presumed, could use, not known to use, could cross, most promising, could access, likely use" confirms a lack of professional investigative information.

A qualified scientist/biologist did not write the Santa Monica Mountains Conservancy letter.

The Evaluation was put together with literature review of existing documents.

No plan appears to exist (local, state and federal wildlife agencies) for a Wildlife Corridor Plan per 3-9-07 letter from EcoSystems.

Statements in the Evaluation are based on speculation, and without documented references to support such statements.

No monitoring of wildlife has been done.

No field reconnaissance, wildlife tracking or wildlife movement that can be documented.

"The underpasses within the Sepulveda Pass were never intended nor to serve as wildlife crossings" Pg. 11 of Report

"...few if any use the overpass* (Bridge) Evaluation report.

"...wildlife use of overpass (Bridge) is restricted to rodent species". Evaluation report.

Report suggests vegetation to be planted to encourage wildlife to use 'stepping stones' to cross the #405.

No wall heights were shown for wildlife crossings

PH-33

PH-28

As is noted in response to a number of other comments, careful traffic management will be used during the construction phase of the project to permit emergency service providers to deliver their respective services within acceptable response times. Once the project is operational, it would improve overall traffic flow within the corridor. Accordingly, the project would not exacerbate a condition found to be less than desirable by the emergency service providers, if, in fact, they have articulated such an opinion, as the commenter states.

PH-29

Detailed construction phasing and schedules will be developed during the next phase of project development.

PH-30

The existing visual setting within the Sepulveda Pass in defined, in large part, by the I-405 freeway facility. The changes to that setting resulting from the proposed project would not substantially alter that setting. Section 3.6 of the EIS/EIR provides a more detailed discussion of this subject.

PH-31

Dust control will be managed within the requirements of the South Coast Air Quality Management District, using whatever source of water is deemed acceptable.

PH-32

Construction noise will be managed through Caltrans standard construction specifications. As is noted in section 3.13 of the EIS/EIR, noise levels may at times be excessive, but will be managed as best as is practicable.

PH-33

A detailed response to wildlife corridor issues and comments has been prepared and can be found in the responses to comments SMMC-1, SMMC-3, CC-1, RVA-15, and SC-2.

WILDLIFE

Scientific and supportive documents must be produced to justify the 'wildlife' plans that will effect both Sepulveda Boulevard and the multiple bridges.

} PH-33

CUMULATIVE IMPACTS

A time line showing projects already started - about to start, along with the L.A.DOT plans - reflecting stage of plan, approximate construction date, completion of construction and any other information that will be helpful to communities, church, temple and cultural centers that are landlocked within the CALTRANS project area. (Sepulveda Boulevard)

Palm Street Bridge has been 'under construction' for years beyond their 'completion date', what measures will CALTRANS take to prevent this within their project because of the lack of arterial streets for schools, church, temple, cultural centers and landlocked communities?

} PH-34

PH-34

Please see the response to comment AG-19 for a complete discussion concerning the subject of cumulative impacts.

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

There are seven projects approved by the planning dept. in this corridor. What is the cumulative impact of these projects and the Sepulveda Blvd and 405 projects

Please keep me posted on these issues:

Name: Laurie Kelson

Address: Encino

Phone: _____ Fax: _____

E-mail: _____

LK-1

LK-1
 Cumulative impacts are addressed in each of the environmental sections in Chapter 3 of the EIS/EIR. Related projects are identified in section 1.4 of the document.

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Have you done traffic simulations to determine the effect of existing south bound freeway traffic 500 yards ~~from~~ from the Mountaingate light? What are your predictions regarding these traffic rates before and after?

Name: Bruce Krell

Address: 12381 Ridge Circle

Phone: 310-440-2670 Fax: _____

E-mail: Bkrell@SwArchitects.com

BK-1

BK-1
 Caltrans uses computer modeling of historic data to project traffic growth of the widened freeway.

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

We understand that no additional traffic lights will be installed on Sepulveda between Getty + the tunnel. How will people get on/off near new 405 exit when it moves near Mountlake?

Please keep me posted on these issues:

Name: Marsha Hierbaum

Address: 11741 Wetherby Lane 90077

Phone: 310 472-2605 Fax: 818-948-8005

E-mail: Marsha@dmlsocks.com

MH-1

MH-1

The relocated southbound Skirball Center Dr. on/off-ramps will be signalized at Sepulveda Blvd.

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Traffic going East along Mulholland in the morning from Calneva coming up from the Valley is already oppressive. What are you going to do mitigate that during construction?

Name: Barbara Goldberg

Address: 16563 Park Lane Circle

Phone: 310-476-7318 Fax: _____

E-mail: researchbg@cs.com

BG-1

BG-1

Traffic traveling east along Mulholland Drive from Calneva Drive is already part of the Mulholland Drive traffic flow by the time it reaches the I-405 overcrossing. Reconstruction of the Mulholland bridge will be staged, as will all of the bridge replacements. Two lanes of traffic (one in each direction) will remain open during the construction period. Inconveniences associated with the bridge reconstruction are, unfortunately, a reality. Construction of the entire project under a "design-build" concept will result in an overall shorter construction period than would occur under a traditional "design-bid-build process."

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

With the changes in the bridge across the 405 at the Skirball Center, how will cyclists get from Mulholland (heading west ~~east~~) over to Sepulveda and from Sepulveda to Mulholland (going east)?
 Name: Susan Gans to Mulholland
 Address: 9751 Saturn St LA 90035
 Phone: 310 383 5775 Fax: _____

E-mail: susangans@sbcglobal.net

SG-1

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why doesn't the DEIR discuss the reality as expressed in the Brees Paradox and Downs' Law and confirmed by the U.C. Berkeley Institute for Trans. that the traffic will expand to fill the space available. I.e. ~~with~~ we will please help the ~~city~~ ^{state} if not more congestion of ~~the~~ ^{the} completion of the project
 Name: Alan Milder
 Address: 134 Green Field, LA 90049
 Phone: 10.472.6798 ~~310.472.5652~~

E-mail: am134@cs.com

AM-1

AM-1

I-405 is currently operating at a deficient level of service for about 15 hours per day. If no capacity improvements are made, conditions will continue to deteriorate from projected traffic growth alone. This project is expected to enhance traffic operations by increasing freeway capacity in a heavily congested area.

Mr. Milder's comments are addressed in more detail in the response to his letter.

SG-1

The existing Skirball Center Drive bridge over I-405 will be reconstructed to provide for three lanes in each direction, a wildlife trail and bicycle path across the bridge; therefore, bicycle access will be improved.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Where and how do we obtain a copy of the Caltrans EIR? When will the LADOT EIR available for review? Why are the 2 EIRs not being coordinated? How much of the LADOT project will be destroyed or eliminated by Caltrans project?

Please keep me posted on these issues:

Name: BARBARA DOHRMANN

Address: 16437 SLOAN DRIVE

Phone: 310-472-0178 Fax: 310-476-7365

E-mail: dohrbant@aol.com

BD-1

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Where are these retaining walls to be located on Sepulveda? How high will they be and how long will they run (length)?

Please keep me posted on these issues:

Name: Susan Gans

Address: _____

Phone: 310 383 5775 Fax: _____

E-mail: SusanGans@shcslobed.net

SG-1

SG-1

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of the realignment of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

BD-1

Up-to-date project information is available on the Caltrans website : <http://www.dot.ca.gov/dist07/travel/projects/move405/>

Caltrans has been in ongoing coordination with LADOT regarding improvements to local street and intersection adjacent to the I-405.

Copies of the Caltrans document can be obtained by contacting the Caltrans Environmental Division. LADOT should be contacted for the schedule of any environmental documents under its control.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why have separate options?
 At Sepulveda I will pull
 what are the Suburban
 2/2/04 10:57 AM Suburban
 5100 Sepulveda and waiting to see
 Please keep me posted on these issues:

Name: WILLIAM DAWSON

Address: 2704 CASIMIRA

1 CA 90077

Phone: _____ Fax: _____

E-mail: thedawson@cal.com

LD-1

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Today (5/16/04) there was a dead deer on the outside shoulder of the south bound I-405 just north of where the Mulholland bridge crosses over the 405 (close to the sign that says "University of Judaism"). There was water leaking out of a PVC pipe very close by to the dead deer. The deer was most likely in search of water early this morning. What is being done to prevent such tragic loss of native wildlife.

Name: Debbie Nussbaum This is the third dead deer that I have seen on the 405 through the Sepulveda Pass.

Address: 516 Cashmere Terrace

Phone: (310) 476-4342 Fax: _____

E-mail: Nussbaum@aearthlink.net

DN-1

Provision is being made for improved wildlife crossings as part of the proposed project.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Has Caltrans estimated the traffic increase on Sepulveda north of the Sherball and the estimated additional acre-feet to Sepulveda north of Sherball?

Please keep me posted on these issues:

Name: A. Cobarr

Address: 3748 Laurel Vista Way

Phone: 1.818.501.4955

Fax: _____

E-mail: _____

AC-1

AC-1
 Caltrans uses computer modeling of historic data to project traffic growth of the widened freeway.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

What are the plans for expanding the 405 bridge over Bel Air Crest Rd N?

Please keep me posted on these issues:

Name: Fiona Cole

Address: 11701 Bel Air Crest Rd N
LA CA 90077

Phone: 310 471-3755 Fax: (310) 471-0354

E-mail: fiona@belaircrest.net

FC-1

FC-1
 Please see response to comment BAC-3 regarding the widening of the Bel Air Crest Road undercrossing.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why not keep the Skirball on
 and off ramps SB for the
 people coming from Mulholland and
 add the new ramps for people
 coming S on Sepulveda.

Please keep me posted on these issues:

Name: Laurie Kelson
 Encino
 Address: _____
 Phone: _____ Fax: _____
 E-mail: _____

LK-1

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Will you close the Southbound
 ramp for Skirball?

Please keep me posted on these issues:

Name: D. C. Linton
 Address: 15520 Halmer Drive
 Phone: _____ Fax: _____
 E-mail: dc.linton@roadrunner.com

DB-1

DB-1

Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Have you considered installing a second level over the existing 405 freeway? (One level for Southbound and one for Northbound) No widening would be necessary - there are successful precedents.

Please keep me posted on these issues:

Name: Spivey Knudsen
 Address: 16454 Royal Hill Dr, Encino 91436
 Phone: 818-905-0179 Fax: _____
 E-mail: hulmer@roadrunner.com

SK2-1

SK2-1
 The proposed project is installation of an HOV facility only. Double-decking the entire freeway is an option that may be considered for increasing overall capacity in the future but is not within the purpose and need of the present project.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why have we seen such a marked increase in graffiti the last couple of years. - It looked for a while like we were making progress but now things are worse than ever. What are the gov't officials going to do?

Please keep me posted on these issues:

Name: Shel Hlee
 Address: 2745 Cascan Rd
 Phone: _____ Fax: _____
 E-mail: Shelk@amtran.com

SK1-1

SK1-1
 Graffiti is a behavior that increases and decreases based on a variety of factors, including demographic changes, level of enforcement, and other factors.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

IF U ARE WIDENING
 SKIRBALL BRIDGE
 WHY NOT WIDEN IT
 ENOUGH FOR A
 CONTINUOUS RAMP
 TO THE NEW
 SB 405 ENTRANCE!

Please keep me posted on these issues:

Name: _____
 Address: _____
 Phone: _____ Fax: _____
 E-mail: _____

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

IF you are closing the on & off
 ramps to from the Skirball Bridge,
 why does the bridge need to be widened?
 Is it just for the animal crossing?

Please keep me posted on these issues:

Name: Paul Kelson
 Address: _____
 Phone: _____ Fax: _____
 E-mail: pkelsondds@aol.com

PK-1

PK-1

The bridge needs to be widened to accommodate increased future traffic crossing over and desiring to enter and exit the freeway, and also to accommodate the wildlife crossing.

Anonymous

Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Can the sound barrier wall on the west side of the freeway be handled by a separate contract to speed up construction

Please keep me posted on these issues:

Name: _____
 Address: _____
 Phone: _____ Fax: _____
 E-mail: _____

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

CAN @ SO. ON RAMP AT MULHOLLAND BE CHANGED BACK TO 2 CARS PER HOUR HOV? IF NOT WHY & WHATS PURPOSE THEN OF HOV ON THE ACTUAL

Please keep me posted on these issues: Freeway?

Name: CHUCK HAND
 Address: 17240 QUESADA
 Phone: ⁸¹⁸ 986-7807 Fax: _____
 E-mail: Prepper@EarthLink

CH-1

CH-1

The geometric configuration of the on-ramps will be determined based upon the expected demand being delivered. Provision of a direct HOV ramp is a policy that is typically pursued, if the demand for general purpose vehicles and available space permit. A final determination on this feature will be made in the design phase of the project.

Anonymous
 Caltrans is committed to reduce the delivery date of this project thus "design-build" has been chosen to fast track the project. The sound wall will not be bid on a separate contract but will be staged to minimize the noise level to surrounding homeowners and the overall project schedule.

Please also see response to comment BGA-2.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

How will the plan for
 the 405 accommodate a
 mass transit line in
 the future? How will buses
 access the car pool (HOV)
 lanes?

Please keep me posted on these issues:

Name: Rafael's Gottlieb

Address: 3170 Antero Rd

Phone: _____ Fax: 310 472 9225

E-mail: rlgottlieb@msn.com

PG-1

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

With the plan to create a reversible
 line from the tunnel to Wilshire
 Blvd. how is the traffic north of
 tunnel be impacted - Northbound is
 just as congested.

Please keep me posted on these issues:

Name: Tony Granow

Address: 3761 Ballina Canyon Rd.

Phone: _____ Fax: _____

E-mail: anthonygranow@msn.com

TG-1

TG-1

The City of Los Angeles in coordination with Caltrans will be making improvements to Sepulveda Blvd. from Wilshire Blvd. to Mulholland Dr. as a part of the Sepulveda Reversible Lane project. These improvements will be in conjunction with the improvements to the I-405 which will improve overall circulation in the Sepulveda Pass. North of the project, improvements to the I-405/US-101 interchange are proposed and the project is currently in the planning stages.

PG-1

Buses will access HOV lanes at the same ingress/egress locations to be used by carpools.

A detailed response to this comment, and others like it, is provided in the response to comment WNC-2.

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

How can it be possible to request and prohibit natural gas vehicles to be used by freeway contractors to minimize air pollution during improvements?

Please keep me posted on these issues:

Name: Kelly Mireyorker

Address: 2505 Sepulveda Drive

Phone: 323 5893007 Fax: _____

E-mail: Kmireyorker@msn.com

KM-1

KM-1

The contractor will be required to adhere to the South Coast Air Quality Management District's rules and regulations and Caltrans Standard Construction Specifications for equipment emissions and fugitive dust. Temporary air quality impacts from construction equipment will be minimized in this manner.

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

How will the plan for the 405 accommodate a mass transit line in future? How will buses access the car pool (HOV) lane?

Please keep me posted on these issues:

Name: Felix Gottlieb

Address: 3170 Antero Rd

Phone: _____ Fax: 310 472 9225

E-mail: flgottlieb@msn.com

PG-1

PG-1

Please see the response to Chuck Hand's comment, above.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

ARE THE SOUTH BOUND EXIT AT SKIRBALL BL
 405 FWY & THE SOUTH BOUND ENTRANCE TO
 THE 405 FWY AT SKIRBALL GOING TO
 BE CLOSED &/OR RELOCATED?

Please keep me posted on these issues:

Name: STUART WYERS

Address: 12344 RIDGE CIRCLE - LA 90049

Phone: (310) 472-1812 Fax: _____

E-mail: wyers1234@verizon.net

SM-1

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas). All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

ARE YOU REALLY GOING TO BE
 ABLE TO DO "PARTIAL TAKES"
 ON HOMES ON S.O. CIRCLE?
 NEXT TO THE 405 FWY?
 ANY MANNER YOU'D WIND UP TAKING
 THE WHOLE HOME? (Sherman Oaks)
 ADVANCING THE SOUND WALL
 DIRECTLY ACROSS THE ST. FROM MY
 HOME?
 Name: MARISSA PALMER

Address: 4451 Sherman Oaks Dr.

Phone: 818-986-4448 Fax: _____

E-mail: mpalmer@oakwoodsmail.org

MP-1

MP-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

SM-1

Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

When will a final decision be made on which alternatives will go forward?
 Where will this project begin? Valley? west side?

Please keep me posted on these issues:

Name: Melissa Palmer

Address: 4451 Skerman Oaks Cir.

Phone: 818-986-4448 Fax: _____

E-mail: mpalmer@adwoods.com

MP-1

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

When you talk of increasing capacity for "storage" of cars in the end of ramps, does this free up antipark a couple what for each car? Why?

Please keep me posted on these issues:

Name: Lee DeBee

Address: 16120 S. 1st St.

Phone: 310 344 206 Fax: 818 961 7424

E-mail: EL.Rodrig@roadrunner.com

LR-1

MP-1

Alternative 2 has been identified as the Preferred Alternative. Construction is scheduled to begin in Spring 2009.

LR-1

Increased storage space within the freeway on-ramps is intended to provide sufficient space such that a) less congestion will be experienced by cars entering the freeway and b) if a back-up should occur, it can kept out of the adjacent local street.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why are you putting an on/off ramp on a sharp curve?

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous

Cannot determine which ramp this comment is referring to.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Please re-ask the question - June 15 the impact to the homeowners

in Van Arsdale, Bell Air Crest and neighboring areas, The panel

Please keep me posted on these issues:

Name: _____
 your question of this. He avoided it.

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous

Impacts to properties are discussed in Section 3.3 of the EIS/EIR.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

WHAT HAPPENS WHEN THE
SPLITTING STATION?
IMPACT TO TALLENTHOPE V. DR.
LEAVEL?

Please keep me posted on these issues:

Name: MILDER

Address: _____

Phone: _____ Fax: _____

E-mail: _____

M-1

M-1

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why doesn't the DEIR discuss the well documented principle that traffic expands to fill the space available. I.e. that the congestion on the 405 will be as bad if not worse after completion of the project. This has been confirmed by the U.C. Institute of Transportation & ~~the~~ ^{the} ~~state~~ ^{state} ~~of~~ ^{of} California.

Please keep me posted on these issues:

Name: ALVIN MILDER

Address: 134 Greenfield, LA90049

Phone: 310/472-6799 Fax: 310/472-3652

E-mail: alvin134@cs.com

AM-1

AM-1

Mr. Milder's comments are addressed in more detail in the response to his letter.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

How do the animals gain access to the new "Animal Path" on the ~~bridge~~ ^{new} wider bridges - do they have to cross Sepulveda?

Please keep me posted on these issues:

Name: Frank J. Logrippo

Address: 2076 STONEY HILL RD
 Los Angeles, CA 90049

Phone: _____ Fax: _____

E-mail: FJLOGRIPP@AOL.COM

FL-1

FL-1

Animals will use the widened Mulholland overcrossing much like they do today. Yes, animals will still have to negotiate Sepulveda Boulevard. A good deal of the animal activity in this area will occur at night when vehicular traffic volumes are low.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

What impact will this project have on fire danger? Currently the entire corridor is poorly maintained. Widening area will only pile homes in greater danger, especially on Northbound side.

Please keep me posted on these issues:

Name: Doreen Larson

Address: 15547 Calving Avenue

Phone: _____ Fax: _____

E-mail: plarson@aol.com

DL-1

DL-1

The project would have no effect on fire danger, both during construction and after. Caltrans will continue to maintain its right of way to reduce fire hazards.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

WHEN WILL THE
 405-101 INTERCHANGE
 BE COMPLETE?

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

How will closing the S/B on ramp from Skirball Ctr Bridge be of benefit? It will only force more traffic on to Sepulveda resulting in more traffic trying to enter the new S/B on ramp.

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous

Improvements to the I-405/US-101 interchange are proposed and the project is currently in the planning stages.

Anonymous

Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why does the bridge at Skirball have to be widened?

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous
 The Skirball Center Dr. overcrossing has to be widened in order to accommodate freeway widening.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

If there will be no off ramps going N. on Skirball, Caltrans will need to get on Sepulveda 1st main rd for one

Please keep me posted on these issues:

Name: *Sepulveda*

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous
 Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

How are you going to reduce additional development in this area to not increase the amount of local congestion? For example limiting housing developments & school construction

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous
 Caltrans does not have authority over land use decisions. In this area those decisions are within the purview of the City of Los Angeles.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Appendix I has unreadable MAPS attached 3 + 4 den 1 +

Please keep me posted on these issues:

Name: Show

Address: Red line

Phone: _____ Fax: _____

E-mail: _____

Anonymous
 The comment regarding legibility of the maps in Appendix I is noted.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

*How about double decked
 lanes?*

Please keep me posted on these issues!

Name: _____
 Address: _____
 Phone: _____ Fax: _____
 E-mail: _____

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

*How LONG THE CONSTRUCTION
 OF THE BRIDGE?
 CAN YOU HAVE
 NO RIGHT TURN OR PASCOMARE
 @ OO MULHOLLAND EXCEPT LOCAL TRAFFIC*

Please keep me posted on these issues!

Name: *STEVE TRIVINO-BABCO*
 Address: *1535 PASCOMARE*
 Phone: *(310) 477-6081* Fax: _____
 E-mail: *SCTCP490077@YAHOO.COM*

ST-1

ST-1

It is estimated that construction of the Mulholland Dr. overcrossing will take 12 to 18 months.

Anonymous

The proposed project is installation of an HOV facility only. Double-decking the entire freeway is an option that may be considered for increasing overall capacity in the future but is not within the purpose and need of the present project.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment):

The Report says on Page 14 that under Alternative 2, "Residential properties would be displaced and on page 53 that "9 residential properties" would be converted. Is it for 9 and which residences are they? But Appendix H lists 60

Please keep me posted on these issues: Part or Full Residences?

Name: Stephen Rohde Please explain

Address: 11221 Montana Ave.

Phone: 310/277-1482 Fax: 310/277-1485

E-mail: rondevict@aol.com

SR-1

SR-1

Mr. Rohde's comments are addressed in more detail in the response to his letter.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment):

Would removal of the Montana northbound exit from 405 under proposals 2 & 3 put additional UCLA-bound traffic onto already-crowded sunset

Please keep me posted on these issues: Will this be a benefit?

Name: John Riley

Address: 11362 Gladwin Street
LA 90049

Phone: 310 472-8129 Fax: _____

E-mail: jriley@earthlink.net

JR-1

JR-1

A detailed response to this comment is provided in the response to comment BAA-1.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

What is the design of the new bypass which will include a wildlife passage, but will stop at Sepulveda Blvd. re-instating wildlife crossing that road, creating a serious safety hazard.

Please keep me posted on these issues:

Name: Estelita White, Ph.D.
Chair, Endangered Species and Wildlife Committee, Sierra Club - Angeles Chapter
Address: 11651 W. Reginald Ave, Palmdale, CA 93550
Sierra Club Wild Water Endangered Species Committee.

Phone: 818-769-1521 Fax: _____

E-mail: DRWhite@aol.com
I would appreciate a contact to set up an appointment with DOT.

RW-1

RW-1
The exact design of the wildlife crossing will be determined in final design. Please also see the response to comment SC-2.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why the change or adding of an off ramp so close to an upstate community entrance?
The widening from 10' wide

Please keep me posted on these issues:

Name: Lochelle
Address: 1212 The Vista

Phone: 310-492-5372 Fax: 310-492-5370

E-mail: Tetra@DOT.Mt

RT-1

RT-1
Presuming the comment refers to the relocation of the Skirball Center Drive ramps, the site chosen for the ramps provides for the best geometrics given the constraints of the area.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

WHAT CAN YOU DO TO DISCOURAGE TRAFFIC GOING THROUGH HAVERHURST, CALNEVA AND MULHOLLAND, THE ENCINO NEIGHBORHOOD, BELL AIR SKYCREST AND PILAR KNOLLS

Please keep me posted on these issues:

Name: VE SABAH

Address: 16616 PARK LAKE CREEK.

Phone: _____ Fax: _____

E-mail: _____

VS-1

VS-1
 Traffic control on the local street system is within the control of the City of Los Angeles.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Mulholland Bridge - is it getting reduced/replaced. When can we expect on traffic?

Please keep me posted on these issues:

Name: Chris Steele

Address: 17029 Ave de Santa Ana
PA, CA 91272

Phone: 310 454 2159 Fax: _____

E-mail: steelegal@gmail.com

CS-1

CS-1
 The Mulholland Drive bridge is slated for replacement.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Builders will have their price subsidized to 3rd
 US. Then they will have nowhere to live, unless
 they can increase their income by \$500 to \$1500 a
 month. Most people cannot do that, especially
 senior citizens.

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous

This comment is not directed to the environmental document.

Please review the socio-economic impact discussion in Section 3.3 of the EIR/EIS.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

How will the proposed
 affect Real Estate
 prices in those affected
 communities???

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous

This comment is not directed to the environmental document.

Please review the socio-economic impact discussion in Section 3.3 of the EIR/EIS.

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Who makes the decision -
 Civil servants or
 elected officials

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

QUESTION CARD

Question(s) must be related to the LABOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).

All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

Why can't the southbound on/off ramp at Skirball be completely eliminated and and drop the plan for the new on/off ramp just north of Mountainside drive and improve the existing southbound on/off ramps near Getty Center?
 Please keep me posted on these issues:

Name: Frank J. Logrippo

Address: 2076 STONEY HILL ROAD
 LOS ANGELES, CA 90049

Phone: _____ Fax: _____

E-mail: FJLOGRIPPO@AOL.COM

FL-1

FL-1

Completely eliminating ramps at Skirball Center Drive would require vehicles to travel either south to Getty Center Drive or north to Valley Vista Boulevard which would both encourage longer travel distances than necessary to gain access to I-405 and add more burden to the local street system.

Anonymous

The decision to select Alternative 2 was made by Caltrans officials, taking into account the opinions and positions of state and local elected officials and affected parties, including all those who commented on the environmental document.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

How safe is it to cut the bridge in half with all the traffic using it?

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous
 Bridges under reconstruction will be safe for vehicle use and will be appropriately signed to alert drivers to the reduced widths of construction-zone lanes.

QUESTION CARD

Question(s) must be related to the LADOT and/or CalTrans projects from the Mulholland Bridge/Sepulveda Tunnel to the Getty on-off ramps (including adjacent canyon areas).
 All questions not answered at this meeting will be submitted to the appropriate agency and representatives of Council District 5 and 11.

Question (no preface or comment)

When will the construction on the on ramp or off ramp on Ventura Blvd. be completed? I see little work being done!!

Please keep me posted on these issues:

Name: _____

Address: _____

Phone: _____ Fax: _____

E-mail: _____

Anonymous
 The Ventura Blvd. on/off-ramps were completed at the end of 2007.

September 25, 2007

Ron Kosinski *UK*
Deputy District Director
Caltrans District 7
Division of Environmental Planning
100 S. Main Street, MS-16A
Los Angeles, CA 90012-3606

RECEIVED
SEP 28 2007

Dear Mr. Kosinski:

I am writing this letter as a resident of Brentwood Glen. My wife and I have been living in Brentwood Glen for 16 years and have owned the same property in the Glen for nearly 25 years. I have also been active as a board member for the Brentwood Glen Association for the past 12 years.

I am strongly opposed to the Caltrans DEIR, Alternative 3 and the modified version of Alternative 3. Specifically, I am against any consideration to move forward on a project to widen the existing lanes and add lanes to approximately seven-tenths of a mile of southbound I-405, along Church Lane between Kiel Street and Chenault Street.

} DH-1

Considering the fact that the seven-tenths of a mile section of southbound I-405, between Kiel and Chenault, currently has a FHWA waiver allowing non-standard design features, I suggest that Caltrans pursue a continuation of the waiver allowing non-standard design features for this section of freeway.

} DH-2

BRENTWOOD GLEN

As was correctly stated in the DEIR, "The Westside community of Brentwood Glen stands out for its deep roots and neighborhood ties. Brentwood Glen was highlighted as a community where the "pride of ownership and an intense neighborhood loyalty are apparent, even just walking down Beloit Street, the main north-south artery of Brentwood Glen." The shady streets and well-kept houses and gardens lend a lazy feel that helps you forget that Sunset Blvd. and the I-405 are close by. The neighborhood consists of 560 residences, mostly single-family homes and a few duplexes, triplexes and apartment buildings. The majority of the lots are approximately 5,000 square feet." Further, "Alternative 3 would disrupt and alter the westside community of Brentwood Glen. This community is a part of Brentwood that is bounded by Sunset Blvd., the I-405 and Veterans Administration that makes this an isolated and close-knit community. There is a justifiable perception in the Brentwood Glen neighborhood that if Alternative 3 were selected, the acquisition of approximately 30 properties, including a church along Church Lane, would have an adverse impact on

} DH-3

DH-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

DH-2

Please see response to comment BGA-7 regarding waivers from the Federal Highway Administration.

DH-3

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

community cohesion. The potential removal of the Village Church further contributes to the potential impact on this community's character and cohesion see Figure 3.3-2: Parcels Potentially Affected at Brentwood Glen and Bel Air

In fact, implementing Alternative 3 will cause the taking of 21 homes and 16 multifamily buildings that are the homes to 91 families of Brentwood Glen. The Village Lutheran Church that would be taken is currently the home to both Lutheran and Jewish congregations as well as an emergency response facility for the community, 12-Step meetings and UCLA Extension classes. The church has been a wonderful community resource for over six decades and is an important part of Brentwood Glen.

Missing from the above discussion is the removal of nearly 480 mature trees and saplings and ground foliage along Church Lane that has been cared for by the community and creates a beautiful greenbelt and arbor canopy. This natural barrier acts as a much needed additional pollution and sound buffer for Brentwood Glen. This important fact was only glossed over in the side-by-side Table S-1: Summary of Major Potential Impacts from Alternatives.

The July 20, 2007 modified Alternative 3 states "This is a design variation of Alternative 3 which would make design modifications to the freeway and Church Lane to avoid full property acquisitions in the community of Brentwood Glen. The freeway would be shifted east, the HOV buffer area and/or median area reduced, and the width of Church Lane reduced. The existing curb, sidewalk and vegetation on the west side of Church Lane would be maintained and not be encroached upon (see Layout 10A of Appendix 1 of Draft EIR/EIS). If this option is selected, the final design configuration would be negotiated between the Federal Highway Administration, City of Los Angeles Department of Transportation, and Caltrans."

According to the modified Alternative 3, the freeway will be shifted to the east away from Brentwood Glen and into the neighborhood of Westwood Hills. In other words, Caltrans is saving one neighborhood at the expense another. Although this alternative avoids full takings along Church Lane it still destroys the vegetation growing on the east side of Church Lane that provides much needed noise and pollution protection for the Glen. And, the last sentence in the paragraph is basically saying that if this alternative is chosen it is like picking a surprise gift from a grab bag. Yes, on paper we receive a less destructive alternative for Brentwood Glen but the final design configuration still needs to be negotiated between three governmental agencies and it is anyone's guess what the results might be.

The DEIR, Section S-4.3, states that Alternative 3 also includes the, "Closure of the southbound I-405 on-ramp from eastbound Sunset Boulevard. In conjunction with this ramp closure, the ramp intersection located immediately north of the

DH-3

DH-4

DH-5

DH-4

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

DH-5

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

Sunset Boulevard/Church Lane intersection would be reconfigured so that the existing island would be eliminated and the middle lane at the northbound approach would be changed from a through lane to a shared through/right turn lane."

This section of the DEIR is another major concern for the Brentwood Glen community, Brentwood and all drivers using Sunset Boulevard. It is well documented that there is a significant amount of traffic back-up in both directions during the rush hour as traffic approaches the Sunset Boulevard overpass. During weekdays, eastbound afternoon drivers on Sunset can expect the back-up to extend several miles west of the I-405 overpass to Kenter Canyon and beyond. The proposed southbound on-ramp solution can only work effectively if the traffic flow operates at maximum efficiency which is highly unlikely considering the driving skills of many motorists. Does Caltrans/LADOT have any other plans to offer to reduce the traffic back-up on Sunset over and above the left-turn signals for eastbound traffic to the on-ramp for southbound I-405 traffic at Church Lane since traffic crossing on-coming lanes of traffic is almost always a recipe for disaster? How will the proposed widening of Sunset Boulevard over the I-405 relieve congestion for east and west bound Sunset Boulevard traffic?

DH-5

The DEIR, Section 1.2, Purpose of the Proposed Project says that, "This project would reduce congestion and is expected to enhance traffic operations by adding freeway capacity in an area that already experiences heavy congestion."

From my recent freeway observations, I fail to see how the changes on this southbound section of the I-405 between Kiel and Chenault will produce a positive impact. From my perspective, any work to increase the flow in this section will only serve to intensify the already congested traffic flow further down the freeway. It is clearly evident that as traffic approaches the numerous southbound on/off-ramps beginning at Wilshire, combined with the constant lane changing leading up to the I-10 Interchange, drivers are forced to be more cautious of other motorists and, by necessity, reduce their speeds. Implementation of Alternative 3 or the modified 3 will only contribute to the current hurry up and wait scenario that rush hour drivers experience between Waterford and the I-10 Interchange.

DH-6

The DEIR, Section 1.3, Need for the Proposed Project states, "...If no improvements are made within the project limits, the Sepulveda Pass will continue as a major bottleneck."

Nowhere in the DEIR is it mentioned that the root causes of the bottleneck conditions in the Sepulveda Pass are a direct result of the traffic flow problems that occur at the I-101 / I-405 and the I-10 / I-405 Interchanges. Both of these major bottleneck interchanges are well known to traffic engineers around the country and California freeway drivers as two of

DH-6

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

America's Worst Highway Bottlenecks. Without significant traffic management intervention, at both of these interchanges, any prospect of solving the congestion problem is virtually impossible.

In addition, with respect to the southbound I-405 lanes from Sunset Boulevard to the I-10 Interchange, the rate of traffic flow is determined, in large measure, by the ease of ingress and egress of traffic in and out of mixed use through lanes of traffic. Within a few short miles approaching the I-10 Interchange, motorists experience a heightened need for awareness and quick reaction due to the converging traffic from several directions. The lane changing problems seem to begin just north of the Wilshire Boulevard west and east off-ramps, and extend south past the Wilshire Boulevard on ramp, Santa Monica Boulevard off ramp, Santa Monica Boulevard on-ramp, Olympic Boulevard off-ramp, I-10 east and west bound off-ramps and then the I-405 far right lane ending with merging left into the next mixed flow lane of through traffic under the I-10 Interchange. The solution is not in trying to get as many vehicles into the problem area at one time causing greater congestion but rather to enable motorists to smoothly proceed through the difficult area and on to their destination.

DH-6

The DEIR speaks at length about increased safety, "...The total number of accidents for the northbound I-405 was 1,738 and 2,738 for the same time period for southbound I-405. Average accident rates for the segment of the I-405 within the project limits, as well as the statewide average accident rates are provided in Table 1.3-3.

I would like see the raw Traffic Accident Surveillance and Analysis System (TASAS) data and compare it with California Highway Patrol, Primary Collision Factors (PCF) data during the same time period. It would be helpful to see it reported mile by mile throughout the project limits of this DEIR. I am particularly interested in the data reported for the southbound section of the I-405 between Kiel and Chenault. By combining the accident reports/statistics over miles of freeway, spanning many different types of road surface and weather conditions and it appears that the authors of the DEIR are attempting to play with the numbers. I would expect to see higher reported accidents at a down hill roadway grade coming to a busy exit, normal on/off-ramp ingress/egress or irregular road conditions, not on nearly flat, straight, section of road as is the section of the I-405 between Kiel and Chenault. Further, I have yet to find, using Google.com, Yahoo.com and other public sources, any sort of published scientific data to support the need to increase the lane widths by one foot. I welcome the opportunity to review the traffic studies that support the idea that wider lanes, by one foot, will dramatically increase traffic flow while providing a measurable increase in traffic safety. I fail to see how a wider lane, by one foot, will permit more than one vehicle in the lane, in one place, at one time.

DH-7

DH-7

Caltrans is making improvements to both of the aforementioned interchanges.

At the I-405/US-101 interchange, several recent improvements include the addition of a northbound HOV lane at this location, widening the north I-405 to south US-101 connector, and grade-separating this connector and the Greenleaf St. on-ramp.

Also, how will the one foot wider lane help reduce the number of accidents when the vast majority of reported accidents happen be rear end collisions? Second, the assumed cost benefit of this new design is so small as to be of little consequence.

} DH-7

Finally, if Caltrans elects to move forward with Alternative 3 or the modified Alternative 3, over the communities strong objections, Caltrans must provide specific answers to the following concerns that many in Brentwood Glen have expressed during public hearings with Caltrans and at the Brentwood Glen Association meetings.

1. What are the potential hazards to the immediate community and their exact locations? I.e. Asbestos, oil or gas lines, sewers, covered over gas station storage tanks, etc.?
2. What are specific plans for disposal of all potential hazards to the community as well as construction hazards?
3. What is the realistic official timeline of construction from beginning to end of the project along Church Lane from Kiel Street to Chenault Street?
4. How will Caltrans or their construction contractor provide a visual/protective barrier for the neighborhood that will surround the construction project along Church Lane?
5. What are the specific safety considerations to protect residents from potentially serious southbound I-405 traffic mishaps during construction?
6. Will Caltrans agree to appoint a full time Caltrans/contractor representative who will be the direct contact for the community to answer questions, deal with complaints and advocate for the community during the entire period of construction?

} DH-8

I look forward to reading your comments and answers to the suggestions and questions I have raised.

Thank you for your time and consideration.

Sincerely,



David Heldman
720 Beloit Avenue
Los Angeles, CA 90049
310-486-4733

DH-8

Please see response to comment BAC-6 and HE-3 regarding potential hazards to the community and BAA-9 regarding utility relocation.

This project will be designed and built through a design-build procurement method according to Senate Bill 1026. Design-build is used to minimize the project risk for an owner and to reduce the delivery schedule by overlapping the design phase and construction phase of a project. A more exact timeline for the project will be developed at a later stage.

Construction signs, safety barriers, fences and gawk screens will be placed prior to the beginning of any operation. Detour signs will be posted to direct traffic, and barricades and concrete barriers will be placed at locations to deny entry at locations intended for closure and safety.

Construction staging plans will be developed at a later stage during final engineering of the design-build process, in order to separate construction equipment and vehicles from the public and to establish safety devices.

Caltrans will appoint a construction "Resident Engineer" to oversee and administer the project contract. Any construction concerns or complaints can be submitted to the resident engineer or Caltrans' public relations staff.

(Cont. QUESTION/COMMENT CARD: State of California, Dept. of Transportation, Sepulveda Pass Project – I-405 HOV)

Subject: CALTRANS' PROJECT FOR THE 405 FREEWAY WHICH WILL CAUSE YEARS OF CONSTRUCTION DELAY AND FRUSTRATION FOR LITTLE TO NO TRAFFIC RELIEF AND HAS NEGLECTED THE IMPACT OF MANY OF THE PROPOSED CHANGES IN CALTRANS ENVIRONMENTAL REPORT

August 23, Caltrans held a meeting (at Skirball Center) to justify their proposed plan(s) for a 405 freeway upgrade (and streets surrounding the 405), and to present an environmental report about their proposals. Their stated goal for the project is to reduce traffic on the 405 freeway between the 10 freeway junction and the 405 - 101 interchange by adding a Northbound HOV (Carpool) lane. (Caltrans' proposals have no provision for widening the section of the 405 at the 405/10 freeway junction which narrows to 3 lanes.)

At the Caltrans August 23 meeting, after several hours of reviewing exhibits and listening attentively to the Caltrans representatives as well as those objecting to the Caltrans proposals, I realized IT DOES NOT TAKE A TRAFFIC ENGINEER TO SEE THAT WHAT IS BEING PROPOSED WILL MAKE LIFE ABSOLUTELY MISERABLE IN LOS ANGELES FOR YEARS AND PERHAPS A DECADE TO COME. From both those advocating and objecting to the CalTrans 405 proposals, every indication points to the CalTrans 'alternatives' creating more traffic problems on the 405 and/or the city streets surrounding the 405 rather than ameliorating traffic problems.

CalTrans has proposed 3 'Alternatives' for this 405 project-- Alternatives 2 & 3 being worst, with Alternative 1 more or less to do nothing. But WHAT CALTRANS HAS PROPOSED IS NOT INNOVATIVE OR WELL THOUGHT THROUGH, IS NOT INSIGHTFUL, NOR DOES IT TRULY ANTICIPATE OR PREPARE FOR THE FUTURE. ALTERNATIVES 2 & 3 PROPOSED ARE PIECEMEAL, HAPHAZARD AND DESTRUCTIVE and will require years of disruptive construction diverting and slowing traffic and in the end provide very little to no solution to the 405 traffic problem.

ONE 'ALTERNATIVE' PROPOSES DESTROYING 90 HOMES on the southbound (opposite) side of the freeway as the proposed HOV (carpool lane) addition. Besides being unnecessary, taking houses on the Southbound side of the 405 means putting both directions on the 405 freeway under construction (as well as Sepulveda Blvd the other viable alternative for the route over the Santa Monica Mountains into the San Fernando Valley—see paragraph below), causing delays for years both North and South bound. Part of another proposal ('Alternative') would take something like 30 homes—these homes are also located on the South (opposite) side of the freeway of the proposed goal of adding a 405 Northbound HOV lane.

} VH-1

ONE OR MORE OF THE 'ALTERNATIVES' PROPOSES 'REDIRECTING' SEPULVEDA BLVD. which includes moving it and among other things, taking part of the Getty Museum property which

} VH-2

1 OF 5 PAGES

VH-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

VH-2

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Please see response to comment LADOT-1 regarding the closure of the northbound I-405 Montana Ave. off-ramp.

The Skirball Center Dr. overcrossing will have a shared path for pedestrians and wildlife, an additional wildlife bridge is not going to be constructed as a part of this project.

is unstable land and will require years of work and enormous outlays of money. In both Alternatives 2 & 3, the changes also include CLOSING ON AND OFF RAMP(S) (WHICH WOULD UNDOUBTEDLY CAUSE MORE TRAFFIC ON THE FREEWAY AND/OR ON THE STREETS SURROUNDING THE FREEWAY); DIVERTING OTHER INGRESSES AND EGRESSSES LEADING TO AND FROM THE FREEWAY; ALSO DESTROYING SOUND BRIDGES OVER THE FREEWAY AND RECONSTRUCTING THESE BRIDGES ELSEWHERE; MOVING CITY GAS MAINS; WATER MAINS; THE VERIZON SWITCHING STATION, ETC ETC ETC (THE IMPACT OF NONE OF THESE LATTER APPEAR TO BE ADDRESSED IN THE Caltrans' ENVIRONMENTAL REPORT AT ALL!) Caltrans further proposes to construct an additional bridge over the 405 for animals so that the animals of the Santa Monica Mountains will be able to cross over the 405. The animal bridge proposed is not because the animals need to cross the 405, nor because animals have crossed in this area in the past; no, but because the animals might want to cross in this location in the future!

VH-2

The CalTrans committee in charge of this 405 project seems to be making the HOV addition much more complicated than necessary seemingly for 2 reasons. The primary reason appears to be to qualify for certain Federal Funds to augment the Bond funds voted to improve traffic in this area approved by California voters in a recent election. Another, appears to be a sorry tactic to pit one neighborhood against another in a "divide and conquer" strategy.

VH-3

Caltrans' environmental report is also inadequate, neglecting to address many of the problems inherent in the shortsightedness of what is being proposed (in 'Alternatives' 2 & 3). For instance, the environmental report failed to discuss what the closing of the east bound Sunset onramp onto the 405 would do to traffic in the streets around the freeway, or what the 'redirecting' of Sepulveda Blvd would do to surrounding areas; did not address the impact of closing various other on and off ramps, or mention having to move gas and water mains. There are innumerable such examples of issues not addressed in the Caltrans environmental report, which were brought up at the public Environmental meeting August 23. (Caltrans made a legal transcript of the August 23 meeting which describes in more technical detail these and other problems with the Caltrans 'Alternatives', which I have yet been able to obtain).

VH-4

AT THIS AUGUST 23 MEETING, THE PUBLIC COMPLAINED LOUDLY, INCLUDING REPRESENTATIVES FROM THE BEL AIR ASSOCIATION, THE BRENTWOOD GLEN ASSOCIATION, SHERMAN OAKS RESIDENTS, AND SOMETHING I THINK CALLED THE VALLEY VISTA ASSOCIATION. SOME EVEN THREATENED COURT PROCEEDINGS. COMPLAINTS ABOUT THE PRESENT IMPACT OF CALTRANS' 'ALTERNATIVES 2 & 3' AS PROPOSED WERE ALSO LAUNCHED BY THE GETTY MUSEUM, AND MANY CONCERNED CITIZENS, INCLUDING ASSEMBLYMAN MIKE FEUER (WHO SPOKE) AND OTHER

3 OF 3 PAGES

VH-3

This project is identified in the Transportation Concept Report, September 2000 for year 2020 which calls for six mixed-flow lanes and one HOV lane in each direction.

The proposed project is also included in the 25-Year Long Range Transportation Plan by the Los Angeles County Metropolitan Transportation Authority (Metro). The project is consistent with the goals and objectives of the Southern California Association of Governments (SCAG) 1998 Regional Transportation Plan (RTP) adopted in April 16, 1998 and approved by FHWA on June 9, 1998. The proposed project is identified in SCAG's Draft 2001 RTPs base list of transportation projects in the Transportation Congestion Relief Plan (TCRP). The Caltrans 1996 District System Management Plan (DSMP) recommends this segment of the proposed project as an interdistrict HOV candidate. The proposed project has been programmed for funding in the Corridor Mobility Improvement Account (CMIA).

VH-4

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

GOVERNMENT REPRESENTATIVES ALL WERE AGAINST THE CALTRANS PROPOSALS IN ONE FORM OR ANOTHER.

WHILE CALTRANS ADMITS DOUBLE-DECKING THE 405 WILL BE NECESSARY IN THE FUTURE THEY MADE NO EXPLANATION WHY CALTRANS AT THIS TIME HAS NOT OPTED TO PRESENT ANY 'ALTERNATIVE' STRATEGY TO CONSTRUCT THE DESIRED ADDITIONAL HOV LANE OVER THE 405 WITH THE STATE BOND AND FEDERAL MONEY.

Assemblyman Feuer (42nd Assembly District whose district is most directly effected by the Caltrans proposals) proposed a second deck begin to be constructed over the present 405 freeway, which indeed makes the most sense to me. This double-decking solution looks toward the future and is in contrast to Caltrans' piecemeal band-aid approach. Why not design and construct the needed Northbound 405 carpool lane over the 405 in such a way to lay the foundation for future additions of double-decker lanes to the 405 as traffic and population increases? That sounds like one realistic and forward reaching solution.

I'm not a traffic engineer, but while sitting in the meeting I could think of SEVERAL OTHER IDEAS THAT COULD REDUCE THE TRAFFIC IN THE AREA WITHOUT THE HORRENDOUS CHAOTIC CONSTRUCTION THE CALTRANS' PROPOSALS ('ALTERNATIVES') WOULD INEVITABLY CAUSE. And I am not even talking about the obvious, i.e., improving mass transit. You have to ask what is it all for, WHAT'S TO BE GAINED BY CONSTRUCTING THE CALTRANS 'ALTERNATIVES' DESTROYING NEIGHBORHOODS AND DISRUPTING LA FOR PROBABLY DECADES, WHEN THE SAME CAN BE ACCOMPLISHED VERY SIMPLY AND WITHOUT UNDUE DISRUPTION?

BY CALTRANS' ADMISSION AN HOV (CARPOOL) LANE COULD BE ADDED NOW WITHOUT THE PROPOSED CALTRANS HAPHAZARD CONSTRUCTION, IF CALTRANS WOULD JUST APPORTION 11-FOOT LANES INSTEAD OF 12-FOOT LANES ON NORTHBOUND 405 OVER THE HILL TO THE VALLEY. However, apparently Caltrans cannot get the Federal money if the lanes are not 12 feet wide (and the more Caltrans spends on the project the more Federal money will be forthcoming I suppose); Caltrans proposes to spend a bundle on ineffectual shortsightedness, instead of lobbying the Federal Government for a more sensible regulation for allocating Federal transportation funds. Mike Feuer even said at the meeting that a waiver of some kind could be got from the Feds, but Caltrans' claimed instead that their 12-foot lanes will make us safer. EVEN THE POLITICIANS AT THE AUG 23RD ENVIRONMENTAL PUBLIC MEETING STATED THAT THERE IS NO EVIDENCE TO PROVE 12-FOOT FREEWAY LANES ARE ANY SAFER THAN 11-FOOT LANES. SO WHAT IS IT ALL ABOUT?

SENTENCING LOS ANGELOS TO YEARS OF CONSTRUCTION TURMOIL AND TRAFFIC HOLDUPS, DETOURS AND FRUSTRATION, BUSINESSES WITH LOSS OF REVENUES ETC, THE CALTRANS PLAN ONCE CONSTRUCTED, (AFTER INTERPRETING A LOT OF HIGH

J OF 5 PAGES

VH-5

VH-6

VH-7

VH-5

Two preliminary proposals to build an elevated, single-column viaduct with two HOV lanes in each direction were proposed and studied during the project planning stage. Both alternatives were rejected due to inadequacies in the design. A higher-cost, two-column alternative will be considered for future expansion.

VH-6

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

Please see response to comment AG-8 regarding the 12' lane width highway design standard.

VH-7

This project will be designed and built through a design-build procurement method according to Senate Bill 1026. Design-build is used to minimize the project risk for an owner and to reduce the delivery schedule by overlapping the design phase and construction phase of a project. A more exact timeline for the project will be developed at a later stage.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

VH-8

Caltrans is committed to working with the City of Los Angeles DOT for continual improvements to the main throughways in the area, including the I-405 and Sepulveda Blvd.

FAULTING MATH IN THEIR REPORT) STRIVES TO IMPROVE THE COMMUTE DURING RUSH HOURS TO THE VALLEY A WHOPPING 3-4 MINUTES! That is exactly as it sounds, Caltrans says commuters may save 3-4 minutes going over the hill to the Valley after years of delays and money spent on the chosen Caltrans "Alternative".

} VH-7

CALTRANS NEEDS TO ABANDON ITS PRESENT 'ALTERNATIVES' FOR THE 405 AND DEVELOP AN INNOVATIVE PLAN, WITH INSIGHT FOR OUR CITY'S FUTURE TRAFFIC AND ECONOMIC HEALTH. The 405 is one of our main throughways in an extremely busy and car oriented city, the biggest city in California.

CALTRANS NEEDS TO GO BACK TO THE DRAWING BOARD TO RETHINK THEIR ENTIRE APPROACH TO THIS 405 PROJECT.

} VH-8

CALTRANS MUST REDO ITS ENVIRONMENTAL REPORT TO ADDRESS THE REAL PROBLEMS CREATED BY THEIR PROPOSALS, NOT JUST COMPLETE A GOVERNMENTAL REQUIREMENT SO CALTRANS CAN BE DONE WITH THE REQUIREMENT REGARDLESS OF THE PROJECT'S IMPACT ON THE PEOPLE EFFECTED

Sincerely,



Valerie L. Henderson
10800 Portofino Place
Los Angeles, CA 90077
310 476 1261
310 476 9890 fax
v.hen@verizon.net

cc: Gov. Schwarzenegger
CA Senator Kuehl
CA Senator Mark Ridley-Thomas
Assembly Member Feuer
Assembly Member Duvall
Assembly Member Nava
Assembly Member Carler
Assembly Member Desaulnier
LA City Council Members: Weiss
Rosendahl
Greuel
Labonge

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LADOT Pres. Kim
LADOT Vice-Pres. Mars
LADOT Commissioners Alarcon
LADOT Commissioner Carson
LADOT Commissioner Frerison
LADOT Commissioner Moss
LADOT Commissioner Reddock

viii

3 OF 5 PAGES

Barbara A. Hillman
11436 Berwick Street
Los Angeles, California 90049

September 29, 2007

RECEIVED
OCT 02 2007

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street MS-16-A
Los Angeles, California 90012

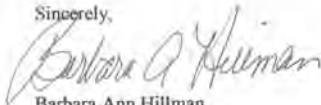
Dear Mr. Kosinski:

I hereby vote against your "government run AMOK" program, namely Alternative 3 and the modified version thereof for the 405 freeway. Why do you want to ruin a long-standing church/synagogue, a beautiful neighborhood of lovely and expensive homes, the Getty Art Museum and not solve the all-important traffic jam that occurs at the 405 and the 10 freeway interchanges? Do you even have the funding for either?

Do you really care about our environmental well-being and the important trees and vegetation that absorb the carbon dioxide from those gas-guzzling automobiles? Even your own records report that those automobiles have more fender-benders than any other type of accidents. Do you want to spend so much money to correct that? Have you even thought about noise pollution if you endeavor to pursue this plan?

BH-1

Sincerely,



Barbara Ann Hillman
11436 Berwick Street
Los Angeles, California 90049

cc. Messrs. Waxman, Feuer, Yaroslavsky, Rosendahl, Villaraigosa and
Mdns. Boxer, Feinstein, Kuehl, and Bass

BH-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

September 28, 2007
11420 Waterford Street
Los Angeles, California 90049

RECEIVED
DEC 07 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS -16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

Our family has resided in Brentwood Glen for the past thirty years, and we are opposed to Caltrans plans to alter the 405 Freeway between Sunset Boulevard and Constitution Avenue.

We have been very fortunate to live in this idyllic neighborhood, which is a model community in Los Angeles (Los Angeles Times spring 2006).

We are opposed to Alternative 3 as originally proposed, and we are also opposed to the modified version of Alternative 3. Both plans are inadequate and destructive to our community of 500 homes. The plans will not remedy traffic congestion on the 405 Freeway. Their effects will only devastate a solid community.

The costs and proposed benefits for a distance of 7/10 of a mile are shortsighted at the very least. It is most unfortunate that these plans from Caltrans, a state agency, are simultaneously costly and destructive. They exhibit incompetence and an inability on the part of Caltrans to remedy the big picture of increased traffic all along the 405 Freeway.

Put our taxpayers' money to better use, and devise plans to improve traffic flow that are visionary, innovative, and productive for California's residents.

Kindly, do not trouble us further.

Yours truly,



Mr. & Mrs. Cecil Hollingsworth

CH-1

CH-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Andrew & Jennifer Howard
11370 Elderwood Street
Los Angeles, CA 90049

September 24, 2007

Ronald Kosinski, Deputy District Director *UK*
CalTrans
120 South Spring Street
Los Angeles, California 90012

Mr. Kosinski:

We have been residents of Brentwood Glen since 2004 and we have been raising our two boys here. The Glen is our home, our community – it is the *Leave It To Beaver* neighborhood that does not exist in the Los Angeles anymore. We originally lived at 546 Beloit, but recently built our new home on Elderwood – we didn't want to leave Brentwood Glen because of everything it offers.

Every morning, you could find families walking their children in strollers and dogs on leashes. We know one another by first name and we celebrate and share in one another's lives.

Any version of Alternative 3 would destroy all that and create uncomfortable noise levels, congestion and destruction of a fine old neighborhood and its church. We strongly oppose CalTrans alternatives 2, 3 and 3b as modified for the reasons stated below:

1. CalTrans has failed to show studies or even explanations how the PARTIAL addition of southbound lanes between US 101 and the I-10 interchange ending at the Glen area will reduce traffic, emissions and noise along the southbound corridor. Due to the fact that no changes are anticipated for the I-405 and I-10 interchange, as well the fact that the proposed additional lanes will NOT continue past the Glen area through this exchange, there will continue to be significant "bottlenecks" under any of these plans. The additional lanes proposed will in fact INCREASE the bottlenecks, traffic, noise, emissions' which will have a toxic effect on the Glen and eventually the public at large.

2. The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion.

AJH-1

AJH-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

AJH-2

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

2

3. The community Church which will be be torn down provides a Christian and a Jewish Congregation and there are no plans for replacement of this ital community gathering facility. . It is an important part of the Brentwood Glen community and is the only facility available for residents to meet. The Church also provides valuable non-church activities, such as 12-step programs. CalTrans has failed to provide alternatives.

4. Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families. The cost of this goes without saying... and CalTrans has failed to address the remedies for these house and buildings. Housing is not cheap in this area and many of these residents have been in these locations for decades - what are they supposed to do?

5. The DEIR is neither comprehensive nor legible. The proposals do not seem to be fully fleshed out nor do they have supported evidence

6. Under the original Alternative 3 or its modification, the Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse. We travel through this intersection daily - you should do the same to understand the issue. CalTrans has clearly not done their homework and if they have, they should be required to release it to the public.

In summary, we are acutely aware of the traffic problem surrounding 405 and adjacent streets throughout the west side - we are both born and raised in Los Angeles (and Brentwood, specifically). But the alternatives proposed by CalTrans only contribute to the problem. By time the construction would be finished the freeway would be functioning at a new maximum or nearly so. Until southern Californians embrace mass transit there will be no solution.

Please support Brentwood Glen's position by letting CalTrans know you are opposed to Alternative 3 and alternative 3 modified.

Sincerely,



Jennifer and Andy Howard and Josh (2 years), Ryan (1 month) and Zoey (our 2 year old dog)

AJH-1

AJH-2

September 26, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 29 2007

Dear Mr. Kosinski:

I have lived in Brentwood Glen for 19 years and reside at 339 Beloit Avenue. Over time I have come to appreciate and value the strong sense of community in Brentwood Glen, and the way that residents of the neighborhood support and identify with one another. After the 1994 Northridge earthquake, the annual neighborhood meeting at the Church in the Glen (on Church Lane) drew unprecedented crowds—it was clear that participants saw that communities need to work together to ensure a support base for dealing with anything from natural disasters to issues impacting the overall quality of life for residents. This sense of community in the Glen has brought an outpouring of support for tree and shrub planting on many occasions, and now for the efforts to preserve the neighborhood as we face the encroachment of a wider 405 freeway.

I am adamantly opposed to both Alternative 3 and 3 modified for the following reasons:

- The DEIR and its modification are confusing and inconclusive in presenting clear and valid data to show that widening of the southbound 405 lanes and adding a mixed use lane will reduce traffic congestion and pollution. I have attended the several community and public meetings at which CalTrans representatives have presented information and responded to questions about the project over the past 2-4 years. On numerous occasions, year after year, residents raised questions that were not answered at the meeting nor addressed in the DEIR, namely:
 1. What exactly is the perceived value of spending hundreds of millions of dollars to add a 7/8 mile widened section of the freeway when the bottle neck at the 405 and 10 freeway juncture will remain at 3 lanes with no plans for widening? You, Mr. Kosinski, were asked this question at several meetings over the years and each time you gave a vague response of "good point." This issue has not been satisfactorily addressed in any of the documentation or meetings to date even though it comes up again and again. The additional bottlenecking this will cause from the 405 and 10 juncture north could become more of a safety hazard.
 2. Under Alternative 3 or its modification there will be a substantial increase in noise and pollution. Although CalTrans has claimed that a widened freeway will bring faster-moving traffic thus less pollution, no valid data to back up this claim was presented, even after a specific request for this information. Further, the removal of hundreds of mature trees along Church Lane will result in higher pollution levels.
 3. Likewise, CalTrans claims that 12 ft. vs. 11 ft. lanes will reduce accidents and create safer conditions. Again, no data was presented to back this up even after it was requested after the issuance of the DEIR. By CalTrans not providing or responding to this request to safety data, the implication is that it does not exist.
- Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families. Beyond that, the impact of a 3-4 year construction period

LJ-1

LJ-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

LJ-2

Your concerns regarding impacts to the Getty Center are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

with increased noise, construction traffic, periods with no sound wall, and increased pollution will have a severe and negative impact on the remaining Brentwood Glen residents who are not displaced. The question of safe egress for emergencies also arises when considering the impact of even temporary closures of Church Lane and the resulting traffic logjam on surrounding roadways.

- Under the original Alternative 3 or its modification, the southbound onramp at Church Lane and Sunset will be removed. The intersection of Church Lane and Sunset is heavily congested, particularly during peak morning and afternoon hours. As is the flow of traffic does not honor red lights, often the attempt to cross Sunset is obstructed by stopped cars. Increasing this congestion with the closure of the right turn ramp access and requiring Glen residents to cross Sunset to turn right will exacerbate this problem. I frequent this intersection regularly and often encounter angry and erratic drivers who are trying to get around the existing traffic/freeway access problems. The proposed changes from CalTrans will make this worse.
- The Church in the Glen is an integral part of the Brentwood Glen community and is the only facility available for residents to meet. The Church also provides valuable non-church activities, such as 12-step programs, that cannot be replaced in the community.

LJ-1

I strongly advocate CalTrans achieving its goals at mitigating traffic issues by means other than those presented in Alternative 3 and 3 modified. The recent statement by the Getty Center also raised a number of engineering and safety issues that illustrate the lack of careful research and planning behind these proposals, namely:

1. interfering with the extensive and costly engineering commissioned by the Getty to shore up the mountainside freeway adjacent
2. cutting off the emergency egress/fire road up the south side of the Getty site
3. dealing with the major water main that would have to be moved to accommodate proposed Alternative 3 construction

LJ-2

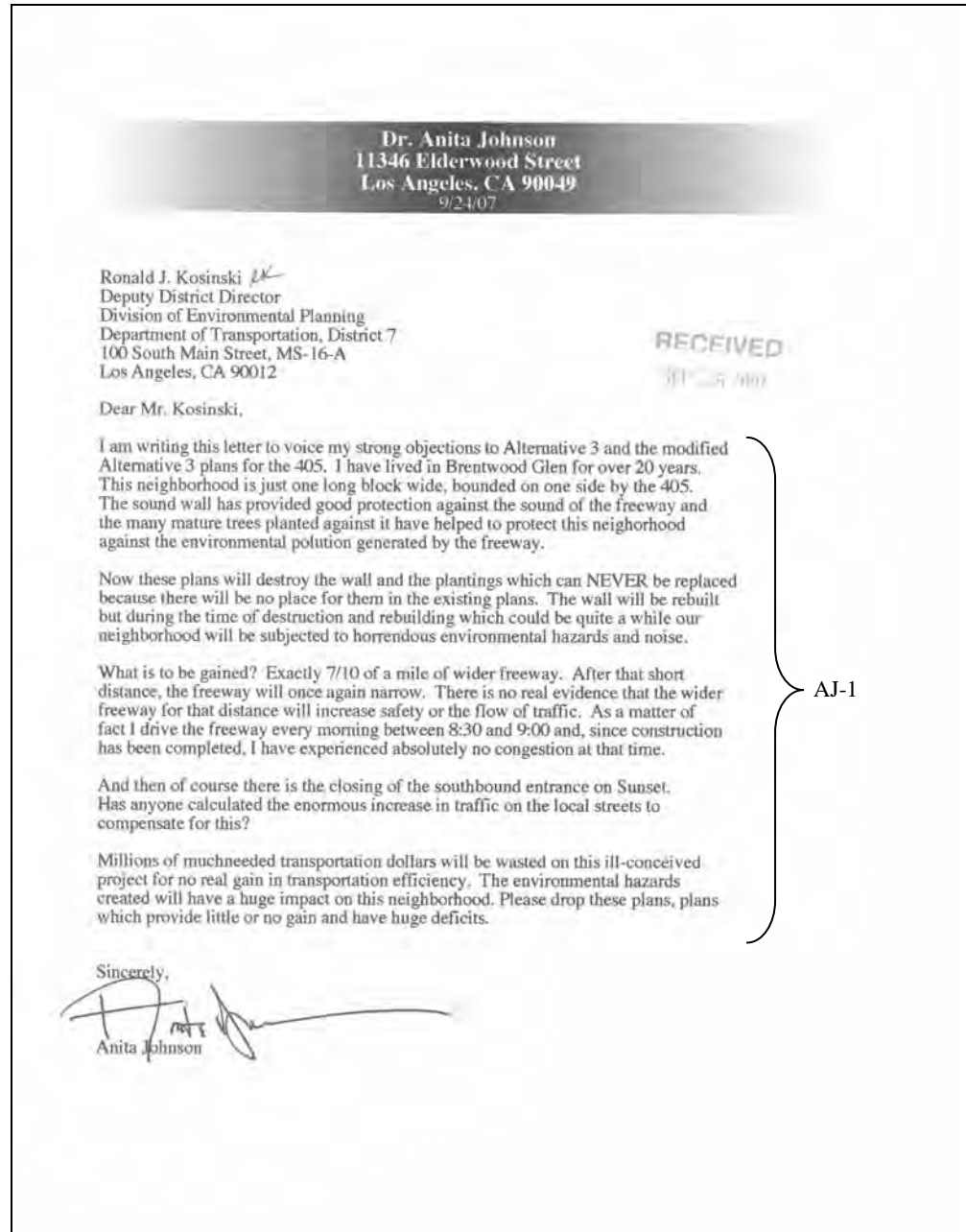
I do not oppose an addition of a HOV lane to the 405 northbound and other measures to relieve congestion. However, the current Alternative 3 proposals are inadequate and will not provide the safety, pollution, and congestion relief that CalTrans has claimed. Destruction of a portion of Brentwood Glen, and serious damage on the remainder, is not justified based on the benefits that CalTrans claims will be made.

Sincerely,



Lori Jacobson

CC: Congressman Henry Waxman
US Senator Barbara Boxer
US Senator Diane Feinstein
California State Senator Sheila Kuehl
California State Assembly Member Karen Bass
California State Assembly Member Mike Feuer
County Supervisor Zev Yaroslavsky
Councilman Bill Rosendahl
Mayor Antonio Villaraigosa



AJ-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

9-26-07

Dear Director Kosinski. *BJ*

RE: 405 - Sepulveda Pass Project - Cost Benefit

As I sat at the Skirball waiting for the public comment meeting to begin, I started playing with some of the CalTrans numbers given in their handout. (see attached)

The numbers are:
300,000 vehicles a day in the study area
16,060 decreased hours of delay with alt.2
16,190 decreased hours of delay with alt 3

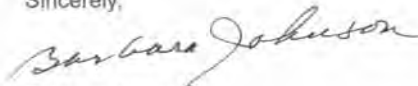
So alt 3 gives an increase of 130 hours decreased delay.
(16,190 minus 16,060 = 130 or 7,800 minutes (130x60))

What is the decreased delay benefit of each vehicle with alt 3?
benefit minutes/no. of vehicles or 7,800 divided by 300,000
=.03 minutes or 1.8 seconds (.03 x60=1.8)

So alt 3 saves each vehicle 1.8 seconds per trip.

DOES THIS COMPUTE?

Sincerely,



Barbara Johnson
11333 Chenault St.
Los Angeles, CA 90049
I have lived in Brentwood Glen for 47 years

PS. I realize the decreased hours of delay is a year 2031 number and that the year is not given for the vehicles a day. Perhaps CalTrans can give apples to apples numbers.

BJ-1

BJ-1

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.



Major Questions and General Answers

1. How effective are High Occupancy Vehicle Lanes (HOV) in reducing congestion?
HOV lanes, referred to as carpool lanes, are very effective in improving the people carrying capacity of the freeways, which reduces congestion. As the most successful example, the El Monte Busway on I-10, carries as many people in the HOV lane during the peak commute hours as the remaining 4 mixed flow lanes. HOV lanes encourage many individuals to change their drive alone patterns and use carpools, vanpools or buses. The more extensive the HOV system becomes in the Los Angeles Basin, the more individuals recognize their benefits.
2. Will these proposed improvements be outdated by the time the project is finished?
Caltrans conducts traffic forecasts for each proposed project that predict traffic volumes 20 years in the future. These forecasts are based upon the approved regional growth projections. Based upon these projections, it is clear that future traffic congestion on the I-405 Freeway will be reduced by this project. When compared to the No Build Alternative 1, Alternative 2 will result in a decrease of 16,060 hours of delay and Alternative 3 would result in a decrease of 16,190 hours of delay. These are estimates for reduced vehicle delay on a typical day in 2031.
3. The southbound I-405 drops to three lanes at the I-10 interchange creating a severe bottleneck that this project will not fix. Without improvements to the 405/10 interchange, isn't this Sepulveda Pass Project a waste of money?
The current construction project from Waterford Street south, is adding an HOV lane and auxiliary lanes through the 405/10 Interchange. The interchange will become less congested for southbound 405 traffic, especially for people using this additional HOV lane through that Draft EIR/EIS have been carefully considered.
11. What will be done to mitigate traffic congestion during construction?
The I-405 Freeway in the study area handles an average of 300,000 vehicles a day. As a consequence, construction will need to be well planned and lane closures allowed only during off peak periods. There will be no reduction in the number of through lanes on the freeway in either direction during normal commute periods. Traffic mitigation conditions will be placed on the contractor and interaction with local emergency service operations will be mandated. Temporary lane, ramp, and street closures will be restricted by a Traffic Management Plan that Caltrans will develop in consultation with LADOT. Notices and signage will be extensive.
12. When will the community have answers to all the comments on the Draft EIR/EIS?
All written comments will be included in the Final EIR/EIS with written responses that will address the issues raised or direct the commentor to the section of the Final EIR/EIS where their issues were addressed. The Final EIR/EIS will be revised to reflect changes raised as a result of these comments. The transcript, comments and responses for the June 11 Community Meeting and the August 22 Public Hearing will also be referenced.

Nancy & Mosa Kaleel
4444 Lennox Avenue
Sherman Oaks, CA 91423
(818) 981-6861
[njc9@earthlink.net](mailto:njk9@earthlink.net)

RECEIVED
SEP 25 2007

September 25, 2007

Mr. Ronald J. Kosinski, Deputy District Director *JK*
Department of Transportation, District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

As residents of Sherman Oaks, we urge you to re-consider the expansion plan for the 405 in our community. Please adopt the following as your plan:

Please do not move any soundwalls, but please do build the soundwall in the Royal Woods area of Sherman Oaks west of the 405 and east of Sepulveda.

Please do not take any homes.

Please build sufficient lanes in the Sepulveda Pass south-bound to alleviate the bottleneck in the Skirball area south to Wilshire.

Please do not widen the 405 in Sherman Oaks or build new on or off ramps in the area.

Please keep the cost and the project length to a minimum by following these guidelines.

Thank you for your serious consideration to the above. We look forward to hearing good news that you have abandoned prior options and will be adopting this newly proposed plan.

Sincerely,

Nancy & Mosa Kaleel
Nancy & Mosa Kaleel

NMK-1

NMK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

Dear Ron Kosinski et al

RECEIVED
AUG 16 2007

Please help us keep Caltrans from
destroying homes in the Sherman Oaks area
As you know Car Pool lanes have been
implemented in easing current traffic
I do agree that adding lanes SB
on the 405 will help traffic but I
don't agree that any home or business
should be terminated if lanes are added

We do need the completion of the sound
wall in the Sherman Oaks area as the
noise and pollution will be horrible if
the building starts on the 405

We do need the current sound
walls to be left in place

We heard the Brentwood Glen people
have some a strong impression on Caltrans
I hope those of us on Sherman
Oaks Ave are too, especially about not
building a new exit on the street

Don Lerner, Ronald Blank
4274 SHERMAN OAKS BLVD
SHERMAN OAKS, CA 91304
PHONE 818 729 0940
Email: Kanne.dm@atd.com

DK-1

DK-1

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RECEIVED
SEP 25 2007

Dear Doug Fairley

Please help the some ~~other~~
Property in the Sherman Oaks area. It is
a bad idea to add a NB lane on the
405 the expense of destroying people's lives
as you know the Ventura Exit on
the NB 405 exit is worthless
Also realizing the Valley Uplift
to have one on Sherman Oaks we do
not at all necessary
Lolo about the sound barrier
Sherman Oaks ~~minutest~~

I agree that it makes sense to
add a lane after Micholmas as that is
where the traffic gets much worse
We will not be able to cross the
street safely if the 405 is reconfigured
to end on Sherman Oaks Ave
As you know the other project will
cost my you - Thanks for you work

Ronald Kuman
DORIAN KUMAN
1234567890
SHERMAN OAKS CALIF 91344
PHONE 818 7040440
EMAIL Kuman@atd.net

DK-2

DK-2
Please response to comment DK-1 in your previous letter.

Dear Ron Kanne

RECEIVED
SEP 20 2007

Please help save our homes with ^{SB 405} ~~SB 405~~ in the Sherman Oaks area. Adding a NB HOV lane is not worth destroying Peoples lives and will not make traffic better for years if ever.

I do support adding a lane on the SB 405 as long as Peoples homes are not taken especially Ester Michelland.

We do mail the ground mail in Sherman Oaks and it completed in the Royal Woods area.

We do not need a reconfiguration for a Sherman Oaks the east. I would make life very dangerous too.

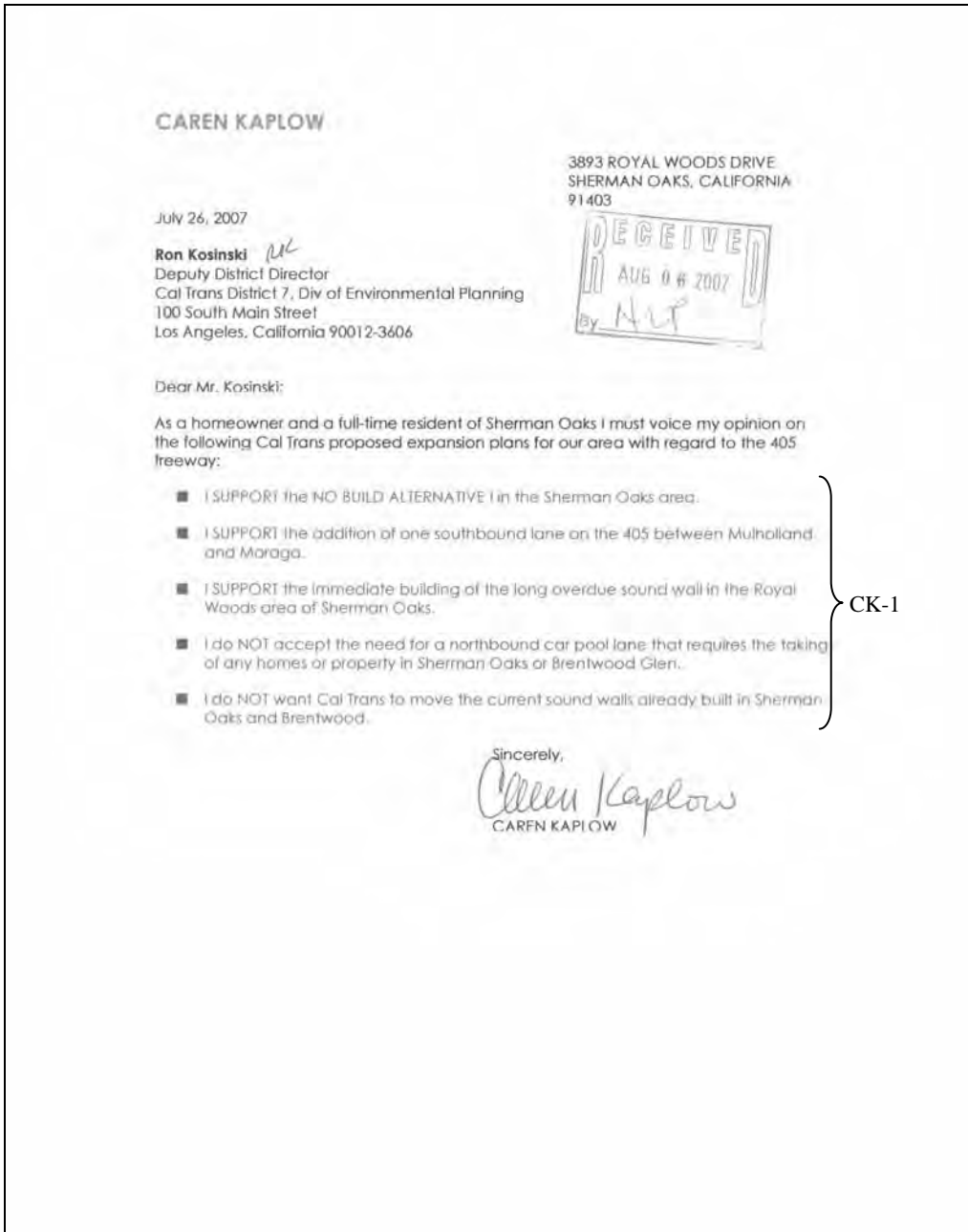
Thanks for your consideration
Donald B Kanne

DONALD KANNE
4274 SHERMAN OAKS AVE
SHERMAN OAKS CALIF 91408
PHONE 818 789 0444
e-mail Kanne dm at trout net

DK-3

DK-3

Please response to comment DK-1 in your previous letter.



CK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

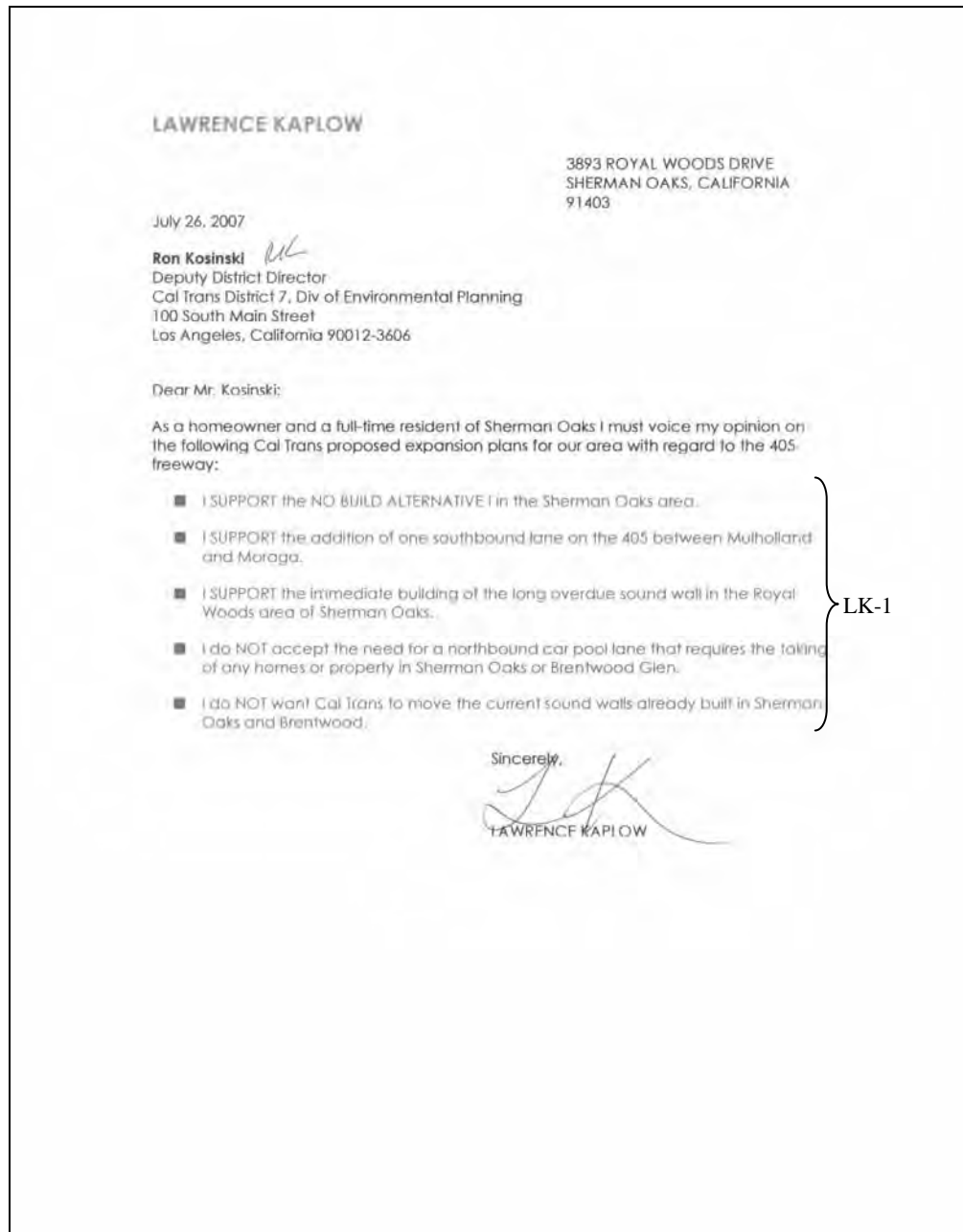
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LK-1

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September 26, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 26 2007

Dear Mr. Kosinski:

I am writing with respect to the proposed 405 freeway expansion. I have lived with my husband and family in Brentwood Glen since 1984. Our address is **11420 Burnham St.**, a single-family dwelling. We are husband, wife, and two children that reside at this address.

Our family has loved living in Brentwood Glen for over 24 years. It is a relatively safe, relatively quiet neighborhood where nearly everyone on the block knows one another, and where neighborliness is meaningful. Although we had opportunities to move in the past, our family could not bring ourselves to leave Brentwood Glen because of the wonderful warmth and neighborly feel that imbues the community.

We firmly and categorically oppose the Alternative 3 as originally proposed and the modified version of Alternative 3 for the 405 expansion. Our reasons for this opposition and extreme concern include the following:

- Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families. And yet this alternative involves a relatively small increase in the actual width of the 405 freeway. This option appears to involve extraordinary pain without any substantive gain!
- The Church in the Glen has been home to a Lutheran Congregation for more than six decades and a Jewish Congregation for the past two years. It is an important part of the Brentwood Glen community and is the only facility available for residents to meet. The Church also provides valuable non-church activities, such as 12-step programs, that cannot be replaced in the community. The Church should not be destroyed. Without the Church, Brentwood Glen's character and cohesion will be severely and negatively impacted. Our children have taken music lessons and have participated in numerous youth activities at this church.
- Under Alternative 3 or its modification there will be a **substantial increase in noise and toxic air emissions that will be harmful to the community.** The substantial negative impact of the increased

AK-1

AK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

noise and air pollution will be greatly increased because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living any where near Church Lane. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions.

- **The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion.**
- Under the original Alternative 3 or its modification, the Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse. We travel through this intersection nearly every day and I am basing my statement on personal observations.
- Alternative 3 would remove many mature trees which provide a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees.
- Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage.

AK-1

Our family understands that there is a serious concern about traffic congestion on the 405 Freeway. We experience it nearly every day. I do not oppose an addition of a HOV lane to the 405 Northbound and other measures that may have the effect of relieving congestion. However, the current Alternative 3 proposals are inadequate and do not provide congestion relief, especially when balanced against the devastation that will be caused to my neighborhood and the enormous cost of the project.

Sincerely,



Ann R. Karagozian

11420 Burnham St.

Los Angeles, CA 90049

310-472-7297

4191 Hayvenhurst Drive
Encino, Ca 91436
Tel: 818-783-0778
email: elliskatz@sbcglobal.net
Sunday, July 22, 2007



Ron Kosinski *RK*
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

Sir:

- I support the No Build Alternative 1 in the Sherman Oaks Area.
- I support the addition of one southbound lane on the 405 between Mulholland to Moraga.
- I support the immediate building of the long overdue sound wall in the Royal Woods area of Sherman Oaks.
- I do not accept the need for a northbound car pool lane that requires the taking of any homes or property in Sherman Oaks or Brentwood Glen.
- I do not want CalTrans to move the current sound walls already built in Sherman Oaks or Brentwood.

} EK-1


Ellis Katz

EK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

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Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

4191 Hayvenhurst Drive
Encino, Ca 91436
Tel: 818-783-0778
email: elliskatz@sbcglobal.net
Saturday, September 29, 2007

Mr. Ronald Kosinski
Deputy District Director
Division of Environmental Planning
CalTrans District 7
100 So Main St., Los Angeles 90012

Subject: 405 Expansion

Sir:

I strongly oppose the proposed rework/expansion of the 405 Freeway. I have some credentials regarding the subject: I have conducted studies for the Rockwell Corporation as regards technology means of relieving traffic congestion and have visited several cities to adjudge their efforts in that regard. Without belaboring you with much detail, let me state my conclusion from all my studies in one simple axiom: *In any traffic area, the level of acceptable congestion is established by "the last man in"*. That is to say that any attempt to relieve congestion in a growth community is, at best, a short temporary matter.

Even as I write this, there are commuters who are seriously thinking of moving closer to their work but who would defer that action in the hopes of freeway expansion. There are other commuters who would desire to move to outlying areas (say, Santa Clarita) but are currently deterred by the commute...but, on hearing of the prospect of fwy expansion would take heart.

The only folks who truly benefit (long term) by the proposed expansion are highway agencies, construction firms and real estate developers. In the meantime, destruction of property, disruption of traffic, noise and dust pollution, and safety hazards would be the cost of this futile action.

Thank you for your consideration....


Ellis Katz

EK-1

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

EK-1

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 14 2001

Dear Mr. Kosinski:

I reside at 11349 1/2. I have been a resident of Brentwood Glen for the last 5 years. I am a retired mechanical engineer and have come to love this quite and friendly neighborhood.

I am opposed to Alternative 3 as originally proposed and the modified version of Alternative 3. I have attended all the Brentwood Glen community meetings and feeling very strongly that Alternative 3 and the modified Alternative 3 are not a good solution. Some of the reasons why it is a poor choice is outlined below:

- Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families.
- The Church in the Glen has been home to a Lutheran Congregation for more than six decades and a Jewish Congregation for the past two years. It is an important part of the Brentwood Glen community and is the only facility available for residents to meet. The Church also provides valuable non-church activities, such as 12-step programs, that cannot be replaced in the community. The Church should not be destroyed. Without the Church, Brentwood Glen's character and cohesion will be severely and negatively impacted.
- Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community. The substantial negative impact of the increased noise and air pollution will be greatly increased because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living any where near Church Lane. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions.
- The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion.
- It will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen. The devastating impacts on Brentwood Glen of Alternative 3 or of its modification far outweigh any minimal benefit of Alternative 3 or its modification.
- Under the original Alternative 3 or its modification, the Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse. [State that you travel through this intersection regularly and are basing you statement on personal observations.]
- Alternative 3 would remove many mature trees which provide a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees.

KK-1

KK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

- Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage.
- Question why Caltrans cannot achieve its goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405.
- State that you found the project description in the DEIR confusing and that Caltrans did not give you enough time for you to carefully review the very lengthy and highly technical document.

I understand that there is a serious concern about traffic congestion on the 405 Freeway. I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. However, the current Alternative 3 proposals are inadequate and do not provide congestion relief, especially when balanced against the devastation that will be caused to my neighborhood and the enormous cost of the project.

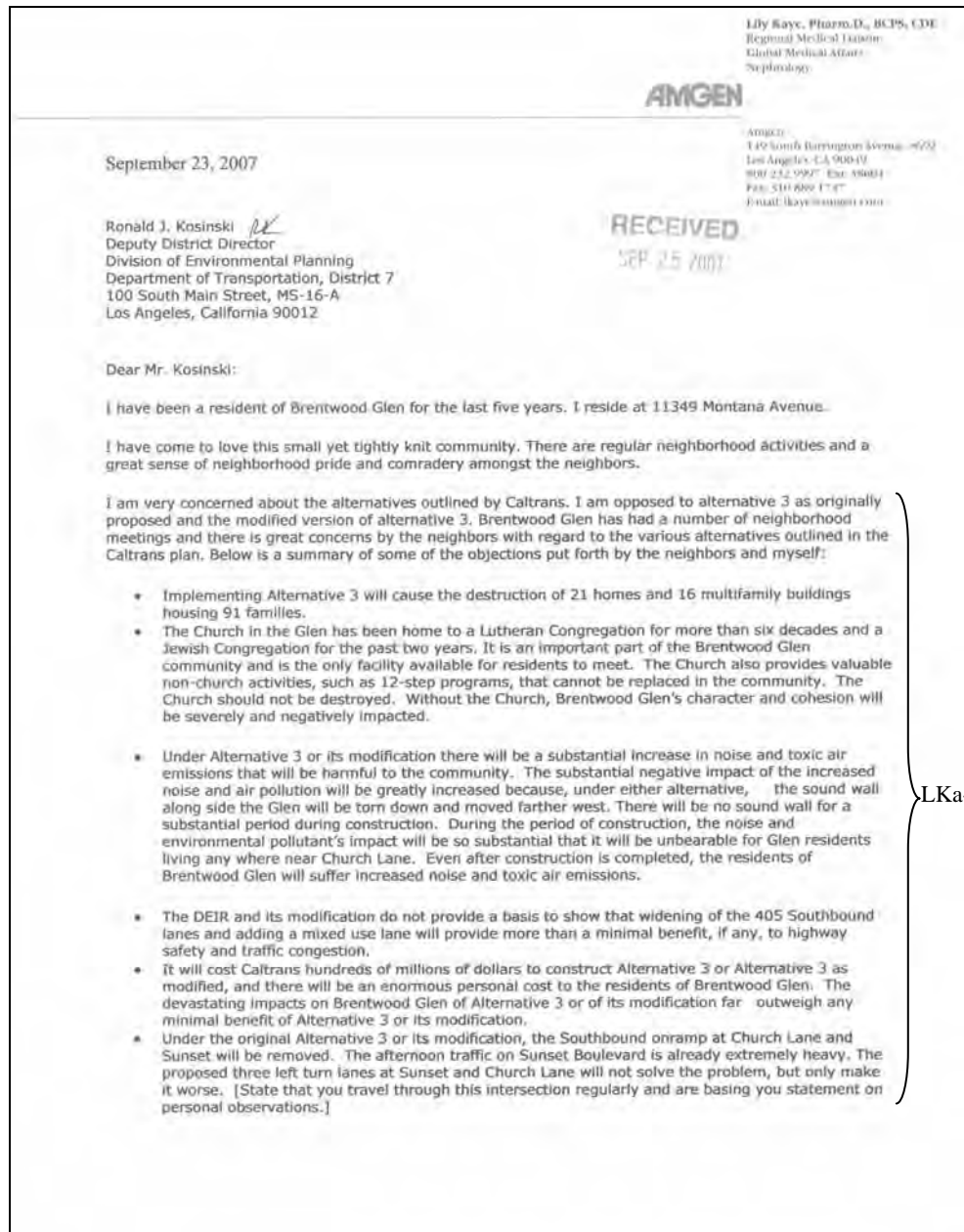
Please hear the voice of the community in evaluating the current traffic situation. The Alternative 3 is a short lived solution and will not relieve congestion in the long run.

} KK-1

Sincerely,



Khosrow Kaye, P.Eng
11349 1/2 Montana Avenue
Los Angeles, CA



LKa-1

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LKa-1

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- Question why Caltrans cannot achieve its goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405.
- State that you found the project description in the DEIR confusing and that Caltrans did not give you enough time for you to carefully review the very lengthy and highly technical document.

LK-1

As a daily commuter – I drive the 405 Freeway and the 10 Freeway. However, I also feel very strongly that the current Alternative 3 proposal is inadequate and will not relieve congestion especially when considering the devastation of a cherished neighborhood community.

Please listen to the residents of this community.

Sincerely,



Dr. Lily Kaye
11349 Montana Avenue
Los Angeles, CA 90049
Tel: 310.472.5031

Ronald J. Kosinski *JK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-15-A
Los Angeles, California 90012

RECEIVED
SEP 11 2017

Dear Mr. Kosinski:

I reside at 11347 Montana Avenue. I have been a resident of Brentwood Glen for the last 5 years. I bought my house with a great sense of hope and pride. I was excited to join such a beautiful and tight knit community.

Much like all of my neighbors, I am opposed to Alternative 3 as originally proposed and the modified version of Alternative 3. I have attended all the Brentwood Glen community meetings and feeling very strongly that Alternative 3 and the modified Alternative 3 are not a good solution. Some of the reasons why it is a poor choice is outlined below:

- Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families.
- The Church in the Glen has been home to a Lutheran Congregation for more than six decades and a Jewish Congregation for the past two years. It is an important part of the Brentwood Glen community and is the only facility available for residents to meet. The Church also provides valuable non-church activities, such as 12-step programs, that cannot be replaced in the community. The Church should not be destroyed. Without the Church, Brentwood Glen's character and cohesion will be severely and negatively impacted.
- Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community. The substantial negative impact of the increased noise and air pollution will be greatly increased because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living anywhere near Church Lane. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions.
- The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion.
- It will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen. The devastating impacts on Brentwood Glen of Alternative 3 or of its modification far outweigh any minimal benefit of Alternative 3 or its modification.
- Under the original Alternative 3 or its modification, the Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse. [State that you travel through this intersection regularly and are basing your statement on personal observations.]
- Alternative 3 would remove many mature trees which provide a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees.

SK-1

SK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

- Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage.
- Question why Caltrans cannot achieve its goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405.
- State that you found the project description in the DEIR confusing and that Caltrans did not give you enough time for you to carefully review the very lengthy and highly technical document.

SK-1

I understand that there is a serious concern about traffic congestion on the 405 Freeway. I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. However, the current Alternative 3 proposals are inadequate and do not provide congestion relief, especially when balanced against the devastation that will be caused to my neighborhood and the enormous cost of the project.

I commute daily on the 405 Freeway and the 101 Freeway. I feel strongly that the alternatives outlined by the Caltrans department are short lived solutions and will not address the problem.

Please hear the voice of the community in evaluating the current traffic situation. The Brentwood Glen community feels very strongly that this is a WRONG decision.

Sincerely,



Dr. Sara Kaye
11347 Montana Avenue
Los Angeles, CA 90049
Tel: 310.471.1418

September 12, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

My name is Allison Kean and I have lived at 11333 Albata Street in Brentwood Glen for over two years.

When choosing a place to live as a first time homeowner who was new to Los Angeles, I looked hard and long before finding this special neighborhood. I came upon it by luck when serendipitously getting lost on my way home from UCLA Medical Center. I was immediately taken in by the charm of the neighborhood, the pride each homeowner took in their property, and the striking absence of McMansions. I consider myself grateful that I was able to find the perfect home for me and have grown to love this neighborhood even more as I have become to know my neighbors and experience a community within a community. I cannot think of another area in West Los Angeles that combines such charm, down to earth values, and central proximity.

I am strongly opposed to Alternative 3 in its original form as well as the modified version of the proposal. From the beginning, I was taken back that one was even considering the destruction of over 20 homes and 16 multifamily buildings. Interestingly, these represent some of the lowest-priced homes in Brentwood and I would hate to think that only the impersonal, gated estates of Brentwood will remain. In addition, Brentwood Glen is home to a church which has many purposes in our small community, including serving as the only synagogue in the immediate area. Finally, I have great concerns about the pollution and noise that would circumvent the neighborhood both during construction and even following completion. Moreover, I have not seen convincing evidence to support that the construction will lead to a significant improvement in traffic and transit time. Especially given the prohibitory budget and the prerequisite community disruption, I would find it extremely surprising that these amendments will pass with any significant support.

} AK-1

Sincerely,

Allison J. Kean MD

Allison J. Kean, MD

11333 Albata Street

AK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as Preferred.

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 29 2007

Dear Mr. Kosinski,

My name is Kaija Keel and I live at 430 Beloit Ave in the Brentwood Glenn with my family. I have lived here since 1991 and was baptized at the Church in the Glen in 1950. Our neighborhood is very special and precious to me because it provides a sense of community, which is lacking in most of Los Angeles.

I strongly oppose the implementation of Alternative 3 and its modified version. This is a waist of taxpayer dollars and will lead to the destruction of our community. Too many homes would be taken and the loss of the Church would be terrible. This is home to both Christians and Jews and serves as our community center for all. We have met with community leaders, police officers and earthquake preparedness personnel for instruction in community safety and awareness.

Tearing down the sound wall along the East side of the Glenn will be a great environmental impact on our community as well. I am very aware of the pollution, noise level and pollutants that we will be exposed to during construction. Myself and many other families in the Glen have paid for and maintained the many trees, plants and flowers that have grown along the sound wall to protect this community from the noise and pollution. To lose this would be devastating. Modified Alternative 3 would destroy the trees and community effort that has been taking place for decades and replace it with a big ugly wall with ivy????

Traffic in our neighborhood is a nightmare. The intersection at Sunset and the 405 has become unbearable and yet the proposals in Alternative 3a and 3b show no relief in sight. The removal of the southbound onramp at Sunset and Church Lane is insane. We have a major university; UCLA which spills into our neighborhood daily to enter the south bound 405 at Sunset and Church Lane. Removing this alternative will make all those cars have to use either Wilshire Blvd. or Sunset Blvd. adding to more congestion in an already locked up area. The proposed three left turn lanes at Sunset and Church will not solve

KKe-1

KKe-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as Preferred.

KKe-2

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

this problem, it will only make it more unbearable. I travel this route many times daily and am very familiar with the traffic at this location. They can't coordinate traffic signals now, why am I to believe they will do this later?

Modified Alternative 3 will also prohibit parking on Church Lane. Residents, visitors and many UCLA students, use this parking, as the campus has not provided enough affordable parking spaces. When my son went to school there he would ride his bike rather than be at campus 3 hours early to try and secure a place to park a car.

My biggest concern is the spending of millions of dollars on a plan that is clearly unresearched and confusing. Every time I have attended meeting more questions are unanswered, and more questions have no answer. Cal Trans did not clarify or answer the many questions that were proposed at these meetings. Why should taxpayers give their hard earned dollars to provide a band-aid to a problem that will not be fixed? Adding a lane or two is not going to solve anything. This city must provide us with mass transit.

I appreciate you taking the time to read my letter. I do understand the serious concern over the traffic that we live with daily. I do not oppose the addition of a HOV lane to the northbound lanes of the 405 but I hope that you will respond by rejecting Alternative 3 and its modified versions.

Sincerely,



Kajja Keel
430 Beloit Ave.
Los Angeles, CA 90049
310.471.6047

} KKe-1

} KKe-2

July 27, 2007

To: ① Caltrans, District 7, Division of Env. Planning
100 Main St., MS-16A
Los Angeles, Ca 90012

② Jack Weiss, Councilmember, Dist. 5
City Hall, 200 S. Spring St. Rm 440
Los Angeles, Ca 90012

③ City of Los Angeles, Dept. of Transportation
Regional Surface Transportation Improv. Division
Mail Stop 753
100 S. Main St. 9th Floor
Los Angeles, Ca 90012

FROM: John Kelson
333 N. Norton Ave. L.A., Calif. 90004

SUBJECT: Construction of "SAFE" Wildlife Corridors:
(I-405 Sepulveda Pass Widening Project)

JK-1

My message is simple: see to it that
Wildlife Corridors are designed to extend from
the eastern side of the Santa Monica Mountains
across to the western side ~~without~~ without
any contact to Sepulveda Blvd.

Thank You,
John Kelson (born in Los Angeles
California on February 27,
1922)

JK-1

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.

RECEIVED
SEP 28 2007

LAURIE KELSON
16632 CALNEVA DR
ENCINO CA 91436
SEPTEMBER 27, 2007

Ron Kosinski
Deputy District Director
Division of Environmental Planning (405 HOV)
CalTrans Dept of Transportation
100 S Main St.
Los Angeles CA 90012

Dear Mr. Kosinski,

The Draft EIR for the I-405 has many deficiencies. Where are the studies to support this massive project? } LKe-1

The new ramps for the I-101 and I-405 at Greenleaf and Sepulveda Blvd., adjacent to the Whole Foods market, have changed the congestion on the I-405 Northbound. New studies need to be conducted with this new improvement. } LKe-2

The Institutional Use Corridor on Mulholland Dr. has over 4000 school children M-F. With the proposed removal and replacement of the Mulholland Bridge and the Skirball Center Dr. Bridge, how will the children, teachers and services reach these institutions in an area where the intersections are at LOS (Level of Service) F? } LKe-3

The I-405 and Sepulveda Blvd. share the same mountainous canyon that is narrow and carries a tremendous traffic load. } LKe-4

LKe-1

All technical reports prepared for the project were made available upon request to all concerned individuals.

LKe-2

Caltrans is making improvements to the I-405/US-101 interchange. At the I-405/US-101 interchange, several recent improvements include the addition of a northbound HOV lane at this location, widening the north I-405 to south US-101 connector, and grade-separating this connector and the Greenleaf St. on-ramp.

LKe-3

Caltrans will coordinate with the affected communities and all of the schools in the IUC to develop a list of contacts for Caltrans to provide information regarding construction-related updates.

Please also see response to comment CHA-2 regarding the reconstruction of the Skirball Center Dr. and Mulholland Dr. overcrossings.

LKe-4

Your concerns regarding impacts to the Getty Center and Skirball Center are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

LKe-5

Please see response to comment LAPD-1 through LAPD-4.

LKe-6

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Since the I-405 was built in the 1960's, many major institutions such as the Getty Center and the Skirball Cultural Center have been built in this same corridor. The hillside slopes should not be compromised by the widening of the I-405. What studies have been done about the stability of these hillsides?

} LKe-4

The emergency response time would be severely compromised this proposed project. Have the LAPD or the LAFD been consulted?

} LKe-5

I attended all three public hearings at the Skirball Cultural Center. When asked the right question, about the time saved with this massive project, the answer was clear, that the congestion would be the same and that the total heaviest commute time with be slightly shorter.

} LKe-6

I support alternative number 1 (one) - NO PROJECT! The city, county and state need to be looking into mass transit and keeping the trucks off the I-405 from 6am to 9 pm.

Sincerely,



Laurie Kelson

Paul Kelson
16632 Calneva Drive
Encino, CA 91436

Ron Kosinski *RK*
Deputy District Director
Caltrans District 7, Division of
Environmental Planning
100 So. Main Street
Los Angeles, CA 90012-3606

RECEIVED
SEP 21 11 AM '07

Dear Mr. Kosinski,

I am writing to comment on the proposed Interstate 405 expansion project, specifically the closure of the Skirball Dr./Mulholland Dr. southbound on/off ramps from Interstate 405.

I have been a resident of Encino for thirty years and commute to my office in Santa Monica via the 405 freeway entering the freeway from the Skirball Dr. southbound on ramp. Joining me are the cars that have come from the east and west sides of the 405 via Mulholland Dr. and Skirball Center Dr. There are also a significant number of cars traveling southbound on Sepulveda Blvd. that enter the freeway at this same on ramp.

The proposed closing of this on ramp would force all of these cars onto Sepulveda Blvd. and would have to enter the freeway at the proposed new on ramp near Mountaingate Dr. The length of this new on ramp (from the proposed drawings) is much shorter than the existing Skirball on ramp, would hold fewer cars and also has no acceleration lane. Cars would likely back up onto Sepulveda Blvd., essentially reducing it to one lane southbound. Also northbound traffic would need to be controlled by a traffic signal to allow cars to enter the freeway, thereby reducing the traffic flow on Sepulveda.

By closing the on/off ramps as proposed would increase the time needed to access the freeway by closing a very heavily used on ramp and significantly increase traffic volume and congestion on Sepulveda Blvd.

I am only addressing this one small portion of the project since I use this on ramp on a daily basis.

As for the entire project of the 405 expansion, to undertake a project that would take four to five years to complete, cost nearly one billion dollars for the purpose of reducing rush hour commute time by 10 minutes (by your own admission) seems to have no cost/benefit to those who use the 405 freeway and would significantly disrupt the lives of all those who live near the freeway and in the adjacent neighborhoods.

PK-1

PK-2

PK-1

Caltrans has met with mixed response to the proposed relocation of the Skirball Center Dr. on/off-ramps. Caltrans staff has fully evaluated this component of the project in the context of both freeway operations and operation of the local street system and, as a result, has determined that the ramps will be relocated. However, this project component may be deferred if increases in the construction cost exceed the project budget. The project has a total budget of \$950 million dollars.

Please also see response to LADOT-9, RVA-2 and CC-1 regarding the Skirball Center Dr. on/off-ramps.

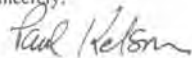
PK-2

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.


I therefore strongly support the adoption of Alternative One – No change/no project.

Sincerely,



Paul Kelson

September 21, 2007

Mr. Ronald J. Kosinski 
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 20 2007

Dear Mr. Kosinski,

To cut to the chase: this is an urgent request to you to use all the accumulated knowledge and skill inherent in your office to prevent the decimation of my Brentwood Glen neighborhood through the proposed expansion of the 405 Freeway, particularly through the feared adoption of Alternative 3 and the modified version of alternative 3.

} JRK-1

We have lived in "The Glen" since 1969 - we were threatened with a freeway access route through portions of the Glen in the 1970's and were tremendously relieved when your department scrapped that plan - we thought we were "safe". You can imagine how disturbing and depressing it is to those of us who have seen this marvelous little neighborhood grow and thrive through the years to now find that we are once again faced with decimation of our community.

From an engineers point of view, removed from the families in the area, it may not be a "big deal" to attempt to alleviate an accepted problem by merely expanding the 405 and removing a few houses: however to us, this is the body of our Community - 91 families in 21 homes and 16 building units plus our community center, the Lutheran Church, after which Church Lane was named. The church is not strictly denominational in that it hosts both Christian and Jewish services and has served as our Community Center for years. The idea that it could even be contemplated to remove these integral parts of our community is unthinkable.

I am old enough to have gone through the turbulence of the Viet Nam era - I was fortunate - my number never came up, but I had friends whose did and I remember them saying they did not want to be the "last man killed" - not to put our situation on that level - but equally I do not want my neighbors' home to be the last one taken for a freeway! Traffic in L.A. is an abomination, but if "you build it they will come" until it implodes which in my judgement will be in the very near future - I am confident that the skill and knowledge of our transportation engineers is capable of coping with this problem without the decimation of our communities!. It can't keep up - there has to be alternative methods of moving people throughout our City. A diamond lane allowing two people is a farce. As a child my grandfather took me to his downtown office from our home at Olive Drive and Santa Monica on the Red Car in half an hour. San Francisco, facing similar congestion has been considering "Congestion Pricing" along with "HOT" lanes (high occupancy toll lanes). I have lived and worked in both Singapore and Germany, and both use similar concepts to alleviate their traffic

JRK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

congestion.

I have been a consultant (World Bank, AID projects) (if you have not read "Confessions of an Economic Hit Man" I can recommend it) and in wading through the EIR I felt a certain sense of deja vu. Particularly around page 30, or 31 where it reads: "forecasts were based on compounded growth rates..." "consulting-speak" for "assuming nothing changes from what it is at the present moment". Well, a lot will change! And sooner than we had anticipated: crude oil just hit \$83 per barrel, the U.S dollar is dropping and our automotive industry has been relying on foreign imports. I expect it will not be long before people will realize that ride sharing (think HOV - more than two persons per car - and driving less than the proposed 70 MPH on the freeway will make a lot of sense.

Sorry - I got off topic: the crux of my plea to you is not to expand the 405 into our neighborhood - it really would tear apart the fabric of our community. I realise L.A.'s horrible traffic problems (as I live with them) but I also know that there are options if you will please, on our behalf, use your knowledge and the power of your office to seek out alternatives and implement them on not just our behalf, but all of the citizens of Los Angeles. We do not have to face a future of living in one massive parking lot and freeway system - I remember L.A. as a beautiful vibrant City and I know from living and working in other world capitals that there ARE solutions to the conundrum of moving people without paving over unique Neighborhoods such as The Brentwood Glen.

JRK-1

Very Sincerely,



John (and Renate) Kenaston

11346 Montana Avenue
(Brentwood Glen)
Los Angeles, California 90049

September 6, 2007

Ron Kosinski, Deputy District Director *RC*
Division of Environmental Planning
CalTrans, District 7
100 South Main St.
Los Angeles, CA 90012

RECEIVED
SEP 12 2007

RE: I-405 Wildlife Corridors

Dear Mr. Kosinski:

I am writing to urge you to connect the two new 405 wildlife corridors so they extend to the Santa Monica Mountains on the west side so that animals do not get funneled on to Sepulveda Blvd. roadway or greenbelts. } BK-1

I have lived in the Valley and ride Sepulveda or I-405 most days. I can personally attest to the harm animals and humans will face if the wildlife corridors do not extend to the west side of the mountains. Cars are usually speeding on Sepulveda and there is more traffic there with the Getty Museum.

I often call LA Dept of Sanitation to pick up dead animals on our roadways. Until now that has been mostly cats, dogs, squirrels and birds. I would not want to start adding to my calls dead mountain lions, coyotes, deer, skunks, etc.

I have no vested interest in these Wildlife Corridors other than saving the natural lives of the few animals we still have in our city.

Be a hero and make your Legacy the best I-405 Wildlife Corridors mine and your tax dollars can build.

Sincerely,



Brian Kessler
14340 Addison Street 109
Sherman Oaks, CA 91423

BK-1

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.



IT'S ONLY A DREAM UNLESS WE MAKE IT REAL.

"Build It and They Will Come"

**1 - 405 Wildlife Corridors
Could Make LA a Shining Example**

By Sharon Ford

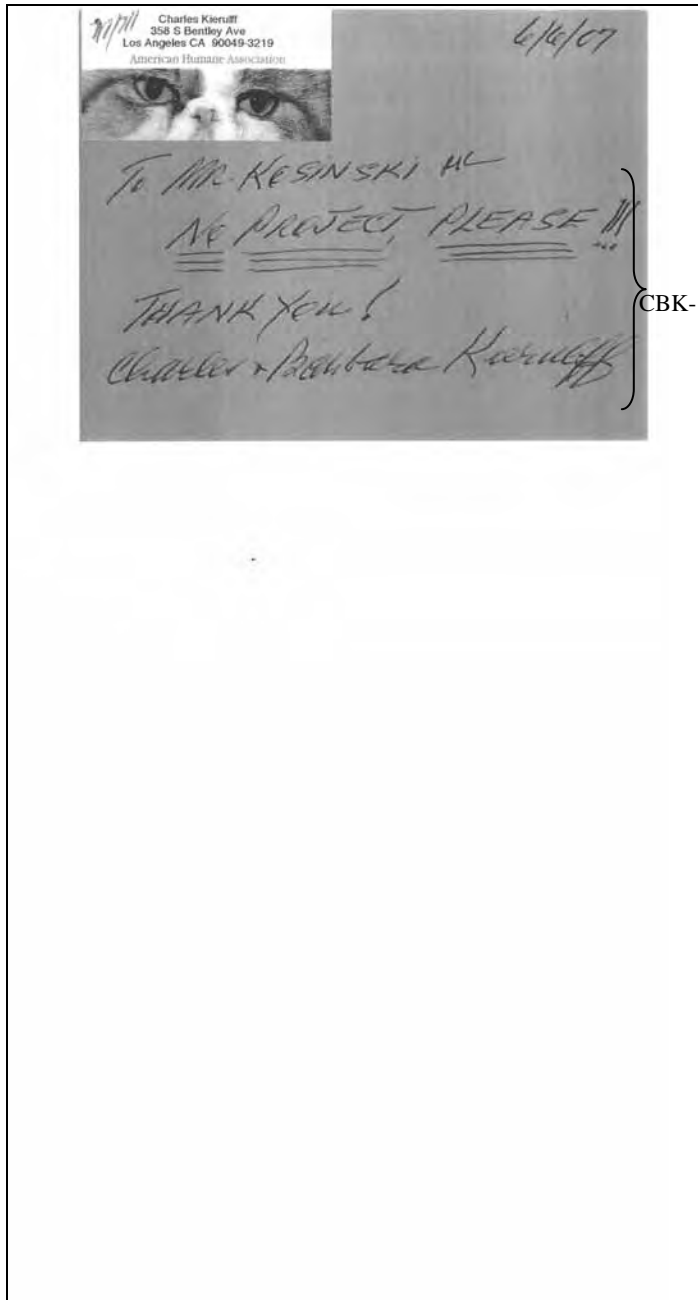
The unexplained and overshadowed proposals for two "wildlife" corridors in the I-405 Sepulveda Pass Widening Project could set an example for the rest of California and nation, as to how a city can protect urban wildlife, when building or redesigning highways and freeways. The wildlife corridors in the Sepulveda Pass have absolutely no relationship to the proposed moves or redesign of bridges and ramps, sound barriers, etc in the Sepulveda Pass, except that they will be built at the same time as the rest of the construction.

One corridor will be a bridge from the east side of the Santa Monica Mountains, over the I-405 at Starball, and the other a corridor, again from the east side, but under the I-405 near Getty Center Drive. The problem is that both corridors will not extend to the Santa Monica Mountains on the west side, and the animals, big and small will be funneled onto Sepulveda Blvd. This puts animals and humans at a much higher risk of coming in contact with one another. Most likely, it will mean certain death for the animals, possible injuries to humans, and property damage to vehicles.

Wildlife corridors were built in Canada and Europe and have proven to be very successful, and a corridor in Florida has already proven successful in reducing road kill of the endangered Florida Panther. We have many sensitive and endangered species in our local mountains, including mountain lions and bobcats. They cannot survive without our help. The period for public comment has been extended. In to September 2007; the date is not finalized.

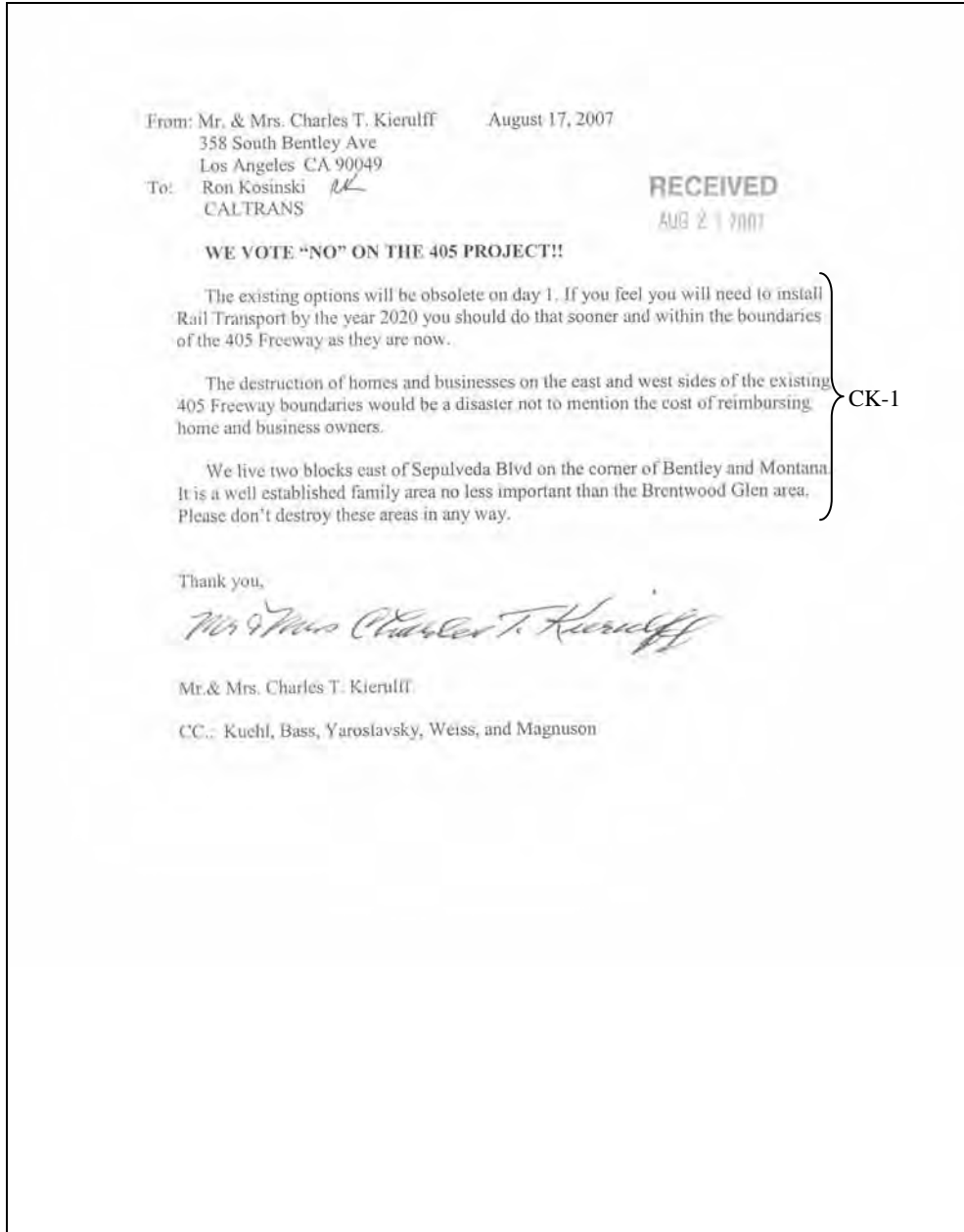
I encourage all to write to:

**Ron Kosinski, Deputy District Director
Division of Environmental Planning
CalTrans, District 7, 100 South Main St.
Los Angeles, CA 90012**



CBK-1

Your opposition to the project is noted for the record.



CK-1

Caltrans is committed to expediting the completion of this project; thus a “design-build” process has been chosen to fast track the progress of the project. If no actions are taken now, the level of service on I-405 will deteriorate rapidly from project traffic growth alone.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

Karin Klein
12718 Tiara St.
Valley Village, Ca. 91607
08/02/07

State of California Department of Transportation
Caltrans District 7
Division of Environmental Planning
100 Main St., MS-16A
Los Angeles, CA. 90012

RE: I-405 Sepulveda Pass Project

Sirs/Ladies,

It is reassuring to see your plan for inclusion of two wildlife passageways in the I-405 Sepulveda Pass Widening Project. However, funneling what remains of our urban wildlife onto much used Sepulveda Blvd. is amazingly counter-productive. (In addition to being a safety hazard for the driving public.)

The obviously simple solution to this problem is to extend the wildlife passageway over or under Sepulveda Blvd. The financial investment will ultimately prove to be cost effective.

Caltrans, LADOT, and Councilmember Jack Weiss can surely work together on this issue. Local environmental groups would undoubtedly make themselves available for consultation should assistance or information regarding the necessary studies be required by any of the above.

Thank you,

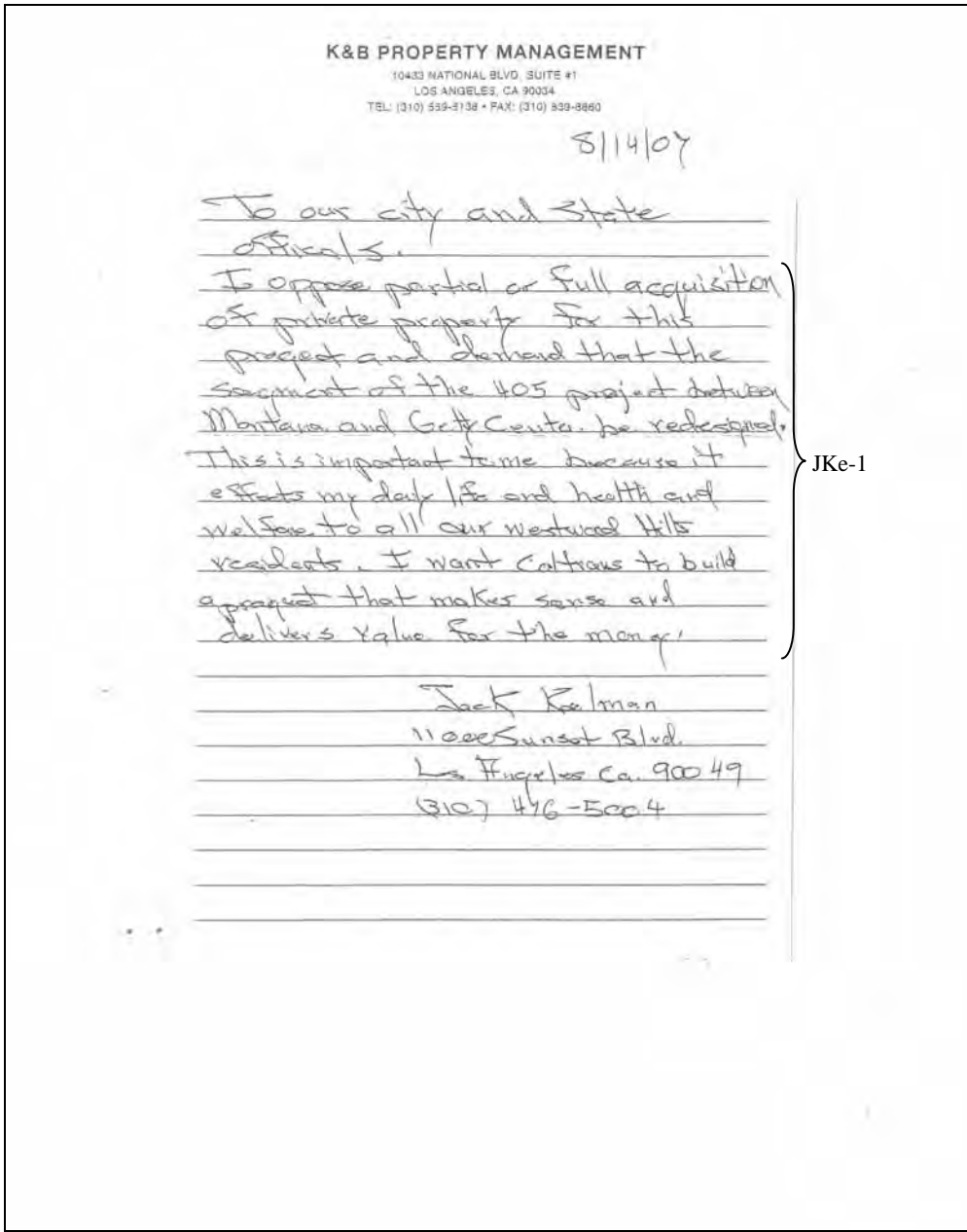


Karin Klein

KK-1

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.

KK-1



JKe-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

July 25, 2007
408 S Bentley Avenue
Los Angeles, CA 90049

Ronald Kosinski, Deputy District Director *RK*
Division of Environmental Planning
Caltrans, District 7
100 S. Main Street
Los Angeles CA 90012



Re: Interstate 405 Sepulveda Pass Widening Project Draft EIS/EIR

Dear Mr. Kozinski:

A basic principle of highway improvement projects in congested urban areas should be that increases in highway carrying capacity should be accomplished with the minimum possible cost to local residents. In other words, if the same benefits in terms of highway capacity can be produced in a variety of different ways, the approach that imposes the fewest burdens on local residents should be preferred. Caltrans' proposals for the Sepulveda Pass Project (both Alternative 2 and Alternative 3) fail to satisfy this very basic principle and thus should be rejected.

Alternatives 2 and 3 both propose to add one lane to the northbound 405 freeway, which will be used as an HOV lane. At present, each lane on the northbound 405 is eleven feet wide. This means that the additional highway carrying capacity that Caltrans seeks to construct could be produced by widening the northbound 405 freeway by eleven feet. Yet both alternatives call for expanding the freeway by substantially more than eleven feet in order to include various additional highway improvements such as expanded lane widths, expanded median width, creation of a buffer zone for the HOV lane, etc. These additional improvements would be unobjectionable if space were unlimited, but none are necessary to achieve the basic Caltrans goal of adding a single HOV lane. Although the improvements might create some marginal safety benefits, there is no doubt that Caltrans would not propose making them as a stand-alone project absent the desire to add a lane of vehicle capacity. Yet all of these improvements will create additional burdens for area residents in the form of greater-than-necessary encroachment on the local neighborhoods leading to more noise, more unhealthful air pollution, more construction disruption, more displacement of roads, etc.

RK-1

Fairness to the needs of all residents in the congested west side of Los Angeles requires Caltrans to develop an Alternative would will expand the northbound 405 by exactly eleven feet, and not a foot more. To the extent that such a proposal would not comply with federal highway standards, Caltrans should seek a formal waiver of those standards. Generous federal highway standards might be sensible to observe in less congested areas of the country, but they are inconsistent with the balance of interests at stake in this crowded urban area.

By failing to propose an option that would expand the northbound 405 by only eleven feet, Caltrans has utterly failed to adequately balance the interests of local residents with the need for increased vehicle capacity on the freeway.

Sincerely,


Russell Korobkin

RK-1

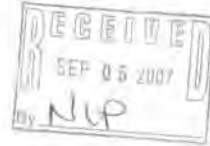
Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please also see response to comment AG-8 regarding the 12' lane width highway design standard.

Please also see response to comment BGA-7 regarding waivers from the Federal Highway Administration.

August 22, 2007
408 S Bentley Avenue
Los Angeles, CA 90049

Ronald Kosinski, Deputy District Director *ek*
Division of Environmental Planning
Caltrans, District 7
100 S. Main Street
Los Angeles CA 90012



Re: Interstate 405 Sepulveda Pass Widening Project Draft EIS/EIR

Dear Mr. Kosinski:

This letter contains four separate comments concerning what the Draft EIS/EIR refers to as Caltrans' "secondary project goal" for the Sepulveda Pass Widening Project: "enhanc[ing] safety" (DRAFT EIS/EIR at p. 21). Specifically: the data on which the Draft EIS/EIR relies does not demonstrate a need for safety improvements on the northbound side of the 405 freeway; there is no data that supports in any way the implication that the Caltrans proposals would increase safety; and Caltrans' recommendations are actually inconsistent with the goal of increasing safety.

Comment #1. The accident history data on which Caltrans relies (DRAFT EIS/EIR p. 24, tbl. 1.3-3) shows that accident rates on the northbound side of the 405 are actually LESS than the state average, in spite of the congestion, stop-and-go traffic, narrow lanes, and narrow median. Thus, the data does not indicate a need for increasing safety on the northbound 405. Consequently, Caltrans has provided no basis whatsoever for any proposal that adds more than the 11 feet of space necessary to satisfy the primary Caltrans goal of building an HOV lane.

Comment #2. The accident history data on which Caltrans relies indicates that the majority of the accidents on both the northbound and southbound sides of the 405 are rear-end collisions. Caltrans provides no evidence or explanation of why the so-called safety improvements proposed other than the addition of a single, 11 foot-wide HOV lane (expanded lane widths, median widths, etc.) would be expected to reduce the number of this type of accident.

Comment #3. Caltrans' overall proposals are inconsistent with the goal of increasing safety. The Caltrans accident data demonstrates that the southbound 405 in the Sepulveda Pass area has a much higher accident rate, and a higher fatal accident rate, than the northbound side. Therefore, it follows that safety improvements would be more beneficial on the southbound side of the freeway than on the northbound side. Yet the DEIR favors improvements on the safer northbound side over the more dangerous southbound side. Under both Alternative 2 and Alternative 3 proposed by Caltrans, all lanes on the northbound side would be expanded to 12 feet, but under Alternative 2 lane width on the more dangerous southbound side would remain 11 feet (see DRAFT EIS/EIR figure S-4, p. 8).

Comment #4. In light of the fact that the Caltrans' proposals are inconsistent with a safety rationale, there is only one plausible reason that both of the Caltrans-favored proposals include various design features (expanded lane widths, expanded medians, buffer zones, etc.) on the northbound side of the freeway that would not expand the freeway's carrying capacity: federal highway design standards require these improvements. However, Caltrans has the ability to request variances and/or waivers of these design standards from the federal government. In the

RK-2

RK-3

RK-2

Please see response to comment RK-1 above.

RK-3

Please see response to comment RK-1 above.

DEIR, Caltrans provides no indication that it has ever requested such variances or waivers. It has provided no indication of why it has failed to do so, or alternatively, if it has done so, what response it received from the federal government. } RK-3

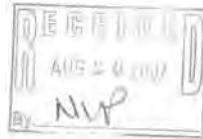
At present, Caltrans' safety rationale is not supported by evidence and its proposals are not rationally related to the evidence it does provide. Accordingly, Caltrans should not be permitted to embark on any improvements to the 405 freeway in the Sepulveda pass until either: (a) it provides evidence that safety enhancements are necessary on the northbound side of the 405 and demonstrates a rational relationship between such evidence and its proposed construction alternatives, or (b) it eliminates the unsupported "secondary goal" of safety enhancements as a project goal and proposes an alternative that will provide for the construction of an HOV lane on the northbound side of the 405 freeway without expanding the freeway any more than the minimum number of feet (11) necessary to satisfy this goal.

Sincerely,



Russell Korobkin

Mr. Ron Kosinski *RC*
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606



Dear Mr. Kosinski,

We have lived on Valley Vista Blvd. for more than 35 years. My husband and I raised our children here. This is a wonderful neighborhood. I am writing to say do not move the freeway any closer to us in an effort to add an HOV lane to the northbound 405 freeway. Please find a less intrusive solution. Do not take any homes on Valley Vista Blvd., Sutton Street or Sherman Oaks Ave. I support the neighborhood efforts to stop the destruction of the place where we live. We do not need any more pollution, increased street traffic, dirt and noise. I support the No Build Alternative in our neighborhood. Do not take our homes! Find a better solution.

} EK-1

Sincerely,

Esther Kroner
Esther Kroner
15430 Valley Vista Blvd.
Sherman Oaks, CA 91403

EK-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

September 30, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

I am a practicing architect and a professor at the USC School of Architecture where I hold the MacDonald and Dianne Becket Professorship for Community Design. I have been involved in the profession and academically over the past thirty years and believe that I have a reasonably informed perspective on the potential impact of the Interstate 405 Sepulveda Pass Project on its adjacent communities and specifically on Brentwood Glen.

I have am 17-year resident of Brentwood Glen and reside at 11451 Berwick Street, Los Angeles 90049. While I support the completion of the HOV lane in the remaining north flowing portion of the 405, I believe that it can be accomplished without the extreme costs and negative impact of the current Caltrans proposals. I believe that it can be completed without excessive enlargement of the freeway width and the resulting disruption to the adjacent communities in the current proposals.

Brentwood Glen would be irreparably harmed by the aspects of Caltrans proposals that require relocation of the sound wall west onto Church Lane. The DEIR is totally inadequate in addressing the specific impact of the proposals and neither adequately describes the proposals nor demonstrates reasonable mitigation. It has not addressed the impact on traffic through the Glen including critical Metro Line routes on Church Lane and there is no detailed analysis of the costs and disruption of relocation of major utilities currently located in Church Lane. It is not acceptable to dismiss acknowledged negative impact by suggesting that this problem will be mitigated during construction without full disclosure of what is proposed. All this demonstrates is the lack of full review of the potential negative impact and denies the community of an accurate description of the consequences of these proposals.

CL-1

The DEIR does not adequately describe the actual design of the proposals in order to fully understand the potential impact and required mitigation. In previous correspondence to Caltrans I have expressed concerns about traffic impact, safety concerns, process, and legal responsibilities, I would like to focus in this letter on the Visual Impact Assessment component of the DEIR, which I believe is my area of expertise.

Negative Visual impact on Brentwood Glen is directly tied to those proposals which require that the current sound wall / retaining wall on the west side of the freeway along Church lane be re-aligned in a westward direction. This reduces the width or re-aligns Church Lane with extremely adverse consequences to the neighborhood and the properties adjoining Church Lane.

CL-2

The initial DEIR Alternative 3 analysis did not even identify the Brentwood Glen portion of the adjoining community for a view impact study, with the closest locations bracketing the neighborhood at Sunset Boulevard and the Veteran's property. Alternative 3 modified does have a "view" from Church Lane toward the freeway sound wall but chooses a point north of Montana on Church Lane where the sound wall is already only 4 feet from the curb.

CL-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

CL-2

The Visual Impact Assessment (VIA) prepared for the project was updated in August 2007. Prior to the public hearing, with the development of Alternative 3 Modified, the VIA was revised to include an assessment of Brentwood Glen.

Your concerns regarding visual impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

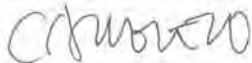
This is a serious flaw to the DEIR as the unique character of the glen (a narrow verdant valley) is most characteristic in the area south of Montana where the distance from the curb to the sound wall varies from 14 to well over 20 feet with a sloped heavily landscaped berm that both mitigates the visual impact of the sound wall and provides a planting zone. This zone accommodates over 450 trees, some of which were planted over 40 years ago when the freeway was first constructed. Many of the mature trees are have grown to towering height and breadth and have a unique impact on the local environment. Even if there were a proposal to align the new sound wall to allow for replacement trees to be planted along the eastern edge of the Glen, it would take decades for the trees to grow and replicate the current contribution to the neighborhood.

DEIR Alternative Three and Alternative Three modified proposal a sound wall / retaining wall which may exceed 30 feet in height in some areas. There is no specific design shown for the different site conditions in the Glen but Caltrans has said that the construction process would both require that the old sound wall would have to be demolished before a new wall could be built. Caltrans has stated that the costs of saving any of the mature trees in the planting berm would be prohibitive even where depth of the zone between the existing curb and sound wall would allow preserving trees.

The Brentwood Glen community layout is very unique as it is bordered on the west side by a significant elevation gain and the Veteran's property. There are no continuing streets to the west and the depth of the blocks in the neighborhood is limited to two blocks in the area south of Montana and one block north of Montana. As such, any impact on the eastern edge of the neighborhood has significant impact on the whole community, There is no discussion in the DEIR of this unique condition nor the potential negative impact of destroying the character defining eastern visual edge of the Glen

The DEIR does not present any potential mitigation for the adverse visual impact of their proposals other than an optimistic proposal to soften the resultant giant wall with an optimistically continuous ivy coating. The attached existing views of Church Lane looking east at the Freeway edge show a more realistic comparison to the proposed Alternative 3 and 3 modified. The new proposals are unacceptable and cannot be mitigated. The narrow valley of Brentwood Glen cannot simply move further west to accommodate unsubstantiated expansion of the freeway and will suffer irreparable damage if Alternative 3 or 3 modified are allowed to proceed.

I join my neighbors in Brentwood Glen as well as all those on the West side in apposing Alternative three and three modified.



Charles A Lagreco, AIA, Architect
Becket Professor of Community Design
University of Southern California

11451 Berwick Street
Los Angeles, California 90049

Attachments: View of Brentwood Glen looking east on Church lane at Bolas and Denair (1)
Existing Brentwood Glen views submitted by Caltrans as part of Visual Impact Study (2)

CC: Brentwood Glen Association

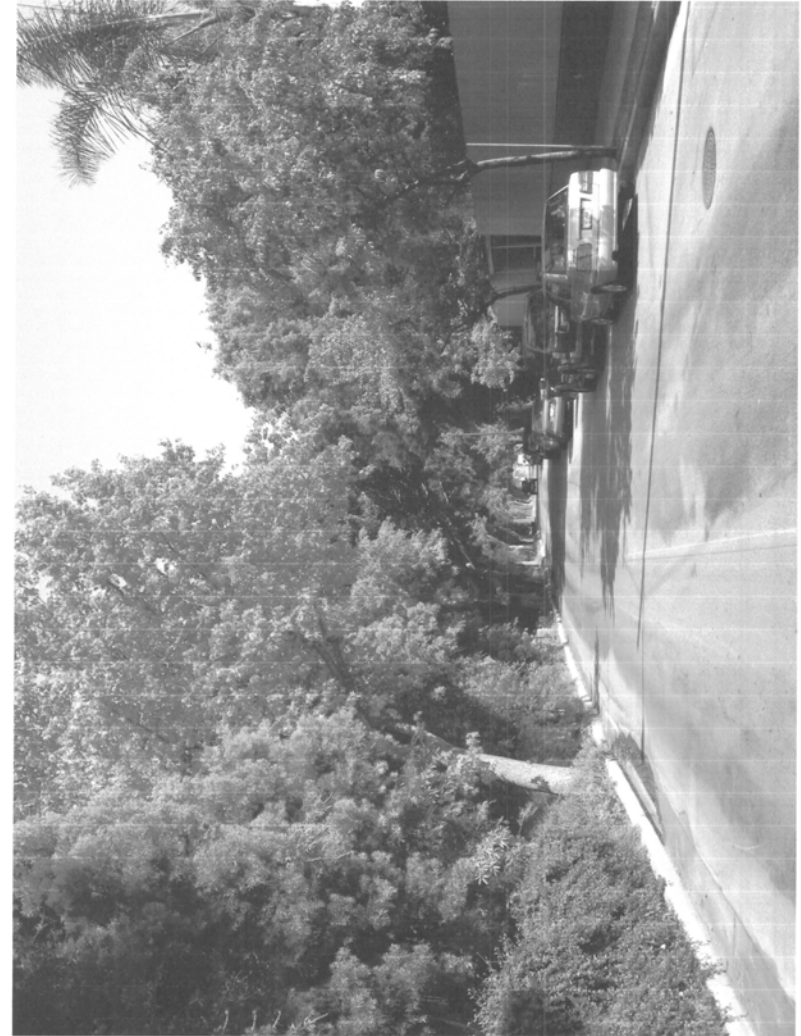
CL-2



120300

3

07/18/2007





Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, Ms-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski:

My name is Leslie Lainer. I have lived in Brentwood Glen at 11366 Montana since November 1996.

I love the neighborhood for its friendly people, its tranquility, and its great location. I never thought I would find a neighborhood like this in L.A. It is truly a little gem in the city. I continue to love living in the Glen, even as I watch the city get more congested and crowded.

I am opposed to Alternative 3 as originally proposed and the modified version of Alternative 3.

Under Alternative 3 or its modification there will be substantial increase in noise and toxic air emissions that will be harmful to the community. As an allergy sufferer already, I cannot imagine all of the excess dust and noise that will be created from this proposed project. It will have a lasting effect on my own personal health as well as the health of my neighbors.


I am opposed to the plan because it will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families. I do not think that the major work in the plan, for the very minor adjustment to freeway traffic, is worth uprooting so many in such a tightly knit community.

It will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen. The devastating impacts on Brentwood Glen of Alternative 3 or its modification far outweigh any minimal benefit of Alternative 3 or its modification.

Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage and will make our residential streets more crowded with parked cars and traffic searching for parking.

I understand that there is a need to relieve overcrowding on the 405 Freeway. I do not oppose an addition of a HOV lane to the 405 Northbound but I do oppose the current Alternative 3 proposals. The proposals are inadequate to truly relieve any congestion and they will devastate a peaceful and pleasant community. Please do not proceed with this project that will cost taxpayers an enormous amount and will ruin my neighborhood.

Sincerely,


Leslie Lainer

LL-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

} LL-1

Sunday, July 29, 2007

CALTRANS DISTRICT 7
DIVISION OF ENVIRONMENTAL PLANNING
100 MAIN STREET, MS-16A
LOS ANGELES, CA 90012

I am writing to give a request about one aspect of the Sepulveda Pass Project under consideration, and to make a general comment about the whole situation we all face.

PLEASE DO NOT CLOSE THE SOUTHBOUND 405 EXIT CALLED VALLEY VISTA/SEPULVEDA.

While this is not a great exit, closing it would create a strain on those of use who live near it. It would also affect the nearby intersections that already are straining under the traffic load. Specifically the two I have in mind are Burbank/Sepulveda, and Ventura Blvd/Sepulveda.

I speak from the past two years experience of having the on-ramp at Greenleaf close to us neighbors. It took me an extra 10 minutes to get to the 101 northbound and forced me to drive through residential neighborhoods. Both of these issues are real negatives

If my exit were closed, for example, if I am traveling south on the 405 to my home, without the VALLEY VISTA/Sepulveda exit, I must use ether Burbank Blvd, or go north on the 101 to Haskell, or go all the way up the hill to Mulholland. Exiting at Burbank Blvd would be the shortest. But the intersection of the 405 and Burbank is already terrible. It's much too short to hold all the cars using it. Once I get off the 405 and turn south on Sepulveda, I must then travel through the *meat-grinder* at Sepulveda and Ventura Blvd, only making a bad situation worse. Going west to Haskell also has great drawbacks. That ramp is often backed up during busy times. It puts me back into a residential neighborhood, and makes my trip several miles longer, wasting gasoline and my time. It is really the reverse of the past two years using the Haskell on-ramp to get on the 101 as mentioned above.

Driving all the way up to Mulholland is an even bigger waste of gas and time. I calculated the extra distance to be about 4 miles.
If I am traveling home west from Studio City, I usually take the southbound 405 and exit at VALLEY VISTA/SEPULVEDA. This saves me the mess that is Sepulveda and Ventura Blvd.
I know that this whole situation with the 405 is a big challenge to CALTRANS and all of us. The pity of it all is that no matter what you decide to do in the end, it may not be of much help. Even so, I urge you NOT to change the VALLEY VISTA/SEPULVEDA exit on the southbound 405.

} RL-1

RL-1

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

RL-2

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

The DEIR/EIS provides a discussion of Alternatives 4 and 5 which would provide an elevated structure over the freeway median. However, after additional analysis was conducted, these alternatives were eliminated from further discussion due to seismic stability and safety concerns associated with a viaduct structure.

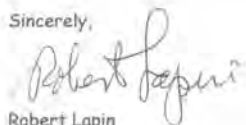
Now for my second, more general comment. Based on past experience, measures such as adding the northbound 405 carpool lane *might* help short-term, but they are band-aids applied to a more serious situation that calls for surgery. It seems that once the new lane is opened, more cars are attracted to the initial better flow. Then within a few months the artery is clogged again.

We need bold thinking that will greatly increase capacity AND perhaps get some people to give up their cars some of the time. I have in mind something like double decking the 405 in a manner similar to the 110 south of downtown. I also would like to see some light rail that runs along the general path of the 405. These would be major steps forward that might do some real, long-term good. If we had a comprehensive rail system (think Paris, London, or New York), more people would use it.

RL-2

Disclaimer: I happen to work for the METRO (for the next few months, when I retire), but my comments are from the viewpoint of a citizen living near Sepulveda and Valley Vista.


Sincerely,



Robert Lapin
(818) 789-2424

11334 Elderwood Street
Los Angeles, CA 90049
September 23, 2007

RECEIVED
SEP 25 2007

Mr. Ronald J. Kosinski 
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

RE: Environmental Impact Report, 405 Southbound Expansion Alternatives 2 & 3

Dear Mr. Kosinski,

I am writing to express my concerns about both Alternatives 2 and 3 of the 405 Southbound expansion proposals. Both proposals are put forth as means of relieving congestion on the 405. The environmental impact report circulated by Caltrans purportedly addresses the environmental issues relevant to the alternatives.

When I began reading the Environmental Impact Report, I expected to find an assessment of the environmental impacts of the alternatives. Instead, I found a document that dismissed environmental assessment methodologies and concerns so that unfounded claims could be made as to the benefits of both alternatives for relieving traffic congestion.

My concerns about the Environmental Impact Report fall into three categories:

- o Environmental Concerns Not Addressed
- o Unproven claims as to benefits
- o Adverse effects on the quality of life in affected neighborhoods.

I would expect, at a minimum, for an Environmental Impact Report to address environmental impacts. The Environmental Impact Report for the Southbound 405 Expansion fails to address adequately several environmental issues:

- o Likelihood of more air pollution resulting from increasing the number of traffic lanes southbound while not eliminating a bottleneck at the 405/10 interchange. There will simply be more cars idling in the southbound lanes.
- o Likelihood of more air pollution resulting from the elimination of the Montana exits, forcing more UCLA traffic into already gridlocked Wilshire and Sunset Boulevards.
- o Likelihood that more air and noise pollution will result from moving the freeway closer to residences.

} DL-1

DL-1

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Please see response to comment LADOT-1 regarding closing of the northbound 405 Montana off-ramp.

Please also see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

Please also see response to comment

In addition to environmental concerns not addressed adequately, there are several environmental concerns that are not addressed at all:

- Environmental impact of freeway expansion on underground water systems
- Environmental impact of freeway expansion on electronic and natural gas infrastructure
- Environmental impact of freeway expansion on hillside stability through the Sepulveda Pass

DL-2

Instead of addressing these and many other environmental impacts, the document acts more as a proponent for Alternatives 2 & 3 by advancing claims as to benefits, claims which sound plausible, but fail when analyzed more closely. Among the claims which the EIR asserts in the face of common sense and more rigorous scrutiny are:

- Increasing lane width to 12 feet will result in fewer accidents. There is no evidence that this is true. The only available research on this topic was inconclusive, and Caltrans didn't even bother to cite it, instead merely asserting it as if this was a fact that everyone knew.
- Addition of an HOV lane will improve traffic flow. Again, the evidence is inconclusive. Even within the EIR, various charts suggest that the throughput (# of cars per hour through a lane) of HOV lanes is significantly and consistently lower than the throughput of other lanes. How does reserving a lane for underutilization improve traffic flow?
- Traffic flow will improve without addressing the 405/10 bottleneck. The EIR simply dismisses the 405/10 bottleneck problem by asserting that southbound traffic will exit on Wilshire, and will get to Wilshire faster since there are more lanes going southbound on the 405, at least until you reach the Veterans Administration land a quarter mile north of Wilshire, where the extra lane peters out.

DL-3

To recap so far, what we have is an Environmental Impact Report that doesn't address environmental impacts, but instead asserts false claims as to benefits achieved. When one examines the claims, there do not appear to be many tangible benefits that stand up to scrutiny. So what are the costs?

Besides the adverse environmental impacts, the costs appear to be significant:

- A billion dollars down the toilet (with no place to go, apparently, since the sewage system will be destroyed while building the freeway)
- Neighborhoods severely impacted by the encroaching freeway
- Neighborhoods severely impacted by the dust and chaos of a major construction project
- Homeowners and renters dispossessed of their dwellings with no place to go except to outlying suburbs, further exacerbating traffic congestion

DL-4

DL-2

Please see response to comment BAA-9 regarding utilities in the project area.

DL-3

Caltrans is required to follow FHWA design standards because I-405 is an interstate route and is therefore subject to federal regulations and oversight.

Please see response to comment BGA-7 regarding an interim agreement and exceptions to design standards given on a conditional basis from the Federal Highway Administration in June 2005.

Please see response to AG-7 regarding the evidence supporting the benefits of HOV lanes and of the project.

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

DL-4

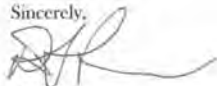
Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

In short, both Alternatives 2 and 3 will fail in their objective to improve traffic flow in Los Angeles, while incurring significant out of pocket costs and adverse environmental effects. The Environmental Impact Report itself does not address the issues it is supposed to address, and therefore needs to be redone completely before any work can commence on the 405. In particular, the Environmental Impact Report needs to address the environmental issues it did not address so far, some mentioned above, and others mentioned eloquently by the representative from the Getty Center during the most recent community meeting in July, 2007. And finally, any proposal to improve traffic flow on the 405 must address the issue that everyone who drives southbound on the 405 knows, and which despite frequent and pointed prodding, Caltrans adamantly refuses to acknowledge: namely, that eliminating the 405/10 bottleneck is crucial to any plan to improve traffic flow. Without addressing the 405/10 bottleneck, any plan will fail.

DL-4

Sincerely,



David S Larson
davidslarson@earthlink.net
(310)472-7241

DL-4 cont'd

For a more complete discussion of congestion impacts, please see the response to comment HE-11. As is noted in that response, traffic demand is sufficiently high in the Los Angeles basin that available capacity will be sought out shortly after it is made available. However, the proposed I-405 HOV project provides a travel alternative that can sustain higher levels of passenger movement through the corridor, both by HOVs and by buses using the HOV lane. It therefore contributes to an overall increase in people moving capability through the Sepulveda Pass.

Please also see response to comment DL-3 above.

11334 Elderwood St.
Los Angeles, CA. 90049
September 14, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 14 2007

Dear Mr. Kosinski,

My family and I have lived in Brentwood Glen since 2000. We had previously lived in a condominium in Westwood, and when we had saved enough money for a house, we asked the real estate agent to find us a property in Brentwood Glen. We were attracted to the neighborhood because of the obvious pride that owners took in landscaping their houses, the ample sidewalks that invited pedestrians to take a stroll, and the canopy of trees overarched the streets. These qualities made Brentwood Glen an ideal place to live and to raise a family. In addition, the neighborhood is close to UCLA where I am a professor and to my husband's job as an accountant in Century City.

Since moving to Brentwood Glen, we have become strongly attached to the community through meetings of the Brentwood Glen association, the annual street festival and barbecue, and the annual wine and cheese reception for new members. We often meet our neighbors out walking their dogs or jogging.

I am opposed to Alternative 3 and the modified version of Alternative 3 because they would increase traffic congestion both on the I-405 and surface streets in the surrounding community, obliterate the Brentwood Glen community, and expose residents to toxic levels of noise and pollutants. The DEIR does not address these dire environmental consequences, but merely glosses over them. In addition, the DEIR is confusing and poorly written; it is hard to understand even for someone who has a Ph.D. from Stanford such as I do. An amended version was sent out on July 20 to correct some of the contradictions in the May 22 report, but this too has omissions and internal contradictions.

DL-1

Insufficient Justification

Under Need for Proposed Project, the DEIR states that "The Sepulveda Pass between I-10 and US-101 experiences heavy traffic congestion due to inadequate lane width, a great deal of vehicle weaving . . . and above average accident rates." (p. 21) But Caltrans does not demonstrate that existing traffic congestion and accidents are caused by having 5 lanes or by "inadequate lane width."

DL-2

DL-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

DL-2

Please see response to comment AG-8 regarding the benefits of the 12' lane width highway design standard.

The DEIR states that 11-foot lanes are “nonstandard.” What percentage of freeway lanes in Los Angeles are of the “nonstandard” 11-foot width? Isn’t the 12-foot simply the federal standard? Is there any empirical evidence that widening the lanes will reduce traffic congestion or cause drivers to drive more safely? Indeed, having wider lanes may encourage some drivers to drive at higher speeds. If most LA freeways have 11-ft lanes, then how can higher than average accidents rates be attributed to inadequate lane width?

Accidents are caused by a variety of factors *other* than numbers of traffic lanes, including driving conditions, traffic patterns, off-ramp designs, etc. The South-bound I-405 from Waterford has the I-405-I-10 bottleneck *and* airport traffic. Alternatives 3 and 3 modified do nothing to address either of these causes of stop and go traffic and lane-merging, and as will be seen below, actually make them *worse*.

In order to show that traffic congestion is responsible for the higher accident rates, Caltrans presents statistics for selected intersections for the last 12 months. Why is only a 12-month period presented? Why do we not have figures for the entire 3-year period or, better yet, a 5-year period? There was construction at the Wilshire off and onramp during this time and construction of a south-bound HOV lane, conditions that increase driver confusion and the possibility of accidents. Doesn’t that make these figures nonrepresentative?

Increased Traffic Congestion

Studies have shown that the cause of traffic jams is not localized. A traffic slowdown can be caused by an accident 5 or 10 miles down the road. After the Wilshire on-ramp, drivers must move over to the first three lanes of traffic because they will be coming to the I-405-I10 interchange. At this interchange, the number of lanes on the 405 is reduced to three, and the right two lanes merge into the East-West I-10. Five lanes of traffic on the I-405 is merged into three lanes. The result is merging lanes and stop-and-go traffic that Caltrans surmises to be the cause of accidents. *None of Caltrans’ proposals does anything to address the bottleneck at the I-405-I-10 interchange—the cause of traffic congestion on the south-bound 405.*

Indeed, Alternative 3 will exacerbate the problem by increasing the number of lanes to six until Waterford. *After Waterford, these additional six lanes of traffic must somehow squeeze into three lanes of traffic—a recipe for increased traffic slowdowns and accidents.* Even drivers are able to speed up for .7 of a mile (the distance of the proposed enlargement of the freeway), they will immediately confront stopped cars ahead.

Caltrans has stated that they will not do anything about the I-405-I-10 interchange because the cost would be “prohibitive.” But in the DEIR they do not tell the public exactly how much it would cost to fix this bottleneck, so we have no basis for judging their assessments. It is not cost-effective to increase the capacity of the roadway just before one of the worst bottlenecks in the nation. Why does Caltrans consider the cost of

DL-2

DL-3

DL-3

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

fixing the bottleneck to be prohibitively high, but the cost of a proposal that will worsen the bottleneck to be acceptable?

Caltrans also states that they will get rid of the Wilshire traffic to avoid the bottleneck at the 405-10 interchange. But as many cars get on the freeway at Wilshire as exit, so this does not address the problem.

DL-3

In their revised version of the DEIR, Caltrans has announced that both alternatives 2 and 3 will involve closing the east-bound Sunset South 405 onramp. This proposal is, to put it bluntly, insane. Beginning at 3:00 P.M., traffic is backed up on the east-bound Sunset Blvd for several miles, beginning around Kenter Ave. I am extremely familiar with this route from having to pick up my son from school at Paul Revere Middle School and then Pacific Palisades Charter High School. Many if not most of these cars are waiting to get on the sound-bound 405 at the Sunset Blvd./Church Lane onramp. *How will these cars get on the freeway?* Presumably they will have to get on at the Wilshire onramp. But Wilshire and San Vicente are already backed up for miles beginning at 3:00. Moreover, in order for the Sunset traffic to get to Wilshire, cars will have to travel through residential neighborhoods which are not designed for this type of heavy traffic. *How can Wilshire and San Vicente handle the traffic overflow from Sunset?*

DL-4

Although not in the DEIR, Caltrans states that it will deal with the east-bound Sunset traffic by having three left-turn lanes on Sunset and Church. But *most of the traffic is in the right lane* in order to get on the I-405, so this "fix" will make matters even worse.

Pollutant Levels Well Above Acceptable Levels

Both alternatives 3 and modified 3 will spew unhealthy amounts of toxic pollutants on the residents of Brentwood Glen. The DEIR does not try to calculate these levels for Brentwood Glen even though by law Caltrans is required to estimate the human impact. Instead, the DEIR simply asserts that pollution will be lower because traffic congestion will be reduced. As discussed above, it is simply not the case that traffic congestion will be reduced. In addition, we need to know whether lessened emissions due to a hypothetical increase in the speed of traffic will compensate for the **additional emissions caused by the projected increase in traffic volume due to the additional lane.**

DL-5

In order to monitor levels of carbon monoxide, Caltrans has evaluated levels at the Wilshire-Sepulveda intersection. No one lives at this intersection, except a few homeless people. No effort was made to calculate carbon monoxide levels in Brentwood Glen.

On pages 194-198, Caltrans provides a lengthy discussion of why it does not assess Mobile Source Air Toxics for Brentwood Glen, using the excuse that the science is unproven or uncertain. But isn't this precisely what the DEIR is supposed to do, using

DL-4

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

DL-5

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as Preferred.

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

the best science available? Is using no science at all and making unproven assertions preferable?

It doesn't take an environmental engineer to figure out that if you move the freeway 25 feet closer, add an additional lane of traffic, and cut down over 100 mature trees on Church Lane, Brentwood Glen residents will be exposed to much higher levels of toxic emissions from automobiles and trucks. For Caltrans to suggest otherwise is disingenuous.

There is also evidence that exposure to automobile pollutants is associated with respiratory and lung diseases and asthma, particularly among young children and the elderly. Caltrans does not address these studies.

I have not even mentioned the vast quantities of asbestos-related and other toxic dust that will be spewed into the area during construction. Caltrans states that this is acceptable because the project will improve traffic movement in the long run (again not proven). But the construction is supposed to last 4 years, and in light of how projects always take longer than projected, Brentwood Glen residents are likely to be choking dust and wearing face masks for years. This project has the potential to be another Boston Big Dig.

In sum, the health impact of increased amounts of pollutants is not addressed in the DEIR. Consequently, the DEIR does not address the environmental impact of the proposed project and is not in compliance with CEQA.

Toxic Levels of Noise

Similarly, the DEIR does not address the problem of increased noise pollution both during construction and afterwards due to the increased proximity of the 405 to the residents of Brentwood Glen. I would invite Caltrans representatives to stroll along Church Lane. The level of freeway noise is already extremely unpleasant and usually drives pedestrians to the nearest side street.

During construction, the existing soundwalls will be knocked down for some unspecified period of time. How long? No estimate is given. From past experience, probably months if not years will be required to build new walls. During that time, the noise from the freeway will be unbearable, preventing residents from sleeping and contributing to permanent hearing loss. The DEIR does not estimate the decibel level for the construction period when sound walls will have been destroyed and heavy machinery is at work—another instance in which Caltrans has failed to carry out its responsibility to estimate environmental impact.

According to the National Institute on Deafness and Other Communication Disorders, sounds of 85 decibels or more can cause permanent damage to hearing if there is long or repeated exposure. According to the figures listed in the DEIR, the noise from each piece of construction equipment such as scrapers, heavy trucks and bulldozers

DL-5

DL-6

DL-6

Your concerns regarding noise impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as Preferred.

ranges from 88 to 89 decibels. This does not include the increased noise from the freeway traffic due to the destruction of existing soundwalls. So during the construction period, children playing outside or residents walking their dogs will be at substantial risk of suffering permanent hearing loss.

Even after new soundwalls are constructed, the freeway will be 25-feet closer to Brentwood Glen, mature trees will have been cut down, and the new soundwalls will most likely amplify existing traffic noise through echo effects. The DEIR does not address this issue, merely saying that it is an "engineering issue" (p. 205).

DL-6

Specific Objections to Alternative 3

- Loss of Village Church. This church is the center of the Brentwood Glen community. It provides a meeting place for the community to address issues such as crime, street lighting, parking etc. It is also a social gathering place, so that residents can greet new arrivals. Finally, the church serves as a polling location for elections. The loss of the Village Church will due irreparable damage to the Brentwood Glen community. There is no other meeting site.
- Alternative 3 will destroy 21 single-family dwellings and 16 multi-family buildings, displacing 91 families. There is currently a shortage of affordable housing on the Westside. Given the high cost of housing on the Westside, it is highly unlikely that these families can find anything comparable nearby. Renters are likely to be most harmed, because they will receive little or no compensation and there is an extreme shortage of rental housing. Destroying homes and driving residents out of the neighborhood will increase traffic congestion on surface streets, as former residents will be forced to move far away from their current employment. Again, this issue is not address in the DEIR.

DL-7

Specific Objections to Alternative 3 modified

- Loss of Mass Transit. Alternative 3 modified narrows Church Lane to a width of 20 feet. According to Caltrans, this means that LAMT buses will no longer be able to pass along Church Lane. Residents of Brentwood Glen, many of them elderly, rely on the Number 2 buses. A large number of neighborhood children use the Number 2 bus to commute to Paul Revere Middle School and Pacific Palisades Charter High School. How will these children get to and from school, once the buses are removed?
- A three-story sound wall will be created, looming over the neighborhood and cutting out the light. The wall will be a magnet for graffiti. The wall will create the impression of being in a prison camp, and residents will have to look at it every time they leave their houses.
- The wall will only have about 18 inches of soil adjacent for planting, which means that it will be impossible to replace the trees that currently help to reduce

DL-8

DL-7

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as Preferred.

DL-8

Please see response to comment DL-7 above.

freeway noise and soften the landscape both for residents and vehicles traveling through the neighborhood. The wall will be an ugly scar on the landscape.

- This alternative will eliminate needed parking on Church Lane. Residents and UCLA students currently park on Church Lane. Where will they now park? Parking spaces are already scarce in the neighborhood. Sometimes, there is not enough space for us to park in front of our own house.

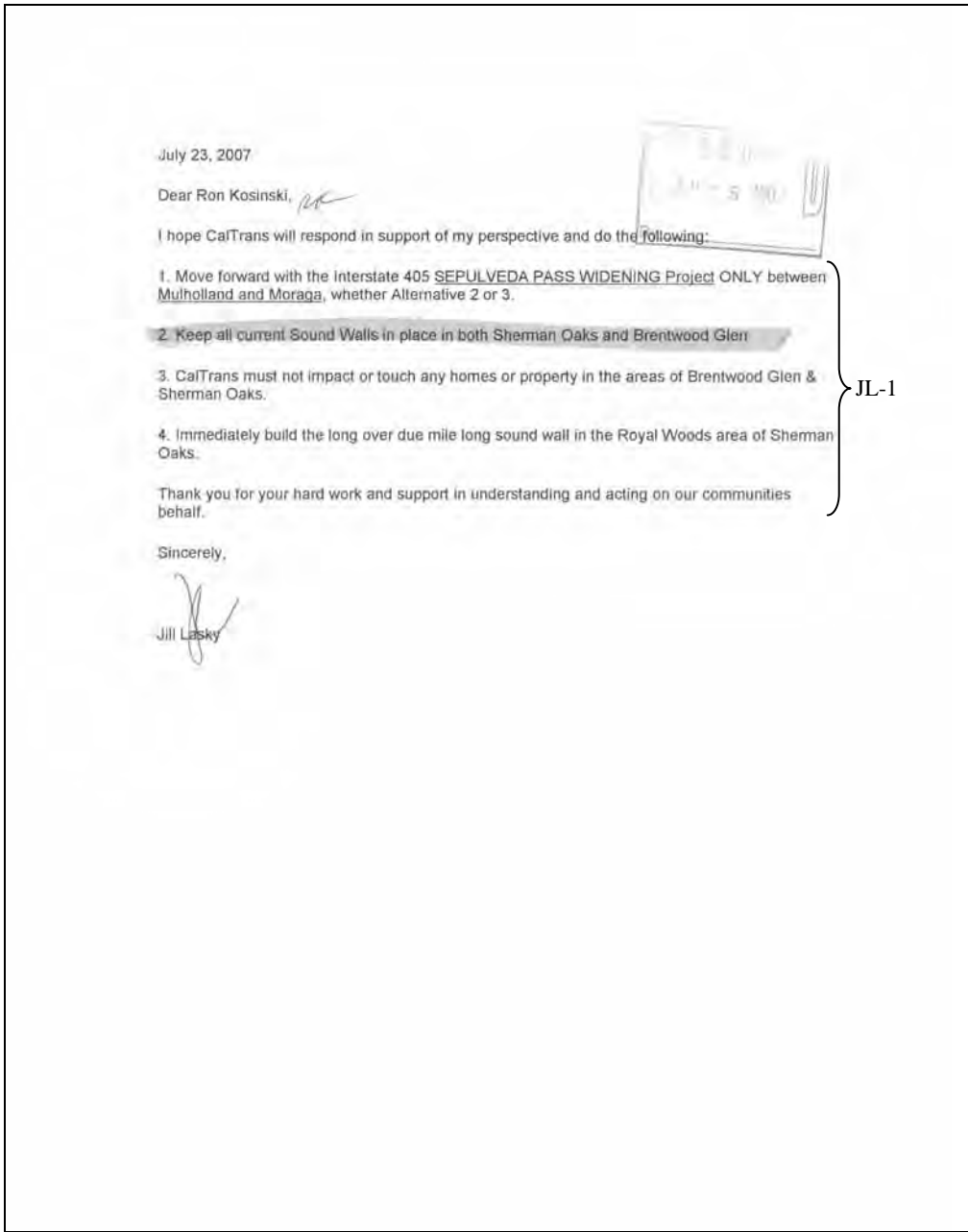
} DL-8

In sum, I am sympathetic to the need to reduce traffic congestion in Southern California. But Alternatives 3 and modified 3 are neither feasible nor cost-effective. Caltrans has not demonstrated that they need to add a lane to the 405 between Sunset and Waterford in order to improve the flow of traffic. Other, less costly means are available, including congestion pricing, restrictions on the HOV lane, express bus lines, and encouraging residents to live closer to their jobs. Alternatives 3 and modified 3 would have a devastating impact on the Brentwood Glen community, irreparably harm the environment, damage the health and hearing of residents near the project site, and greatly increase traffic congestion on surface streets and critical transportation arteries of Sunset and Wilshire Blvds. These costs are not in any way balanced by any hypothetical benefits that Caltrans asserts will accrue to commuters from adding an additional lane for .7 of a mile, just before the road narrows to 3 lanes of traffic.

Yours truly,



Deborah W. Larson



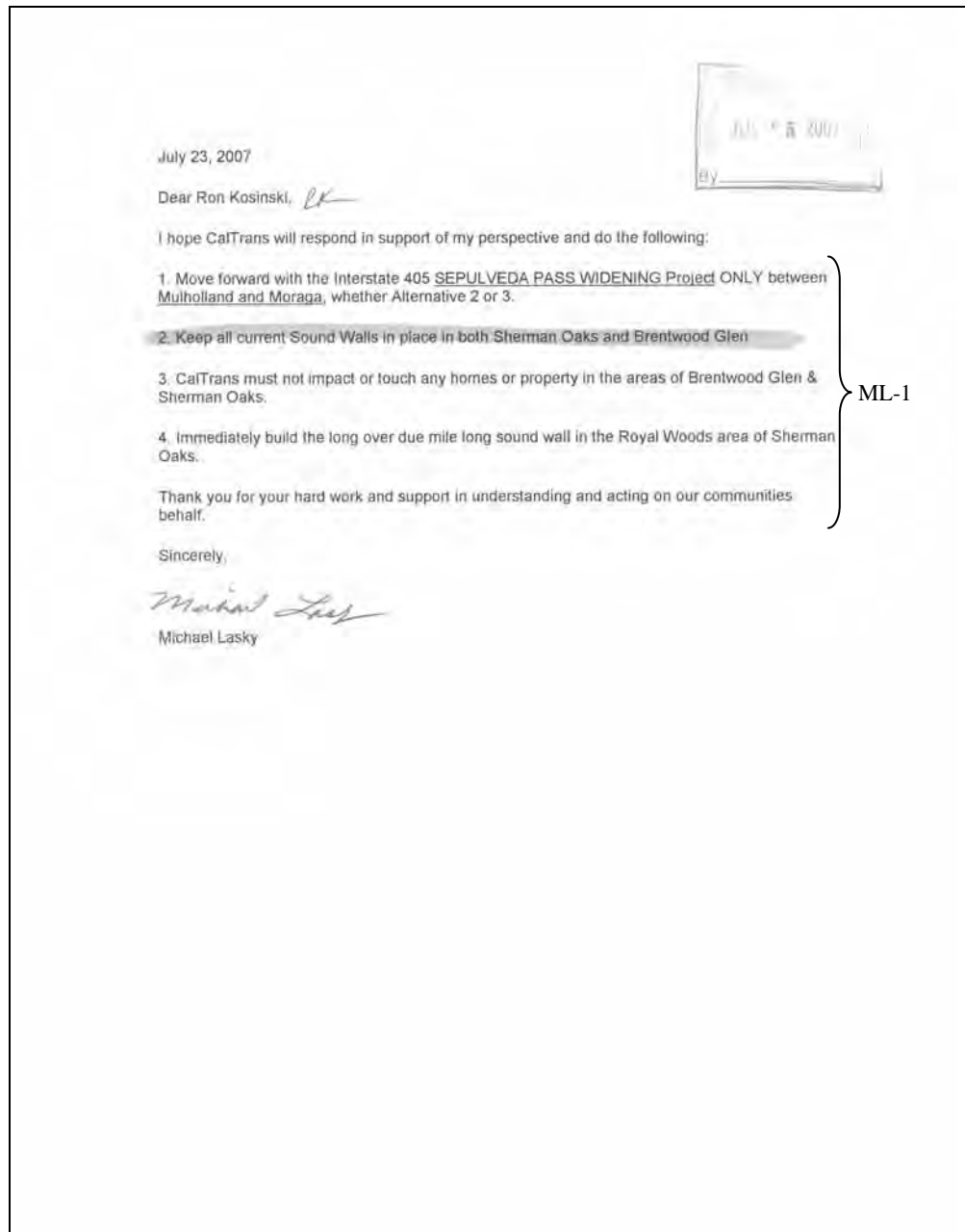
JL-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The new soundwall along the Valley Vista Blvd. off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.



ML-1

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The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

15411 Sutton St.
 Sherman Oaks, CA 91403
 September 28, 2007

Mr. Ronald Kosinski, Deputy District Director
 Division of Environmental Planning
 Department of Transportation, District 7
 100 S. Main Street, MS-16A
 Los Angeles, CA 90012

Dear Mr. Kosinski,

I am writing to encourage you to reconsider the proposed changes to the 405 freeway and consequently to the surrounding neighborhood near the Valley Vista off ramp. I have lived in this neighborhood since 1951 and have obviously seen many changes. One of the long sought improvements was finally getting the sound wall on the west side of the freeway. Now with the proposed moving of the sound wall so the freeway can be widened we revert for many years to having no sound wall. After the wall is rebuilt we will be that much closer to the freeway. What a shame for neighbors who are hardworking, taxpaying citizens to lose all or part of the property for a fix that won't fix that much. With all of the discussion over the last year or more in the news about the underutilization of the HOV lanes, is it truly forward thinking to add more HOV lanes?

SML-1

Adding new on or off ramps in the Sherman Oaks area will only increase the traffic in this residential area. We have already been impacted for years by the revisions made to the 405 northbound and had to live with the increased surface street traffic. Some of these revisions involved the closing of the Ventura Blvd. off ramp on the northbound 405, the permanent closing of the on ramp to the east (south) and west (north) 101 and north 405 from the south side of Ventura Blvd.

SML-2

I wholeheartedly agree with your proposal to increase the number of southbound lanes in the Sepulveda Pass. This will alleviate the usual bottleneck at Skirball. In addition to improving traffic flow, this will be done without anyone losing their homes. I implore you to put this money to use by extending the sound wall in the Royal Woods area and increase the number of lanes in the Pass.

SML-3

I am cognizant of the fact that everything changes and I am not opposed to change. I do believe, however, that change for the sake of change is a waste of time, energy and money. I believe moving the sound wall to widen the 405 near Valley Vista would fall into the category of change for the sake of change. What would be accomplished, if anything, wouldn't be worth the effort.

SML-4

I appreciate your attendance at our community meetings and hope you recognize our concerns and see the value of our input.

Sincerely,


 Sharon Marie Leahy

SML-1

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The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

SML-2

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

SML-3

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

SML-4

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

The new soundwall along the Valley Vista off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

June 14, 2007

Eric and Catrina Lee
4200 Sepulveda Blvd
Sherman Oaks, CA 91403
Email: eric.d.lee@boeing.com / catrinal@amgen.com



Dear Mr. Kosinski, *EC*

We live at 4200 Sepulveda Blvd, in Sherman Oaks. My house is the one slated for a full-take at the Sherman Oaks Ave off-ramp (the FHWA option).

We attended the public hearing on June 11, 2006, and we stayed for all 4 hours. We listened very carefully to the presenters, and we spoke with your knowledgeable Caltrans representatives. In particular, we reviewed the 2 design options for our area:

1. Keep the Valley Vista offramp and widen it
2. Close the Valley Vista offramp and move it to the Sherman Oaks Ave offramp. This is the option labelled "FHWA alternative"

During this time, we have come to the following conclusions. If this project is to continue forward, then we would prefer option 2 (closure of Valley Vista and moving the offramp to Sherman Oaks Ave). Although it would mean that our house would be taken, our discussions with the Right-of-way agents have put to rest any concerns we had regarding the displacement compensation. Moreover, we understand that this would mean the least number of homes in the project being taken. However, Option 1 would mean that the 405 would still be widened, toward our backyard. We already have the 405 backed up to us, and any further encroachment toward us is unacceptable, especially since we have two little children to raise and they play in the backyard all the time (since they cannot play in the front, given that we are on Sepulveda Blvd). Therefore, option 2 is the only option (short of doing nothing), that would make us whole.

ECL-1

Please take into consideration our preference in choosing option 2 (the Sherman Oaks Ave offramp), which would relocate our family and keep us whole.

Sincerely,

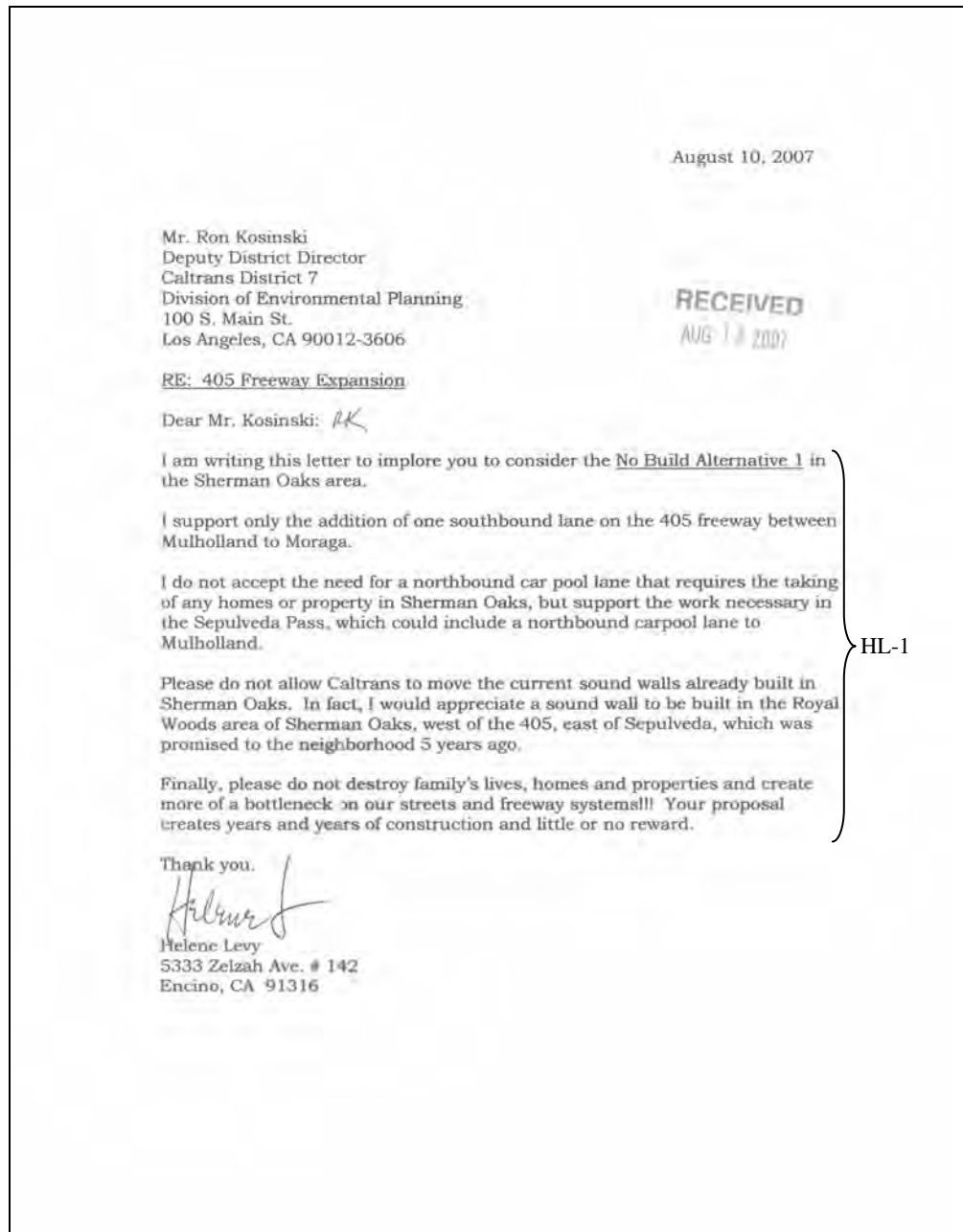
Eric and Catrina Lee

ECL-1

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HL-1

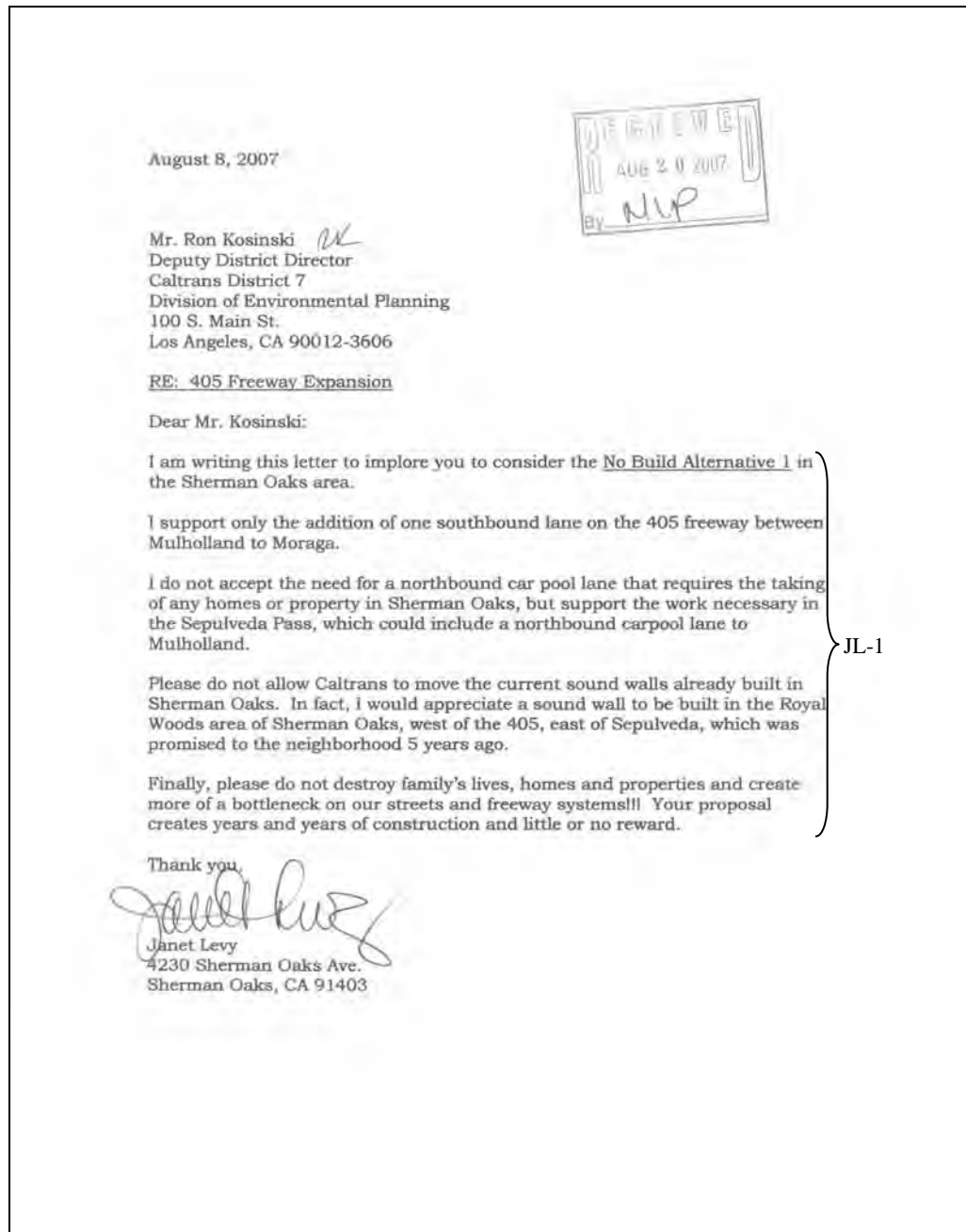
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JL-1

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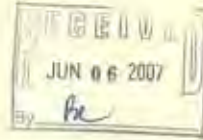
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July 3, 2007

RE: Sepulveda Pass Project Draft Report

Mr. Ronald Kosinski, Deputy District Director *RK*
Division of Environmental Planning - Caltrans District 7
100 South Main Street
Los Angeles, California 90012



Dear Mr. Kosinski:

Home is where the heart is and thirty five years ago our first home was in Brentwood Glen, affectionately known as the Rattery Tract.

This is where our children skated and bicycled and played with the neighborhood kids. Thirty years ago we moved a mile away into Bel Air where it borders Sepulveda. The kids continued to play, thrive, grow up and move away. This is still their home and our permanent residence.

These are stable, enduring neighborhoods of young families with Little League, Soccer, Scholastic and Scout Troop traditions.

On planning maps, things like buffers and standard lane widths have to be respected, but creativity and invention is nurtured by necessity.

My heart implores you to meet your conscience in weighing the wisdom of destroying the established cohesiveness and sense of community of these long established blocks of residences by taking any property.

Please do not carve a freeway into this enduring urban neighborhood to gain one more lane of traffic - direct the engineers to be creative and let us survive unscathed.

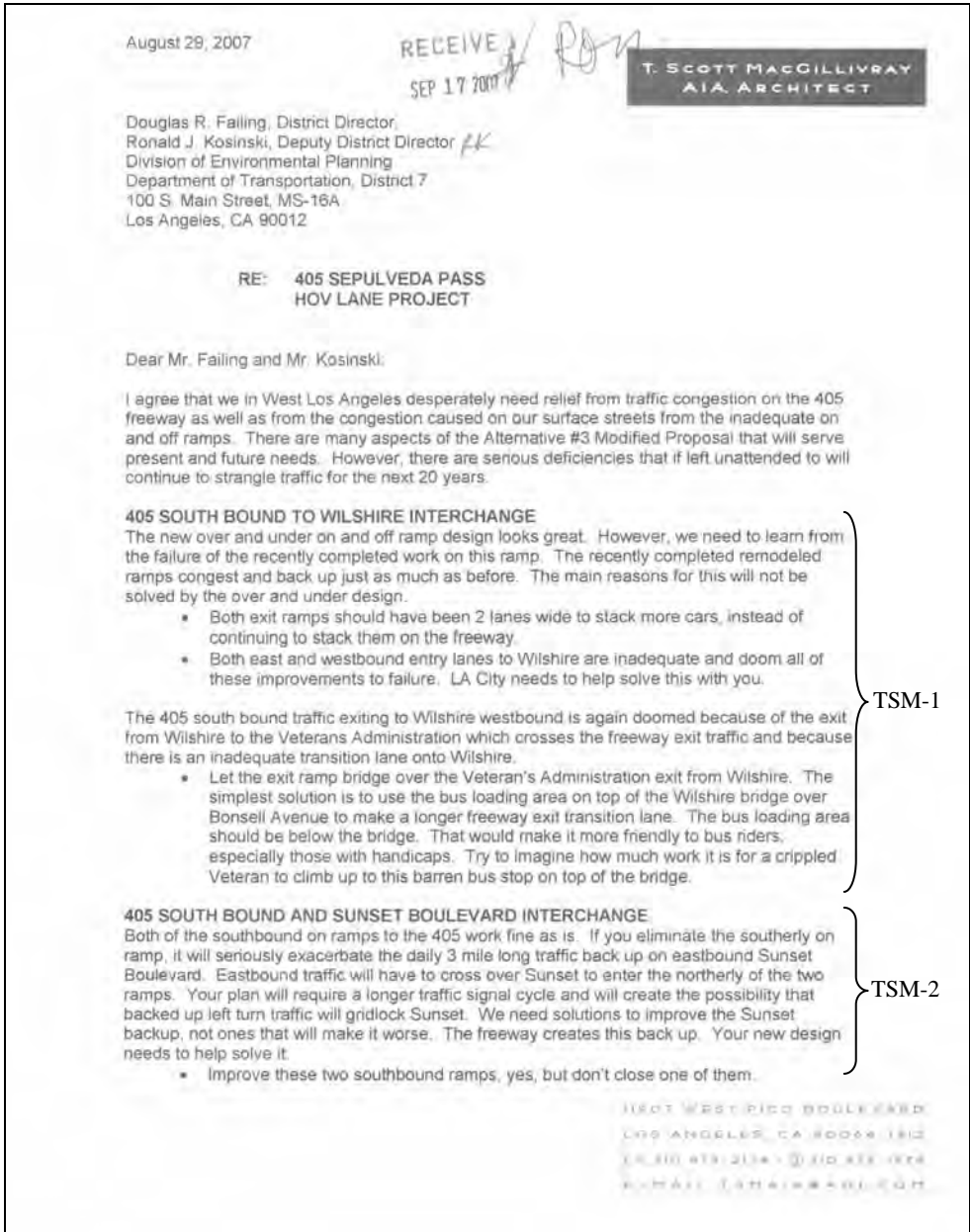
} DVL-1

11805 Bel Terrace
Los Angeles, CA 90049

Thank you,
David and Virginia Ludwick
David and Virginia Ludwick

DVL-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.



TSM-1
 Separating the on/off-ramps, known as “braiding,” at the Wilshire Blvd. interchange will greatly improve the operation of the interchange by eliminating “weaving” movements caused by the intersection of traffic exiting and entering the freeway. The off-ramps are also being lengthened, thus increasing their capacity.

TSM-2
 Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

TSM-3
 The existing soundwall in Brentwood Glen varies in height from 2.44m (8’) to 3.35m (11’). The Noise Study Report modeling indicated that vertically extending the height of this existing soundwall to 4.27m (14’) would not reduce noise levels by 5 decibels. Additionally, a freeway traffic noise investigation was completed for this area (between Waterford Street and Sunset Boulevard) along the southbound I-405 in September 2001 to determine if a higher soundwall would provide benefit to the impacted residences at the first story as well as the second story. However, it was determined that increasing the height of soundwall to maximum of 4.27m (14 ft) would not be feasible (reduce noise level by a minimum 5-dBA).

TSM-4
 It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

The 405 northbound ramp from Sunset Boulevard westbound is "non-existent". Traffic is dumped onto an already congested Sepulveda, to then be backed up as it merges with traffic from Church Lane which feeds the eastbound Sunset traffic to Sepulveda. Then traffic has to wait for the light at Moraga to cross the Sepulveda southbound lane to get onto the too small 405 northbound on ramp. This is the worst configuration imaginable.

- Please work with the city to make a proper interchange from westbound Sunset to northbound 405.

I have seen your preliminary design for this new ramp. It is a giant sweeping curve that I think cuts into some one's yard. I don't think that you need a 50 mile per hour ramp. None of your other ramps have such sweeping curves.

- Build the Sunset westbound to 405 northbound on ramp.
- Keep the Sunset westbound to Sepulveda northbound connection.
- Don't take any houses or useable yards.

BRENTWOOD GLEN

Alternative #3 Modified is a big improvement for 405 traffic and thank you for creating an alternative to not take homes. From the plans and descriptions presented on August 22 at the Skirball Center it appears that you have adequate options to meet your goals of a 6th lane and larger median without taking away the parking and landscaping on Church Lane. Brentwood Glen has Adopted The Median with Cal Trans and with the City of Los Angeles. We have worked together with Cal Trans to clean up, plant, irrigate and maintain the Glen frontage on the freeway. It feels like a slap in the face to propose taking away all of this for so little gain. The financial cost of this intrusion into the Glen is huge. You don't need to do it.

- Reduce the 12' lanes to 11' and make any other adjustments necessary to avoid intruding into Brentwood Glen or the already small Church Lane landscape median.
- Replace the sound wall. The sound wall in Brentwood Glen is lower than Cal Trans standards. It is lower than the wall on the east side of the 405. The existing wall qualified for replacement with a taller wall 10 years ago, because of the excessive sound levels in Brentwood Glen.

NARROWING OF THE 405 AT THE 10 FREEWAY OVERPASS

This may not be part of the 405 HOV project, but please give us some confidence that you are working on designs and funding to fix this bottle neck.

- Add several lanes to the 405 for both north and southbound.

Please answer these suggestions with improved alternatives 2, 3 and 3M.

Sincerely,

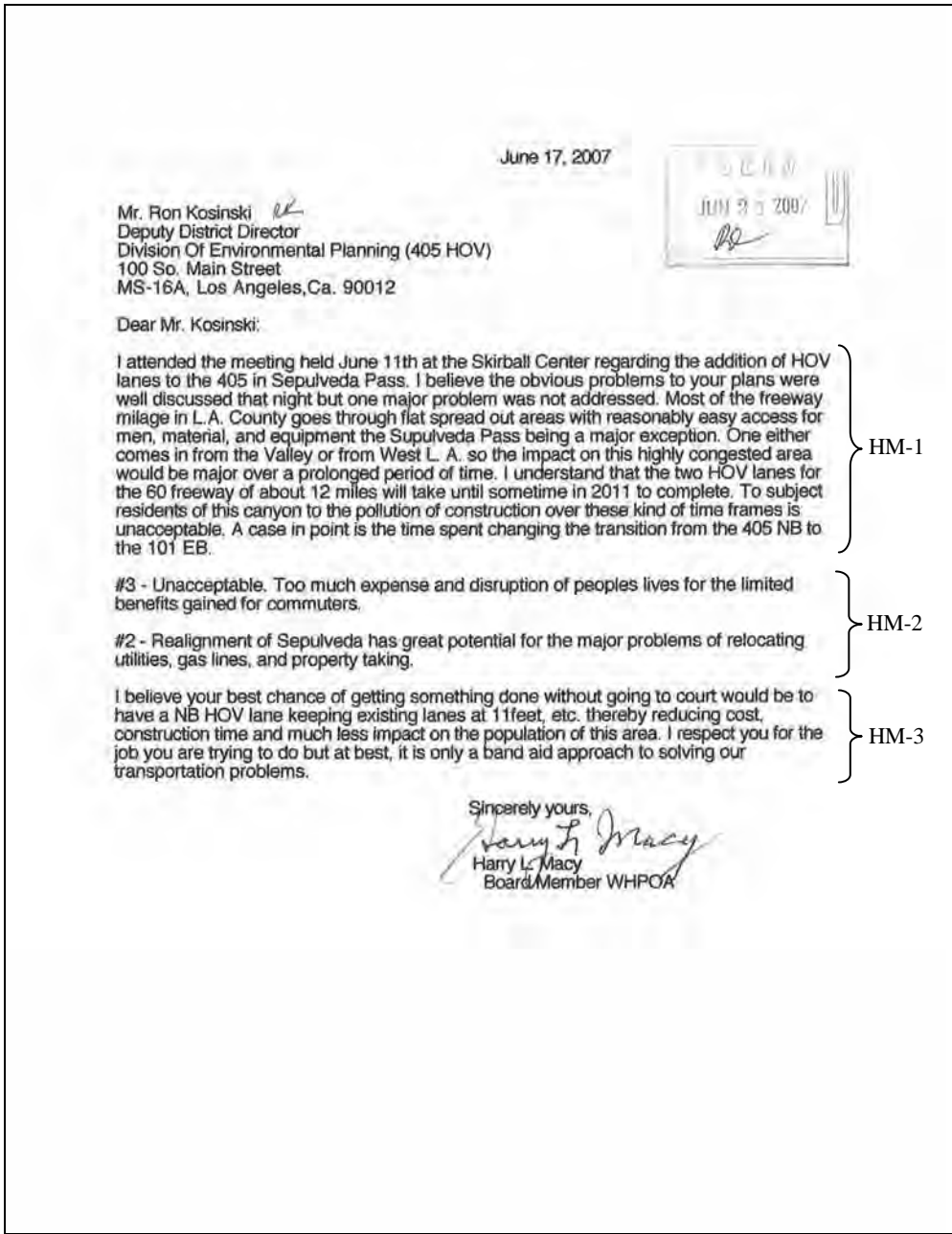
T. Scott MacGillivray

cc: Arnold Schwarzenegger, Governor
Haripal Vir, LA City Department of Transportation
Michael Feurer, Assemblyman
Zev Yaroslavy, County Supervisor
Bill Rosendahl, City Councilman
Wendy Sue Rosen, Chairperson of the Brentwood Community Council
Flora Krisiloff, District Deputy
Andrea Epstein, Field Deputy

TSM-2

TSM-3

TSM-4



HM-1

This project will be designed and built through a “design-build” procurement method according to Senate Bill 1026. Design-Build is used to minimize the project risk for an owner and to reduce the delivery schedule by overlapping the design phase and construction phase of a project. A more exact timeline of the project will be developed at a later stage.

Improvements to the I-405/US-101 interchange are proposed and the project is currently in the planning stages.

HM-2

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Please also see response to comment BAA-9 regarding utility relocation impacts.

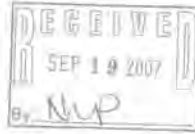
HM-3

Please see response to comment BGA-7 regarding waivers from the Federal Highway Administration.

Mon, Sep 17, 2007 3:35 PM

From: Harry Macy <hlmacy@earthlink.net>
To: <ron.kosinski@dot.ca.gov>
Cc: Carole Magnuson <chmagnuson@mac.com>, <chmagnuson@mac.com>
Date: Monday, September 17, 2007 3:28 PM
Subject: Sepulveda Pass

Sept. 17, 2007



Mr. Ronald J. Kosinski *JK*
Division of Environmental Planning
Caltrans District 7
100 So. Main St.
Los Angeles, CA 90012

Dear Mr. Kosinski:

By now you are probably getting tired of hearing from all of us who live in the Sepulveda Pass and are opposed to the three plans submitted to us for widening the 405 freeway. Sorry to tell you but we are not going away. Why, because the DEIR you have brought to us is fatally and legally flawed not by what it says but what it doesn't say. No one believes that the long term disruption to our lives, health, and property is worth the money (a billion dollars) to put more vehicles on this freeway which is all it will accomplish. The people who use this freeway do so because they want to or they have to as there is no alternative. They are prepared when they go out the door and get into their cars for the problems of travel in this town. For a few minutes gained (?) you want to turn Sunset Blvd. into a parking lot and flood our surface streets with traffic because it's DOT's problem not yours. Just a tiny illustration of what a devastating impact this project will subject us to.

HSM-1

Some four or five years ago you proposed only the building of one NB HOV lane but didn't have the money to do so. Now that you do, build it and use all the other money saved to create new ways of getting people out of their cars. This concept is sure to make everybody happy including these two long time natives of Los Angeles.

Yours truly,

Harry & Shirley Macy
11208 Cashmere St.

Page 1 of 1

HSM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

RICHARD C. MAHAN
11344 Berwick Street
Los Angeles, California 90049

RECEIVED
SEP 19 2007

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

405 FREEWAY: OPPOSITION TO ALTERNATIVE 3 AS PROPOSED & MODIFIED

Dear Mr. Kosinski:

For the past four years, I have resided at 11344 Berwick Street in the community of Brentwood Glen in Los Angeles. I chose to move to Brentwood Glen because of its unique sense of community – a quality of life that has been all but lost in many areas of Los Angeles.

Our community of approximately 560 residences includes residents who have lived here for more than half a century. We are a diverse community representing the melting pot of America. On my block alone, the residents are Asian, Persian, Indian, and Eastern European. There are single women, single mothers, retired couples, young families, and Catholic nuns. There are two residents who have lived here more than 25 years and one who has lived here nearly 60 years. Ours is a community of block parties, a garden club that helps to maintain the greenbelt on Church Lane, a literary lunch club, and a constant scene of neighbors walking dogs, new parents with strollers, and children on bicycles and scooters. It's a community where the church is also a Jewish synagogue on Saturday mornings. It's a time warp to a simpler age...it's *Leave it to Beaver* and *Father Knows Best!* It's an environment and lifestyle threatened by a Caltrans project that will deliver absolutely no measurable and material benefits for the greater public.

I am absolutely OPPOSED to Alternative 3 as proposed and modified in the Draft Environmental Impact Report.

As a former analyst with the United States Government Accountability Office, a Senior Manager with the former California Auditor General, and Executive Director of the California Little Hoover Commission, I must state that Caltrans' process for presenting the alternatives has demonstrated poor planning, shortsightedness, and a flawed process. What else could explain a process that presented alternatives and then at the first public hearing announced that the proposed alternatives in the DEIR aren't really what they want to propose.

} RM-1

} RM-2

RM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

RM-2

The development of a project of this magnitude oftentimes results in changes in the design, most often in direct response to concerns regarding impacts, in order to make the project better. Such has been the case with the I-405 project, which has been evaluated, adjusted, modified and altered, to become the best project Caltrans can propose, given the constraints that must be accommodated.

The benefits of the project are laid out in the environmental document. The commenter is referred to Chapters 1 and 2 for that information.

The commenter's 20% improvement threshold is not an adopted standard of any kind and therefore, while desirable, is likely not achievable in an urban environment such as the Sepulveda Pass.

Alternatives 3 and 3 Modified are no longer under consideration.

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Midway through the process, the agency changes its Alternative 3 from taking properties only to increase the width of existing lanes to adding a lane without requiring the destruction of homes.

What has been most disconcerting through this entire process, however, is that at no time has Caltrans provided any information for the public on the benefits to be derived by the expenditure of an estimated \$900 million, the destruction of single family homes and multi-family residences, and the displacement of 91 families that will result from the implementation of Alternative 3. There is no presentation of data comprised of statistics that demonstrate the increased capacity, increased speed, and reduced commute times during rush hour that will result from this immense expenditure of taxpayer dollars and lifestyle altering sacrifice from our community. The reason for this is simple. Caltrans cannot demonstrate any measurable and material benefits because there quite simply are none.

Unless Caltrans and the California Transportation Commission can demonstrate that the southbound expansion will improve safety, improve commute times, and increase average speed by at least 20 percent, there is no justification for the expenditure of tax dollars and the destruction of our community.

Caltrans and the CTC is pursuing Alternative 3 and 3 modified that will have no proven benefit simply to try and leverage Federal highway dollars and show that "they are doing something." This is particularly evident by the fact that no matter how many lanes are built on the southbound side of the 405 freeway, there will never be an ounce (or mile per hour) of benefit until a major redesign of the 405/10 intersection is achieved expanding that stretch to the same number of lanes rather than the three lanes currently available. If Caltrans would undertake this project instead it would produce far greater benefits without any change to the existing lanes configuration between Skirball and Waterford.

The State of California – the Governor, legislature, CTC, and Caltrans – are failing the people of Los Angeles and the entire state by never exploring, planning, and funding meaningful alternatives to the "band aid approach" of simply widening freeways and creating HOV lanes. Where is the exploration of constructing monorail systems running elevated down the center dividers of all Los Angeles freeways where right-of-way already exists and no "taking" of properties or destruction of a community would be required? Where is an analysis of tunneling under the 405 to double its capacity – tunneled thoroughfares are being explored and constructed in other parts of California and in other states.

Caltrans and the CTC should be required to produce a thorough cost-benefit analysis of Alternative 3 as proposed and modified before any action is taken. I am confident that such an analysis has not been conducted because the conclusion would be clear – implementing Alternative 3 as proposed and modified has no meaningful benefits. It's a project similar to the "bridge that goes nowhere" which has now finally died.

Beyond and related to what I have presented above, I oppose Alternative 3 and its modified version for the following reasons:

RM-2

RM-3

RM-4

RM-3

As is noted in the response to comment WNC-2, Caltrans is open to the notion of using the I-405 corridor for transit purposes. No firm plans have been offered up by the region's planning community to implement such a project, which would be an elevated guideway, but space does exist within the median to allow that to happen, at such time as a proposal and funding are available. Tunneling to add capacity within the Sepulveda Pass corridor could potentially be done, but at a prohibitive cost, given the length of the corridor, as compared with available funding for a project at this point in time.

RM-4

Alternative 3 is no longer under consideration. The seven points the commenter has listed are valid reasons Caltrans considered in evaluating the decision not to recommend Alternative 3.

- The Church in the Glen has been home to a Lutheran Congregation for more than six decades and a Jewish Congregation for the past two years. It is an important part of the Brentwood Glen community and is the only facility available for residents to meet. The Church is part of what makes our neighborhood a community; it should not be destroyed.
- Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community. The substantial negative impact of the increased noise and air pollution will be greatly increased because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction that will result in emotional trauma for our residents. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions. Trees such as those lining Church lane must be preserved in a city where there is a diminishing number of trees.
- The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide any meaningful, let alone cost effective, benefit nor an improvement in highway safety and traffic congestion.
- It will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen, and my family since we live only four houses from Church Lane.
- Under the original Alternative 3 or its modification, the Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse. I base my comment on the fact that I travel through this area and utilize these streets, etc. on a daily basis.
- Alternative 3 would remove a large number of trees that are more than 40 feet in height providing a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees.
- Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage.

RM-4

I understand that there is a serious concern about traffic congestion on the 405 Freeway. I agree that solutions must be found and funded... but a solution that is long-term. I do not oppose an addition of an HOV lane to the 405 Northbound and other measures to relieve congestion. As discussed above, Caltrans and the CTC have failed to demonstrate the benefits of this project with any analytical data.

RM-5

Moreover, as is always the case with bureaucracies, Caltrans and CTC are only looking at conventional methods of dealing with the issue of congestion rather than undertaking, proposing, and funding long term solutions that must be found in approaches that do not rely upon an endless series of widening of the existing freeway system. The current

RM-6

RM-5

The commenter's position on alternatives and long-term solutions is noted for the record.

RM-6

Alternative 3 is no longer under consideration.

Alternative 3 proposals are inadequate and do not provide congestion relief, especially when balanced against the devastation that will be caused to my neighborhood and the enormous cost of the project.

} RM-6

Finally, I want to make one extremely important announcement to elected officials, the CTC, and Caltrans. As a member of the Board of Directors of the Brentwood Glen Association, I will advocate strongly and commit my personal resources to file litigation to stop Alternative 3 as proposed and modified should it be approved. I am confident that other homeowner associations and interested parties with significant resources will join in this litigation to stop the project.


Respectfully submitted,



Richard C. Mahan

- cc: Governor Arnold Schwarzenegger
U.S. Senator Diane Feinstein
U.S. Senator Barbara Boxer
Congressman Henry Waxman
Assembly Majority Leader Karen Bass
Assemblyman Mike Feuer
State Senator Sheila Kuehl
Los Angeles County Supervisor Zev Yaroslavsky
Los Angeles Mayor Antonio Villaraigosa
Los Angeles City Councilman Bill Rosendahl


RECEIVED
JUN 13 2007
BY: MJP

FROM: BARRY MAITEN
11220 W. SUNSET BLVD
L.A., CA. 90049.
MAILING ADDRESS:  Barry D. Maiten
11693 San Vicente Blvd # 802
Los Angeles CA 90049-9105

6-11-2007

TO: RON KOSINSKI - ~~OK~~
DEPUTY DISTRICT DIRECTOR -
DIVISION OF ENVIRONMENTAL PLANNING
(405 HOV)
CALTRANS
100 S. MAIN ST.
L.A., CA. 90012.

RE: (405 HOV). MONTANA OFFRAMP MUST
REMAIN. (DRAFT EIR/EIS).

DEAR MR. KOSINSKI,
HELLO. AS I HAVE STATED NUMEROUS
TIMES - THE MONTANA OVERAMP, MUST
NOT BE CLOSED OFF (ALONG WITH THE
MORAGA ON & OFF RAMPS). CALTRANS
PREVIOUS CLOSURE OF THE WATERFORD
ON & OFF RAMPS, WAS NOT AT ALL A
GOOD THING. EMERGENCY RESPONSE
VEHICLES, POLICE, FIRE, AMBULANCE, ETC.,
MUST HAVE ALL OF THE ACCESS POSSIBLE!
THANK YOU. SINCERELY,


BM-1

BM-1
Please see response to comment LADOT-1 regarding the closure of the northbound I-405 Montana Ave. off-ramp. The Moraga Dr. on/off-ramps will not be closed, but will be reconstructed due to freeway widening.

Please see response to comments BAKPOA-5 and BAKPOA-6 regarding the Traffic Management Plan and emergency response.

September 22, 2007

Mr. Ron Kosinski *RK*
Deputy District Director
Division of Environmental Planning
Dept. of Transportation, District 7
100 u Main Street
Los Angeles, CA 90012

RECEIVED
SEP 25 2007

Dear Mr. Kosinski:

I have been a resident of the Brentwood Glen for twenty-two years. I have raised my family here and have lived through the recent death of my husband in this very house. In short, this is my home and all that implies. It is not just a house and this is not just a neighborhood. It is a unique pocket in Los Angeles and one whose character must be preserved.

I am therefore objecting with all possible vigor to both Alternative 3 and the modified Alternative 3 proposals to expand the 405. On a personal level, the upheaval intrinsic to the implementation of such a project -- noise, air quality issues, etc. -- will probably force me to move which is an eventuality I would never otherwise consider and the very thought of which breaks my heart. I realize, however, that this is not your problem. What is your consideration, though, as a servant of the city of Los Angeles, is that going ahead with either Alternative 3 or the modified Alternative 3 will so negatively impact the Brentwood Glen that you will, in effect, be destroying a remarkably special neighborhood.

I will not enumerate here the many reasons why I believe this project is shortsighted and would ultimately prove ineffective. I know that you have heard these arguments and will continue to hear these convincing and truthful arguments from experts and neighborhood citizens alike. Needless to say, I concur with the proof that expanding the 405 into our neighborhood will not provide any longterm or significant relief to the congestion problem. I am simply taking this opportunity to make an emotional plea that I hope might add another layer to our argument -- to remind you that we are all families here, families with histories tied to this neighborhood.

CM-1

I trust that after consideration, you will elect to abandon Alternative 3 and Alternative 3 modified.

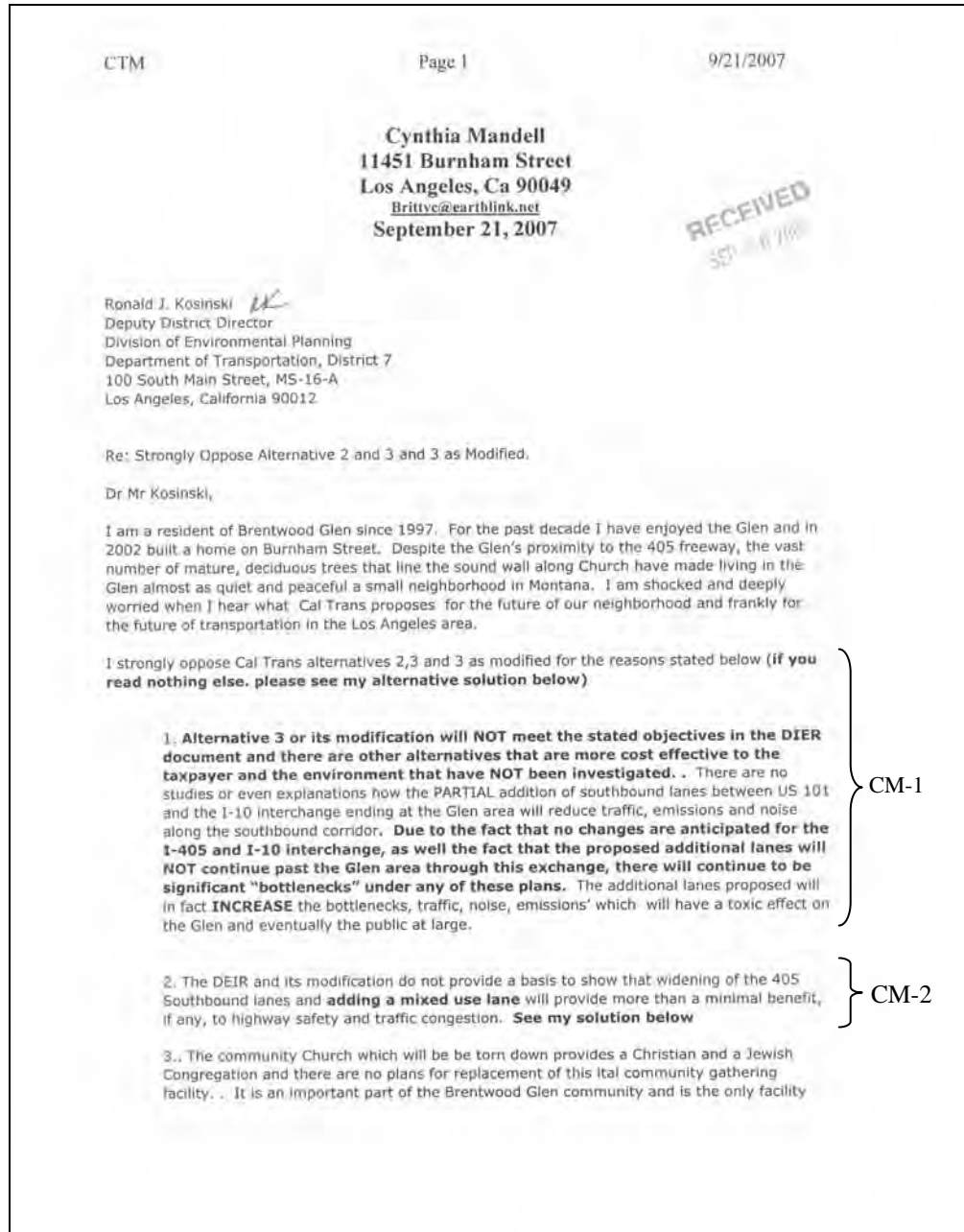
Thank you,



Carla Malden
11425 Bolas Street
Los Angeles, CA 90049

CM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.



CM-1

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

CM-2

Please see response to comment BGA-5 regarding the existing profile of southbound I-405 from Skirball Center Dr. to Waterford St.

CM-3

Based upon Caltrans environmental studies, an eventual determination was made that Alternatives 3 and 3 Modified have substantial environmental impacts and require additional analysis and circulation of a Subsequent EIR/Supplemental EIS, before they could be reconsidered.

CM-4

The central concept for HOV lanes is to move more people than more cars. Some HOV lanes carry almost half of the people carried on the entire freeway. Regular "mixed-flow" lanes are never converted to HOV lanes. Rather, HOV lanes are always added to existing facilities. Each vehicle that travels on an HOV lane must carry the minimum number of people posted at the entrance signs. Usually, that means at least two people, or in some cases three people.

When traffic is congested, HOV lanes can carry more people than a general-purpose lane of traffic. HOV lanes are designed to maximize the movement of people. Even when HOVlanes look less congested than general-purpose lanes, they often carry more people.

CTM

Page 2

9/21/2007

available for residents to meet. The Church also provides valuable non-church activities, such as 12-step programs.

5. Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families. **The cost of this goes without saying.**

6. I cannot understand the DEIR. I have read it and cannot understand the benefits to the various proposals other than, "we have the money now so we need to spend it before it expires" The proposals do not seem to be fully fleshed out.

7. Both Alt 3 and # modified will INCREASE traffic and the environmental impacts are NOT fully described or explained in the DEIR.

} CM-3

Sir, I don't believe in complaining without providing solutions and here is mine....If Caltrans wants a REAL solution, add a couple of new lanes Northbound, move the median and slowly regulate MORE of those lanes as permanent HOV. FORGET ABOUT "mixed use." In fact, make all lanes HOV except 1 for trucks and one for single person cars. Make the rest of the lanes HOV. I think the whole 405 should be made HOV except one emergency "single person" lane. Let everyone else who sits alone in a car be the ones to have to sit in the stalled traffic or take surface streets to get to where they want to go. They already do now!!! **DON'T ACCOMMODATE poor driving behavior by adding more "mixed use" standard lanes!** Your project needs to DISCOURAGE one car one person driving and ENCOURAGE use of HOV lanes by making use of HOV Faster and easier than standard mixed use lanes rather than the other way around like it is now. Make the whole 405 HOV if you have to. Don't take homes, disrupt entire neighborhoods and lives...spend billions to only end up where you are now in another 5 years. Alternative 3 and all the other proposals are inadequate and do not provide congestion relief, especially when balanced against the devastation that will be caused to my neighborhood and the enormous cost of the project.

} CM-4

Very truly yours,



Cynthia Mandell
11451 Burnham Street
Los Angeles Ca 90049

CC Brentwood Glen Association

RE: EIR I-405 ^{PK}

Please go with the
Alternative #1 - No
changes - Current width
70' + 69' = 139' } JM-1

Thank you
Jan Marantz
15754 Regal Woods Pl
Sherman Oaks, CA 91402

JM-1

Your support for Alternative 1 is noted for the record.

SEPTEMBER 25, 2007

RONALD J. KOSINSKI
DEPUTY DISTRICT DIRECTOR
DIVISION OF ENVIRONMENTAL PLANNING
DOT, DISTRICT 7

RECEIVED
SEP 27 11 30 AM '07

**RE: ALTERNATIVE 3 (AND MODIFIED ALTERNATIVE 3) AS IT
PERTAINS TO THE COMMUNITY OF BRENTWOOD GLEN.**

MR KOSINSKI,

**MY NAME IS RAY MARIN. MY WIFE, PAMELA, AND I HAVE LIVED
AT 11338 KIEL ST FOR OVER 30 YEARS. WE RAISED OUR
DAUGHTER IN THIS HOME AND ARE CURRENT CAREGIVERS FOR
OUR SIX YEAR OLD GRANDDAUGHTER. WE CHOSE THIS
NEIGHBORHOOD FOR IT'S STRONG SENSE OF COMMUNITY AND
PRIDE OF OWNERSHIP. THERE ARE FEW REAL
NEIGHBORHOODS IN THIS CITY THAT TRULY OFFER GOOD
NEIGHBORS WHO CARE ABOUT EACH OTHER. THERE IS A
DIVERSITY OF YOUNG AND OLD WHO ARE OUTSIDE DAILY
ENJOYING THEIR WALKS AND RIDING THEIR BIKES. TO
TOTALLY DESTROY THE SANCTUARY THAT THIS
NEIGHBORHOOD OFFERS TO WIDEN THE FREEWAY FOR SEVEN
TENTHS OF MILE MAKES ABSOLUTELY NO SENSE. TO
DISPLACE LONG-TIME RESIDENTS AND DISRUPT THE LIVES OF
THE REMAINING ONES (AS WELL AS EXPOSING THEM TO
HEALTH HAZARDS FROM THE CONSTRUCTION) FOR
ABSOLUTELY NO IMPROVEMENT TO THE TRAFFIC FLOW ON THE
405 IS BEYOND ANY SENSE OF LOGIC.**

**MY HOME IS ONE HOUSE WEST OF CHURCH LANE. NO MATTER
WHAT ALTERNATIVE MAY BE CHOSEN WILL SEVERELY IMPACT
THE QUALITY OF OUR LIVES. THE MERE THOUGHT OF
ENDURING MONTHS OF CONSTRUCTION (IF NOT YEARS) IS NOT
A BONUS TO ENTERING ONE'S GOLDEN YEARS. MY WIFE'S
ASTHMA IS CURRENTLY UNDER CONTROL BUT EXPOSURE TO**

RPM-1

RPM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

TOXIC AIR EMISSIONS POSES A SEVERE THREAT TO HER HEALTH.

BOTH MY WIFE AND I HAVE SERVED OUR LOS ANGELES COMMUNITY FOR MANY YEARS. MY WIFE TAUGHT FOR 38 YEARS FOR LAUSD AND I WAS A PROBATION OFFICER FOR 35 YEARS. WE INTENDED TO LIVE OUT OUR LIVES IN BRENTWOOD GLEN. DO NOT BE A PARTY TO THE DESTRUCTION OF OUR NEIGHBORHOOD.

} RPM-1

THANK YOU FOR YOUR CONSIDERATION.



RAY MARIN



PAMELA MARIN

COPIES:

- CONGRESSMAN HENRY WAXMAN**
- SENATOR BARBARA BOXER**
- SENATOR DIANE FEINSTEIN**
- STATE SENATOR SHEILA KUEHL**
- ASSEMBLYMEMBER KAREN BASS**
- ASSEMBLYMEMBER MIKE FEUER**
- COUNTY SUPERVISOR ZEV YAROSLAVSKY**
- COUNCILMAN BILL ROSENDAHL**
- LOS ANGELES MAYOR ANTONIO VILLARAIGOSA**

DOUGLAS R. MARSHALL
LISA NIEDENTHAL
363 DALKEITH AVENUE
LOS ANGELES, CA 90049
310.717.2870

June 5, 2007

Mr. Ronald J. Kosinski *RJK*
Deputy District Director
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL PLANNING
DISTRICT 7 - (405 HOV)
100 S. Main Street
Los Angeles, CA 90012



RE: 405 Widening Plan

Dear Mr. Kosinski:

My name is Doug Marshall and my wife and I are the owners of a residential property at 363 Dalkeith Avenue (APN #4366-015-030) in the City of Los Angeles. I believe the 405 Widening Plan will adversely affect our property.

I have several questions that I would like specific answers to. They are:

1. Will Alternate 2 or 3 result in the taking or eminent domain of all or some of my property? If so, how much property will be taken?
2. Will I be reimbursed for this taking?
3. Will Caltrans be responsible for constructing the new sound/retaining wall on my property?
4. How high will the new sound wall be?
5. Will Caltrans underground the power poles on the East side of Sepulveda as part of this project?
6. How long will the process take until completion?

DM-1

In addition to the above questions, my concern is as follows:

Why doesn't Caltrans take the approximate 20 feet East of the 405 Freeway and West of Sepulveda Boulevard between Wilshire Boulevard and Moraga Drive and use that for the freeway expansion along Sepulveda Boulevard and leave Sepulveda alone?

Please call me (310.717.2870) or email me at marshall@klabin.com to discuss my concerns at your earliest convenience.

Sincerely,

Doug Marshall
Douglas R. Marshall

DRM:ds

c: Lisa Niedenthal
Westwood Hills Property Owners Association

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6/5/2007 3:22 PM

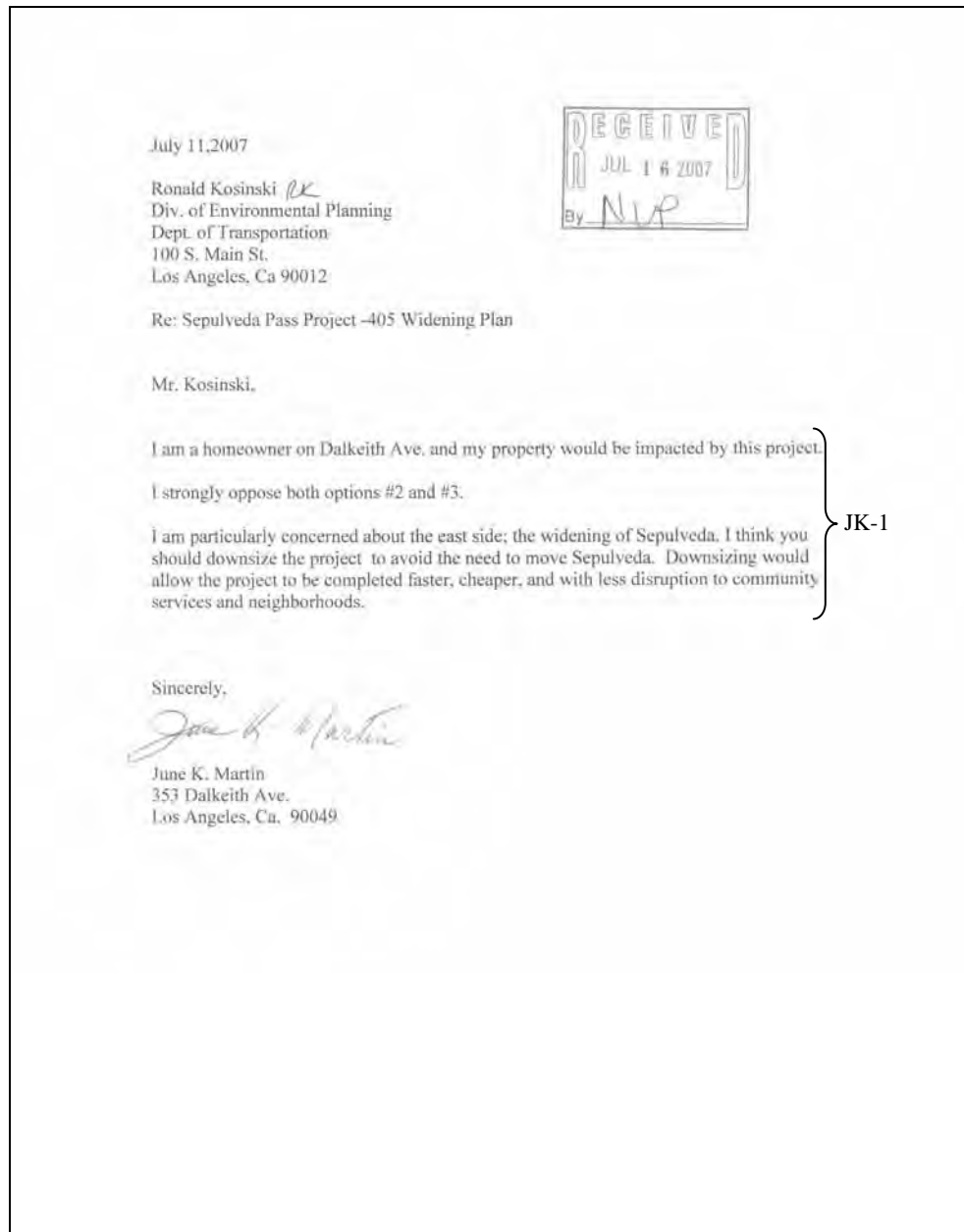
DM-1

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

Please see response to comment BAA-9 regarding utilities and their relocation.



JK-1

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

August 9, 2007

RECEIVED
AUG 13 2007

Ron Kosinski *RK*
Deputy Director, Environmental Planning
Department of Transportation
District 7
100 S. Main Street
Los Angeles, CA 90012

Re: 405-Sepulveda Pass Project

Dear Ron Kosinski,

I am a homeowner and this project would directly impact my home.

I am against both alternative 2 and 3.

I believe Caltrans should modify their current plan of moving Sepulveda Blvd. eastward. Downsizing the project by using non-standard lanes, eliminating the buffer, reducing the median, opening up the far left lane to all drivers, and adding a single standard width HOV to the existing freeway will reduce property taking, reduce enormous additional construction costs, disruption, and preserve the neighborhood.

This project has a price to high in terms of time, money, health, safety, and damage to the natural environment.

} JM-2

Sincerely,



June K. Martin
353 Dalkeith Ave.
Los Angeles, Ca. 90049

JM-2

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

Douglas Failing, Buena, Dist #7, CALTRANS

Sept. 17, 2007

Re: Caltrans Sepulveda Pass/ 405 Project



To Whom It May Concern: *UK*

I am a widow and homeowner residing at the corner of Dalkeith and Thurston Ave. streets. I have enjoyed living in this caring, cohesive neighborhood for thirty-six years.

My property is located directly above Sepulveda Blvd. between Montana and Homedale streets. I am very, very concerned about the increased noise and toxic fumes produced by this project.

I am opposed to Alternative 2 and 3 and the modified version of Alternative 3.

This project will cause great disruption to not only Westwood Hills, but also Bel-Air and Brentwood Glen residents—with minimal benefit to traffic congestion and highway safety.

The project description in the DEIR is confusing to me; I don't think it covered all the negative points—but really, the report is so technical and lengthy that I don't think there has been given enough time to carefully research it.

I wish that Caltrans would find other options (as were mentioned in the meetings) to traffic congestion that would not require the disruption of neighborhoods, increase noise and air pollution, and lastly, lower the huge taxpayer cost of this project.

Sincerely,

June Martin
353 Dalkeith Ave.
Los Angeles, Ca 90049

JM-3

JM-3

For a more complete discussion of congestion impacts, please see the response to comment HE-11. As is noted in that response, traffic demand is sufficiently high in the Los Angeles basin that available capacity will be sought out shortly after it is made available. However, the proposed I-405 HOV project provides a travel alternative that can sustain higher levels of passenger movement through the corridor, both by HOVs and by buses using the HOV lane. It therefore contributes to an overall increase in people moving capability through the Sepulveda Pass.

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

September 26, 2007

Ronald J. Kosinski
 Deputy District Director
 Division of Environmental Planning
 Department of Transportation, District 7
 100 South Main Street, MS-16-A
 Los Angeles, California 90012

RECEIVED
 SEP 28 2007

Dear Mr. Kosinski:

My wife and I are 7 year residents of Brentwood Glen, living at 11363 Albata Street. We have two young daughters age 3 and 6 who we have raised in Brentwood Glen.

We love Brentwood Glen for its small residential neighborhood feel, its attractive homes, its mix of young families like us along with an older generation who have lived here for decades, and for its mature foliage which gives it a lush and beautiful feel.

We are writing you today to state that we are steadfastly **opposed** to Alternative 3 as originally proposed and to the modified version of Alternative 3. We are opposed for these reasons:

- Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families.
- Implementing the Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage along the East / West streets where there are already limited parking options.
- Under Alternative 3 or its modification there will likely be a substantial increase in noise and toxic air emissions that will be harmful to the community. This is most concerning to us, as parents of two young children. The substantial negative impact of the increased noise and air pollution will be greatly increased because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living anywhere near Church Lane. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions.
- Alternative 3 would remove many mature trees which provide a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall, with little or no room for replacement trees. Any replacement trees would likely be typical Caltrans saplings that will take decades to mature.
- The DEIR and its modification do not convincingly show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than an incremental benefit, if any, to highway safety and traffic congestion. In fact, permanent destruction of a unique neighborhood like Brentwood Glen is a large price to pay in favor of a widened southbound 405 that will more than likely be gridlocked soon after opening.
- We found the project description in the DEIR confusing with many references to unexplained impact analyses, which limits our ability to adequately assess this project.

WLM-1

WLM-2

WLM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

A noise analysis was performed to see if a soundwall on top of the proposed retaining wall (east of Sepulveda Blvd.) would provide any acoustical benefit (minimum 5 dBA noise reduction) to the residents along Dalkeith Ave. and Thurston Ave. It must be noted that the analyzed soundwall falls outside Caltrans' right-of-way. Thus, if recommended, it will require involvement from the City of Los Angeles, Caltrans and the affected property owners.

According to the analysis, under the Preferred Alternative only about half of residences (10 out of 21) along Dalkeith Ave. and Thurston Ave. would acoustically benefit from having a 16-foot high soundwall on top of the retaining wall. With lower heights of soundwalls very few homes will benefit from this soundwall.

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

Your other concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

WLM-2

Please see response to comment WLM-1 above.

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

WLM-3

Please see response to comment WLM-1 above.

Additionally, we feel the time period allotted by Caltrans has been insufficient for careful review of this very lengthy and highly technical document.

} WLM-2

In summary, we believe the many disbenefits outlined above far outweigh any minimal benefits that may be gained in traffic congestion on the 405 southbound. We understand that there is a serious concern about traffic congestion on the 405 Freeway in general. We do not oppose an addition of an HOV lane to the 405 Northbound and other measures to relieve congestion. However, the current Alternative 3 proposals are inadequate and do not provide congestion relief, especially when balanced against the enormous cost of the project and the devastation that will be caused to our neighborhood.

} WLM-3

Sincerely,




William McKnight



Lisa McKnight

September 14, 2007

Ronald J. Kosinski 
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

I am an eighteen year resident of Brentwood Glen where I own my home at 11320 Isleta Street, just three houses from Church Lane, and live with my 15 year old son, Michael.

I chose to live in Brentwood Glen so many years ago because of its charming and unique neighborhood feel, its convenient location just minutes from my office and its easy access to freeways and various parts of the city. I love that I can walk my dog along the tree-lined streets, where my son and I know so many of our neighbors.

I am vigorously opposed to Alternative 3 as originally proposed and the modified version of Alternative 3.

Implementation of either Alternative 3 will severely impact the quality of life and health of the neighborhood. Under Alternative 3 or its modification there will be a substantial increase in harmful noise, dust and toxic air emissions, that will be adverse impact our community. The substantial negative impact of the increased noise and air pollution will be greatly increased under either alternative. The plan to tear down the sound wall alongside the Glen and move it farther west is ill-considered. This plan will leave the community with no sound wall for a substantial period during construction, during which the noise and environmental pollutants' impact will be so substantial that it will be unbearable for Glen residents, such as my son and me, living fairly proximate to Church Lane. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions.

The loss of the Village Church in the Glen will not only destroy a religious facility that has been home to a Lutheran Congregation for more than six decades and a Jewish Congregation for the past two years, but will eliminate the one location at which the neighborhood congregates to discuss matters of common concern to the Brentwood Glen community. As well, the Church offers valuable non-church activities, such as 12-step programs, that cannot be replaced in the community. The Church should not be destroyed. Without the Church, Brentwood Glen's character and cohesion will be severely and negatively impacted.

The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal, short-lived benefit, if any, to highway safety and traffic congestion. Given the hundreds of

JM-1

JM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Ronald J. Kosinski
 September 14, 2007

millions of dollars needed to construct Alternative 3 or Alternative 3 as modified, there must surely be better and more productive uses of these public funds to serve the greater Los Angeles community that that proposed at such enormous cost to the Brentwood Glen residents. The devastating impacts on Brentwood Glen of Alternative 3 or of its modification far outweigh any minimal benefit of Alternative 3 or its modification.

JM-1

I am also mindful that implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families in my close-knit community. That is a sizeable and unacceptable impact.

I also understand that the original Alternative 3 and its modification call for the Southbound onramp at Church Lane and Sunset to be removed. This proposal is a recipe for disaster, increasing congestion along an already overburdened main artery of the Westside. As one who travels Sunset daily, I can tell you from my on personal observations that the afternoon traffic on Sunset Boulevard is already terrible, and the proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse. Moreover, the additional traffic exiting at Sunset from the northbound 405 in light of the projected closing of the Montana offramp on the northbound 405 will lead to an increase in cars that turn left on Sunset and left again on Church to access Brentwood Glen, or UCLA and Westwood Hills via Montana Avenue. This increase in westbound Sunset traffic crossing over the 405 coupled with the new traffic turning left at Church to gain southbound access to the 405 freeway will only result in more collisions at the intersection of Sunset and Church Lane.

JM-2

In addition, Alternative 3 would forever eradicate the lovely green barrier constructed with loving care over many years by Glen residents along Church Lane. Either Alternative 3 would remove many mature trees which provide a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees and likely to be rapidly covered in graffiti.

JM-3

Modified Alternative 3 would prohibit parking on Church Lane, a street that is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage and overburden the adjacent side streets leaving residents with no room to park their own vehicles.

Caltrans has yet to offer any explanation as to why it cannot simply add an HOV lane on the northbound side, secure an exemption from the federal mandate of 12-footwide lanes, and not add an additional lane from Sunset to Waterford or widen the Southbound 405.

JM-4

I know I am not alone in finding the project description in the DEIR confusing. Indeed, my queries to Caltrans personnel at the public meetings were more than once responded with "I don't know." with persons charged with knowledge of the plan unsure of the parameters of this so-called completed project description. Even with the brief extension of the comment period, it is evident that Caltrans has not afforded my community and me

JM-5

JM-2

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Please see response to comment LADOT-1 regarding the closure of the northbound I-405 Montana Ave. off-ramp.

JM-3

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as the preferred.

JM-4

Please see response to comment BGA-7 regarding waivers from the Federal Highway Administration.

JM-5

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

Ronald J. Kosinski
September 14, 2007

with sufficient time to carefully review the very lengthy and highly technical document and respond fully.

} JM-5

As a longtime resident of the Westside of Los Angeles, I am well aware that there is a serious concern about traffic congestion on the 405 Freeway. I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. However, the current Alternative 3 proposals are inadequate and do not provide congestion relief, especially when balanced against the devastation that will be caused to my neighborhood and the enormous cost of the project.

} JM-6

I urge Caltrans to abandon Alternative 3 and the modified version of Alternative 3. Please save Brentwood Glen.

Sincerely,



Judith L. Meadow

JM-6

For a more complete discussion of congestion impacts, please see the response to comment HE-11.

David Medina, Esq.
4152 Sepulveda Blvd.
Sherman Oaks, CA 91403
(818) 285-9941 / dave913913@yahoo.com

September 25, 2007

Mr. Ron Kosinski
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

Re: 405 Freeway Project in the Sepulveda Pass, Effecting Sherman Oaks

Dear Mr. Kosinski:

I am a homeowner and resident of Sherman Oaks and stand to be directly affected by the 405 Freeway Project. My home is located at 4152 Sepulveda Blvd, just 2 homes away from the recently proposed "double hook" off/on ramp at Sherman Oaks Ave., just south of the present Valley Vista on ramp. Indeed, Caltrans' Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) dated May 22, 2007, proposes the taking of two and partial taking of two of my next door neighbors' homes. The remainder of my neighborhood will be significantly negatively affected and devalued by the massive construction and traffic turmoil the project will create.

Prior to submitting an offer on my home in late 2006, and prior to the close of escrow, I conducted exhaustive research on projects potentially affecting the 405 and Sepulveda Blvd at or around my prospective new home. I was extremely disappointed upon learning for the first time in late May of this year, of the sudden change to the EIR/EIS, in adding the proposal to move the Valley Vista ramp to Sherman Oaks Ave. As a 12 year attorney, I was appalled at how a project that will take years, cost many millions to taxpayers, and will take and significantly affect private property, could be changed on such minimal and relatively unremarkable public notice.

That being said, I understand that present and future traffic congestion mandates that improvements be made. However, studies I have read and learned opinions I have heard, strongly conclude that the changes proposed to the 405 in Sherman Oaks do not further the goals desired by Caltrans significantly enough to warrant the massive construction that is proposed.

The Valley Vista Blvd/Sepulveda Blvd. off and on ramps from the 405 Southbound do not need to be changed. These separate on and off ramps function very well, and as someone who uses them daily, I experience a minimal and acceptable level of traffic even at peak traffic periods. I have always found my commute through this area quite tolerable, so much so that I even purchased property here. I have used these ramps at peak traffic hours on weekdays without inconvenience.

DM-1

DM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

The new soundwall along the Valley Vista Blvd. off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

Mr. Ron Kosinski
Caltrans District 7
Page 2 of 2

The on ramp to the 405 Southbound at Valley Vista is perfect the way it is. It is a waste of time and money to modify it. Taking homes and creating devastating construction traffic to change it will devastate the community, while not significantly alleviating congestion and wasting taxpayer dollars.

The Valley Vista off ramp also works effectively. Traffic flows from the 405 Southbound and onto Sepulveda or Valley Vista quite smoothly. Only a few cars at a time ever back up coming off of the 405 Southbound during peak traffic hours. During off peak hours, traffic on this off ramp is very minimal. In any event, a simple, inexpensive and unobtrusive way of improving traffic flow at the Valley Vista off ramp would be to close traffic turning onto Fiume Walk from Sepulveda (or restrict the turns at peak hours). Fiume can also be designated for off ramp traffic only, creating three left turn lanes onto Sepulveda (although two are sufficient) and keeping one right turn lane onto Valley Vista.

Simply because taxpayer money is available does not mean that it should be spent--when no change and disruption is needed--and certainly not at the cost of taking homes and causing major disruption to the community. More demanding priorities exist immediately South on the 405 at Skirball. This should be addressed before needlessly pouring money into moving the Valley Vista Blvd on/off ramp.

Indeed, the most significant traffic congestion issue facing the Southbound 405 freeway is not in Sherman Oaks, but rather, stems from the 5 lanes diminished to 4 lanes at Skirball on the Southbound 405. The need to expand the freeway in the Sepulveda Pass at this area must be considered the primary answer to traffic issues and not widening the 405 in Sherman Oaks or moving the Valley Vista ramp. Widening the 405 in Sherman Oaks at this time, while maintaining the present level of lanes further south, where the true problem lies, will only create a further bottleneck of traffic.

As such, there is no need to do any construction work in the Sherman Oaks area, no homes or property need be taken, no sound walls need to be moved and no ramps closed or rebuilt. These actions will destroy the lives of homeowners, particularly if the project is delayed and contested in legal action.

Thank you for your consideration.

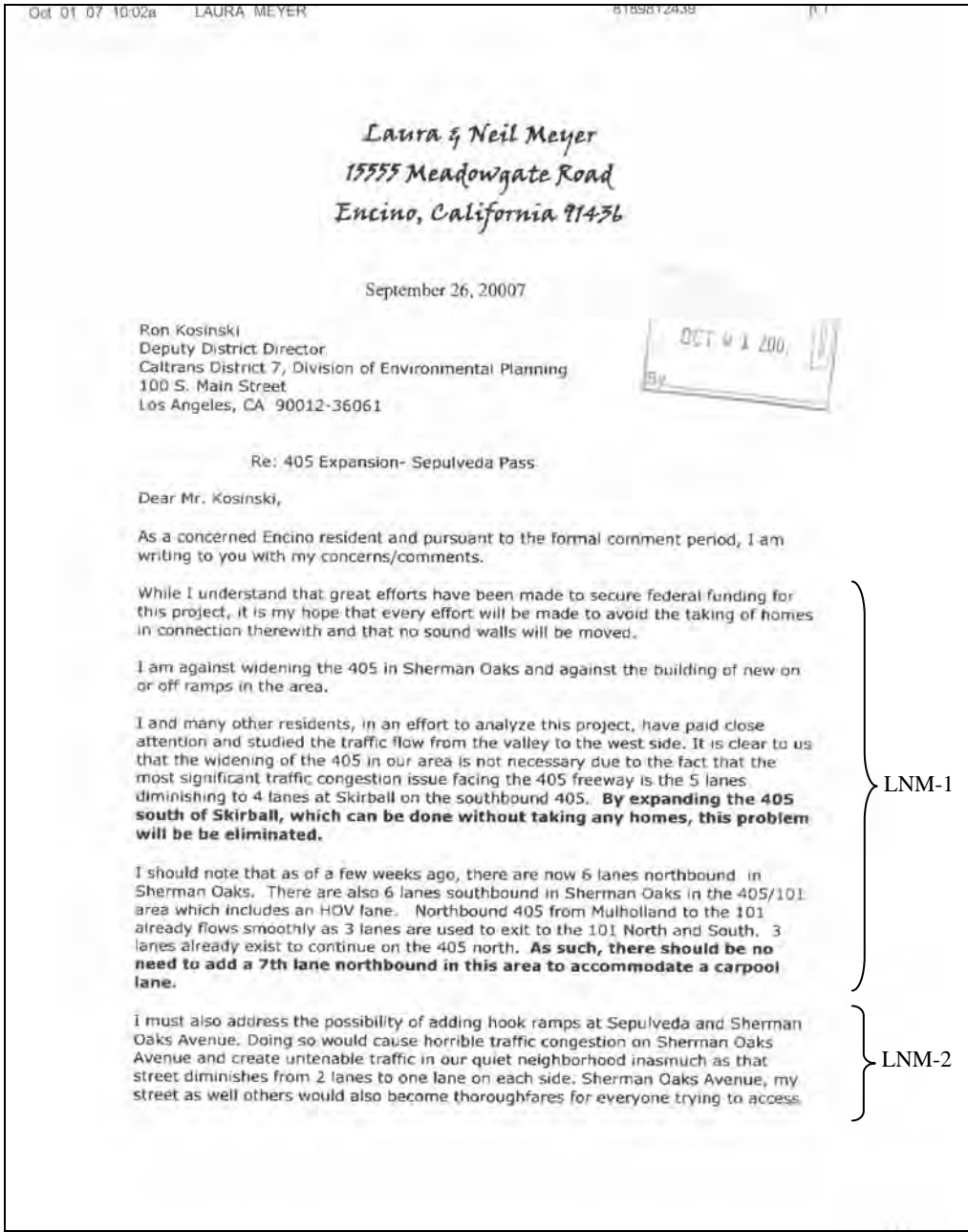
Very truly yours,



David Medina, Esq

CC: Sherman Oaks Homeowner's Association
West Sherman Oaks / East Encino Homeowners

DM-1



LNM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

The new soundwall along the Valley Vista Blvd. off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

LNM-2

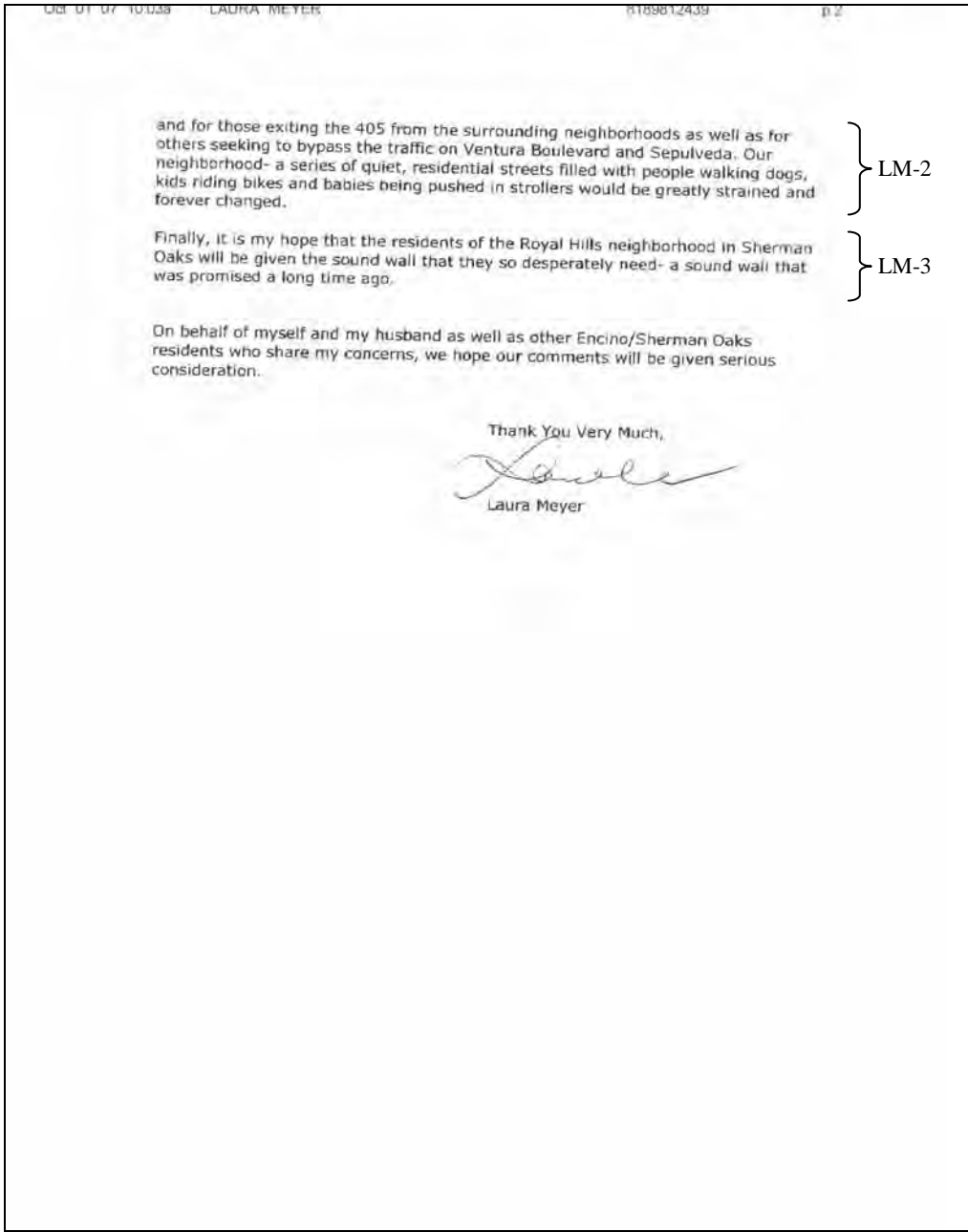
The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

LNM-3

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

LNM-1

LNM-2



Via U.S. Mail – First Class

September 20, 2007

Mr. Ronald J. Kosinski, Deputy Director *RJK*
Division of Environmental
Planning CalTrans, District 7
100 S. Main Street
Los Angeles, CA 90012



Re: Interstate 405 Sepulveda Pass Widening Project (the "Project") Draft Environmental Report ("DEIR") of May 2007, Modified by Department of Transportation ("DOT") letter of July 20, 2007,

Dear Mr. Kosinski:

As longtime residents of Westwood Hills (almost 40 years), my wife and I submit the comments set forth below on behalf of the many environmentally concerned residents of our area, the city and the state, and on behalf of the many others who now and in the future will suffer from this environmentally destructive and economically unsound Project.

We have been members of the Westwood Hills Property Owners Association ("WHPOA") for many years; I am a Vice President and a member of the Board of Directors.

1. The DEIR is legally deficient, inadequate in analysis, and self-serving in its presentation. The DEIR does not adequately evaluate and analyze the environmental impacts the Project will have on the environment and on the residents of the area. Not only are the studies conducted by CalTrans for the Project insufficient to support its conclusions but other deficiencies in the DEIR also require CalTrans to revise and recirculate the document. Some of the many questions and issues that must be addressed in a revised DEIR are set forth below.

1.1 CEQA Guidelines ("Guideline") section 15140 provides that: "EIRs shall be written in plain language...so that decision-makers and the public can rapidly understand the documents." The deficiencies of the DEIR include, without limitation:

- The DEIR does not adequately describe the Project.
- The DEIR does not adequately inform the public and the decision-makers of the full extent of the impacts of the Project.

AM-1

AM-1

The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided. As a general response:

- Project maps and descriptions are provided;
- Impact analysis is extensive;
- A wide range of alternatives were identified and their feasibility discussed; and
- Cumulative impacts are discussed for each impact category.

- The DEIR does not adequately discuss feasible alternatives to the Project.
 - The DEIR does not adequately discuss the cumulative effects of the Project.
- 1.2 Because sufficient information concerning the environmental consequences of the Project is not presented in an informative and understandable way, the DEIR fails to fulfill CEQA’s mandate that an EIR adequately inform the public and the decision-makers about the potential impacts of this Project.
- 1.3 The omissions in the DEIR include, *inter alia*, CalTrans’ failure to discuss plans for double-decking the 405. Although the DEIR says that CalTrans has withdrawn alternatives 4 and 5 dealing with double-decking because of costs, etc. (DEIR p 33); nevertheless, CalTrans’ Chief of Design for this Project has stated: “We have provisions in our design to double deck for the future.”(CalTrans’ Community meeting Re: Sepulveda Pass Project, June 11, 2007, at p. 98 of the meeting transcript (hereinafter referred to as the “Transcript”).)
- 1.3.1 As also stated in the Transcript, the median is to provide for “enough space there so that in the future, in the next 20 years, if there is money...CalTrans will double- deck the freeway.
- 1.3.2 If double- decking is off of the table, the provision for a median should be eliminated; if the median is not eliminated, the DEIR must be revised and recirculated with a full CEQA discussion of the double- decking and all of the noise and other environmental disasters it would inflict upon the community.
- 1.4 Other significant omissions include CalTrans’ failure to analyze the Project’s impacts on adjacent neighborhoods such as increased traffic on local streets caused by the closing of the Montana Avenue off ramp and increased traffic on the 405.
- 1.5 The CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3) state that: “Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects.” (Guidelines Section 15126.2). Limiting the EIR/EA analysis to only direct effects of the project violates CEQA (see Guidelines Section 15064(d)(2)).
- 1.6 The DEIR fails to analyze the impacts of this Project on the local streets and CalTrans has disclaimed any responsibility for what happens “after the traffic gets off the freeway...” (Transcript p. 101). By refusing to address this problem, CalTrans has violated a basic policy of CEQA, e.g.; “the EIR is to demonstrate

AM-1

AM-2

AM-3

AM-2

The reader is referred to the response to comment WNC-2 for a more complete discussion of future options within the corridor. As noted within that response, sufficient room exists in all but one location for a future transitway (or multi-use guideway) which would likely need to be constructed as an elevated viaduct structure above the freeway median. Such a structure is not planned at this point in time, but Caltrans is supportive of such a facility in response to future travel demand and as funding may become available. Two alternatives were proposed (Alternative 4 and 5) to build an elevated viaduct that would include two HOV lanes in each direction). However, both alternatives were rejected due to seismic stability concerns and safety. Double-decking of I-405 has been rejected in favor of the present project, for the present time.

AM-3

Concern regarding traffic impacts on neighborhoods, particularly those associated with impacts during the construction period, have been raised by a number of homeowner associations. The reader is referred to the responses to the following comments for more information on that subject: WNC-1, WNC-4, BAA-1BAC-2, BAKPOA-1, HE-11, WHPOA-10, and AG-11.

<p>to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its actions" (<i>People ex rel. Department of Public Works vs. Bosio</i>, 47 Cal. App. 3d 495.)</p>	<p>AM-3</p>
<p>1.7 Also applicable to this DEIR is the CEQA requirement that CalTrans avoid or minimize environmental damage (Guidelines 5 15021(a)). As noted in <i>County of El Dorado vs. CalTrans</i>, 133 Cal. App. 4th 1376, it is a prejudicial abuse of discretion when CalTrans fails to include relevant information in a DEIR, thus precluding informed public participation and decision-making, thereby thwarting the statutory goals of the EIR process. CalTrans many omissions in the Projects DEIR are also prejudices abuses.</p>	<p>AM-4</p>
<p>2.1 CalTrans' failure to provide evidence to support its many self-serving conclusions in the DEIR is another significant omission that must be corrected in a revised DEIR.</p>	<p>AM-4</p>
<p>2.2 N.B.: CalTrans must insure that the DEIR does not contain any untrue statement, or omit to state a fact necessary in order to make the statement made not misleading. E.g.:</p>	<p>AM-5</p>
<p>2.2.1 Does CalTrans plan to double-deck the 405 freeway?</p>	<p>AM-5</p>
<p>2.2.2 What facts support its claim that HOV lanes enhance safety?</p>	<p>AM-5</p>
<p>2.2.3 What facts support its claim that HOV lanes will reduce congestion?</p>	<p>AM-5</p>
<p>3. As noted above, CEQA also requires that the DEIR be written in plain language so that decision makers and the public can rapidly understand the document and the DEIR must state where in the document each element is discussed. E.g.; which impacts determined to be significant under CEQA were not determined to of significance under NEPA?</p>	<p>AM-6</p>
<p>3.1 Which impacts were determined to be of significance under NEPA?</p>	<p>AM-6</p>
<p>3.2 Which impacts were determined to be of significance by DOT?</p>	<p>AM-6</p>
<p>4. Who will identify the preferred alternative?</p>	<p>AM-7</p>
<p>5. How will the public be assured that the decision-makers are impartial?</p>	<p>AM-8</p>
<p>6.1 How is the public afforded due process in the process for this Project?</p>	<p>AM-8</p>

AM-4
 Please see response to comment AM-1 above.

AM-5
 Regarding double-decking, please see the response to comment AM-2. Safety aspects regarding the project are discussed in the response to comment ITTO-1. With regard to the effects of the project on congestion, please see the response to comment HE-11.

The central concept for HOV lanes is to move more people rather than more cars. Some HOV lanes carry almost half of the people carried on the entire freeway. Regular "mixed-flow" lanes are never converted to HOV lanes. Rather, HOV lanes are always added to existing facilities. Each vehicle that travels on an HOV lane must carry the minimum number of people posted at the entrance signs. Usually, that means at least two people, or in some cases three people.

When traffic is congested, HOV lanes can carry more people than a general-purpose lane of traffic. HOV lanes are designed to maximize the movement of people. Even when HOV lanes look less congested than general-purpose lanes, they often carry more people.

AM-6
 As is noted in section 4.1 of the EIS/EIR, determination of significance has two different meanings, under the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), respectively. Under NEPA, significance is used to determine if an EIS should or should not be prepared. As is clear from the present document, a sufficient number of impacts determined to be significant were found, causing the preparation of the EIS portion of this environmental document. Under CEQA, it is required that the significance of impacts be stated in the environmental document; this is done in Chapter 4. Caltrans, as an agent of DOT in this context, and as has been delegated federal authority under section 6005(a) of SAFETEA-LU, is the agency making the significance findings under both NEPA and CEQA for the proposed project.

6.2 Which agency is the "responsible" agency for this Project?	}	AM-9
6.3 What are the names and positions/titles of the "decision-makers" for this Project?		
6.4 What has been the involvement of those persons named in 6.3 above in the preparation of the DEIR for this Project?	}	AM-10
6.5.1 Do CalTrans and/or NEPA have codes of ethics or a similar codes or directives that regulate conduct?		
6.5.2 Are the codes, and/or directives available to the public?	}	AM-11
6.5.3 Where can the public find them?		
6.5.4 Are the persons who participated in the preparation of the DEIR subject to any standard of conduct regarding the performance of their duties?		
6.5.5 Are the decision-makers for this project subject to any codes of ethics and/or standards of conduct?		
6.5.6 What are the full names of each such code of ethics and/or standard of conduct?		
6.5.7 Are any of the decision-makers members of any professional organizations?	}	AM-12
6.5.8 What are the names of the organizations?		
6.5.9 Does CalTrans feel that it is fair for the public to have a person that participated in the preparation of the DEIR to also be a decision-maker for this Project?		
6.5.10 Does CalTrans feel that it is fair to the public to have a person participate as a decision-maker who has recommended widening the 405 freeway?	}	AM-13
7.1 The DEIR states in many places that the project is from the I-10 to US 101 (see e.g., DEIR p.1, DOT's letter of July 20, 2007 (re: revisions to the DEIR), and the statement of the project's Chief of Design at the June 11, 2007 meeting). But this project does not include the 101/405 interchange. Failure to analyze the 101 interchange impacts in this DEIR is an egregious omission and an insidious example of "piecemealing" the project and an improper segmentation.		

AM-7

Caltrans has determined that Alternative 2 is the preferred alternative, given its lesser cost and fewer adverse environmental consequences, while at the same time adequately addressing the purpose and need for the project.

AM-8

The comment does not address the environmental issues or the adequacy of the environmental document; therefore, a response is not necessary. However, the comment will be considered by Caltrans in its decision making. The public participation process is summarized in Chapter 5 of the EIR/EIS.

AM-9

Caltrans is the responsible agency, under both NEPA and CEQA, for this project.

AM-10

The decision is a collaborative one. During the circulation period, the public presents their opinions along with their knowledge of the area to Caltrans. The elected officials representing the project area reiterate the same sentiments. The Caltrans project team recommends its findings on the alternatives to the Caltrans executive team and FHWA. These findings and recommendations are taken into consideration and are used as the basis for the final decision on the Preferred Alternative.

AM-11

The comment does not address the environmental issues or the adequacy of the environmental document; therefore, a response is not necessary.

AM-12

Please see response to comment AG-8 above.

AM-13

The determination of appropriate project limits for projects undertaken on the freeway system are made on the basis of logical termini. It is typical that reaches between two interchanges (U.S. 101 and I-10 in this context) are used to establish the logical terminal points for projects. This has been an accepted procedure for some time.

Improvements to the I-405/US-101 interchange are proposed and the project is currently in the planning stages.

7.2 Most of the congestion on the 405 has been caused by CalTrans' own conduct. When a significant part of the construction on the 101 interchange was recently completed, CalTrans' spokesperson was on the News touting how much more smoothly traffic was flowing on the 405 northbound lanes. The DEIR must be revised to include all current (September 2007) traffic data. } AM-14

7.3 What is the date of the most recent traffic report for the Project?

7.4 What portion of the 101 interchange was recently completed? } AM-15

7.4.1 What was the date of completion?

7.4.2 What was the traffic flow: (i) during the period just before completion? (ii) two days after completion?

7.5 How much more needs to be completed on the 101 interchange?

7.5.1 What is the estimated completion date for the 101 interchange?

7.6 Why wasn't the 101- interchange data included in this DEIR?

8.1 The DEIR (p.37) says that it is based on technical studies including a traffic analysis report and supplemental traffic analysis and that these studies are available at the CalTrans offices (which are many miles from the project area).

8.2 As the stated purpose of this project is to reduce traffic congestion: } AM-16

8.2.1 Why aren't the traffic reports physically included in the DEIR?

8.2.2 Why does CalTrans take such an environmentally unfriendly approach as to require the public to travel all of the way to Downtown Los Angeles to review the studies?

8.2.3 N.B: CalTrans Standard Environmental Reference provides that the DEIR and "technical reports must be provided to readily accessible locations, such as schools, community centers or libraries, serving the area involved."

8.2.4 Why weren't the technical studies at least made available at local libraries?

8.2.5.1 Did the traffic analysis report contribute directly to the analysis for this project?

5

AM-14

The traffic study supporting the environmental document was completed in July 2006. The findings of this study are incorporated into the environmental document (see section 3.5). The traffic report is a lengthy document and therefore is not attached to the EIS/EIR, it is incorporated by reference and available as noted on page 41 of the EIR/EIS.

AM-15

The most recent improvement to the 405/101 Interchange Project is the Northbound I-405 Widening to Southbound US-101 Connector from Post Mile 39.0 to Post Mile 39.4 (EA 191300), from the Sepulveda Boulevard offramp to the southbound US-101 Connector and is directly south of the I-405/US-101 Connector Improvement Project. Construction was completed in June 2004.

Currently, Caltrans is planning to improve the existing one-lane 20 MPH connector with a new two-lane 50 MPH connector from the southbound I-405 to the westbound US-101. The estimated completion of construction for this improvement is July 2016.

The I-405 Sepulveda Pass HOV Widening Project's Draft Environmental Impact Report did not include the Traffic Impact Analysis for the I-405/US-101, nor data from the US-101 Interchange, for the following reason:

The I-405 Sepulveda Pass HOV Project and the southbound I-405 to the westbound US-101 Connector Project are mutually exclusive from a traffic operations standpoint. The first project aims to improve traffic operations on the northbound I-405 whereas the connector project aims to improve traffic operations at the I-405/US-101 connector. These two projects have independent utility.

AM-16

Please see response to comment AM-14 above.

All technical studies were available for review at the Caltrans office and have been made available upon request. The minimal number of requests for these studies supports the utility of the EIR/EIS.

8.2.5.2 If not, why not?	}	AM-16
8.2.5.3 Are either of the reports (2006 or 2007) summarized or described in the DEIR? If so where (page no.)? If not, why not?		
8.2.5.4 Why didn't CalTrans follow the requirements of the SER for this Project?	}	AM-17
9.1 Are any of the technical studies intended to be incorporated by reference into the DEIR?	}	AM-18
9.1.1 If so, which ones?		
9.1.2 Where in the DEIR does it say the technical studies are "incorporated by reference?"		
9.1.3 Why does CalTrans make it so difficult to review the studies?		
9.1.4 Doesn't the public deserve better treatment from CalTrans?	}	AM-20
9.2 Does CalTrans have a policy that requires its employees to be courteous in order for CalTrans to merit a reputation for high quality of service and fair dealing?	}	AM-21
9.2.1 If so, where can the policy be found?		
9.2.2 If it does not have such a policy, why doesn't it have one?		
9.3 Is requiring the public to travel the many miles and use valuable time and gasoline during a hot Los Angeles summer to review the technical studies:	}	AM-22
9.3.1 A courteous act?		
9.3.2 Fair?		
10.1 How will this Project "enhance traffic operations?"	}	AM-23
10.2 What are "traffic operations?"		
11.1 A growing body of research has shown that widening highways is only a temporary solution at best to the complex problem of traffic congestion. Indeed, research has pointed to a phenomenon known as "induced traffic" that suggests	}	AM-24

AM-17

Caltrans did follow the requirements described on the Standard Environmental Reference website page in the preparation of this document.

AM-18

All of the technical studies used in the preparation of the environmental document are incorporated by reference. They are each referred to in the respective environmental EIS/EIR section to which they pertain. A listing of the supporting technical studies can be found at the beginning of Chapter 3 of the EIS/EIR.

AM-19

All technical studies were referenced and summarized in the Draft EIR/EIS.

AM-20

Please see response to comment AM-8 above.

AM-21

Caltrans makes every effort to be courteous and professional to the public and stakeholders. If you have a complaint of an employee, please contact Jim Hammer at (213) 897-0362.

AM-22

Please see response to comment AM-8 above.

AM-23

The project will enhance traffic operations for the reasons stated in section 3.5 of the EIS/EIR. Opportunity choices will be enhanced by provision of a new HOV lane in the northbound direction, travel time savings for motorists will be realized and capacity will be added to the corridor. "Traffic operations" are those collective characteristics that describe how a transportation facility performs. It generally refers to the flow of traffic and is measured by delay metrics such as Level of Service or accumulated delay time.

AM-24

For a discussion of "latent demand" and congestion impacts, please see the response to comment HE-11.

new and wider highways **actually create additional traffic, above and beyond what can be attributed to rapid population increases and economic growth.** (See, *Beyond Gridlock, Meeting California's Transportation Needs in the Twenty First Century*, Surface Transportation Policy Project, May 2000)

11.1.1 Studies show that in larger metropolitan areas, drivers will often abandon carpools and public transit when additional roadway space is made available through highway widening or new road construction, thus creating additional trips and more traffic. In the longer term, the promise of more convenient transportation access allows commuters to live further from work, increasing development pressures and thus fueling even more traffic demand.

11.1.2 The Federal Highway Administration has recently concluded that this phenomenon of "**induced traffic**" (aka "The Universal Law of Traffic Congestion," Braess' Paradox and Down's Law) does in fact occur quite frequently in metropolitan areas throughout the United States. Another detailed study has also concluded that traffic in the Bay Area and in **Los Angeles** would actually **decrease** if no new highway expansion took place. It also determined that two-thirds of the growth in traffic in San Jose and San Diego in the coming decades will be attributable to induced demand. A recent study conducted by the U.C. Berkeley Institute for Transportation Studies concluded that 90 percent of all new highway capacity added to California's metropolitan areas is filled within four years and 60 percent-70 percent of all new county-level highway capacity is filled within two years. This, authors Mark Hansen and Yuanlin Huang explain, means an additional highway lane-mile constructed in the San Francisco Bay Area, **Los Angeles** or San Diego regions would increase traffic by 10,000-12,000 vehicle-miles traveled per day; in Sacramento and Stockton would equate to 7,000-8,000 additional VMT. The authors conclude:

11.1.2.1 "Our results suggest that the urban state highway lane miles added since 1970 have, on the whole, yielded little in the way of level of service improvements. Consistent with previous work, we find that increasing highway supply results in higher vehicle miles traveled (VMT). An induced traffic impact of such magnitude must be considered when assessing road capacity enhancements, whether in a broad policy context or on a project specific basis."

11.1.3 Several other reports in recent years have pointed to similar conclusions. In 1998, the Legislative Analyst's office revealed the results of its own research on the issue and cautioned policymakers about the promise of relying on new highway construction in order to reduce traffic congestion throughout California:

AM-24

11.1.3.1 "New road capacity will typically lead to new traffic, especially in urban areas, because people and businesses benefit from the mobility that the transportation system provides and seek to use it to their benefit...Ultimately, road use will increase, leading to congestion of new road capacity. For this reason, expansion of the existing transportation will rarely alleviate congestion permanently; however, by restraining demand this tendency can be offset and existing congested roads, as well as new roads, can be made to operate effectively." (California's Legislative Analyst's Office, "Developing and Funding an Efficient Transportation System," March 1998)

11.2 The growing belief that induced traffic largely offsets any short-term congestion relief gains also led authorities in the United Kingdom to cancel more than 70 planned highway construction and road expansion projects in the 1990s alone. Similar experiences have been reported by transportation officials in Germany, Holland and Japan. Many of these countries have retooled their transportation programs to incorporate a more balanced approach to managing traffic congestion as well as a new emphasis on growth management techniques, more compact development pattern, and other land use strategies as a way of beginning to combat what officials and experts see as the underlying cause of increasing traffic volumes.

11.3 The assumption that there will not be an overall increase in vehicles or vehicle miles traveled or only a fractional increase flies in the face of voluminous research and plethora of literature that document induced demand resulting from expansion of roadway capacity. In its 1995 report entitled *Expanding Metropolitan Highways: Implications for Air Quality and Energy Use*, the Transportation Research Board stated, "highway capacity additions that reduce travel time and the day-to-day variability in travel time will induce increased highway use as long as travel times are shorter and the reliability of motor vehicle time is improved, all else being equal." Similarly, in its 1999 *Status of the Nation's Surface Transportation* report, the U.S. D.O.T. noted that "as a highway becomes more congested, the cost of traveling the facility (i.e. travel time costs) increases, which tends to constrain the volume of traffic growth. Conversely, when lanes are added and the highway user costs [decrease], the volume of travel will tend to increase."

11.4 Substantial increases in traffic are in and of themselves significant environmental impacts for purposes of CEQA review. (See CEQA Guidelines, Appendix G, Section XV(a) and see, e.g., Littman, "Generated Traffic and Induced Travel, Implication for Transport Planning," Victoria Transport Planning Institute, (May 2005), and also Hansen, "Do New Highways Generate Traffic?" 7 Access

AM-24

16-22, (Fall 1995) (published by the institute for Transportation Studies, Univ. of California Berkeley). For more information on induced traffic demand from highway expansion, see Robert Cervero, "Induced Travel Demand: Research Design, Empirical Evidence, and Normative Policies," 17 *Journal of Planning Literature* 4-19 (2002); Robert Cervero, "Road Expansion, Urban Growth, and Induced Travel: A Path Analysis," 69 *Journal of the American Planning Association* 145-163 (Spring 2003); Patrick DeCorla Souza and Harry Cohen, "Estimating Induced Travel for Evaluation of Metropolitan Highway Expansion," 26 *Transportation* 249-261 (1999); Phil Goodwin, "Empirical Evidence on Induced Traffic," 23 *Transportation* 35-54 (1996); Robert Johnson and Raju Ceerla, "The Effects of New High-Occupancy Vehicle Lanes on Travel and Emissions," 30A *Transportation Research* 35-50 (1996); Robert Noland, "Relationships Between Highway Capacity and Induced Vehicle Travel," 35 *Transportation Research Part A, Policy and Practice* 47-72 (January 2001); Leavitt, *Super Highway – Super Hoax*. Furthermore, the Federal Highway Administration has published models for calculating induced travel effects from highway projects. (FHWA, *Spreadsheet Model for Induced Travel Estimation (SMITE)*, Federal Highway Administration, FHWA, *Surface Transportation Efficiency Analysis Model*.)

AM-24

11.5 As noted by Heather Mac Donald, a fellow at the Manhattan Institute, in an article, "Driving for Dollars," in the July 3, 2007, Los Angeles Times: "Carpool lanes don't foster real carpooling. Toll roads do."

AM-25

11.5.1 "CalTrans' crusade to add more carpool lanes to Southern California freeways continues unabated; too bad the department doesn't know how many real carpools use them. Unless the department can show that the high-occupancy-vehicle lanes are actually reducing the number of cars on the road, its multibillion-dollar plan to add hundreds of miles of new HOV capacity around Los Angeles will be a colossal waste of taxpayers' money. "The only vehicles that deserve the label "carpools" are those in which at least one occupant would otherwise be driving his own car but for the carpool. Everyone else is getting a windfall.

AM-26

11.5.2 "Southern California's transportation authorities don't know how much real carpool traffic — commuters sharing a ride — the HOV lanes attract. The chances are, however, that the amount is negligible. Nationally, the commuter carpool has "functionally disappeared," said Alan Pisarski, a transportation consultant and

AM-25

Please see response to comment AM-8 above.

AM-26

For a complete discussion of the performance of HOV lanes, please see the response to comment AG-6.

author of "Commuting in America." Eighty percent of putative "carpools" consist of family members who would likely be traveling together anyway. Data on how many potential commuter carpools were formed by computer matching is meaningless because no one is tracking how many such carpools were created and have held together.

11.5.3 "Caltrans and Los Angeles County's Metropolitan Transportation Authority should discard their faith-based carpool crusade and replace it with something verifiable and effective. They could reward real carpools and allocate road space more rationally by designing the intended new Southern California HOV lanes as toll roads.

. . .

11.5.4 "The net result would be fewer cars on the roads at rush hour — something that existing HOV lanes have failed to achieve." (Emphasis added.)

11.6 Does CalTrans have evidence that HOV lanes are actually reducing the number of cars on the road?

11.7 Does CalTrans have evidence that HOV lanes are actually reducing congestion?

11.8 In any event, the DEIR must be revised to show whether or not it has such evidence for 11.6 and for 11.7; and, if so, CalTrans must show what the evidence is.

12. CalTrans has a duty under CEQA and under the standards of good practice for planners to analyze and discuss issues of "induced demand." CalTrans cannot "stick its heads-in-the sand" and pretend the Universal Law of Traffic Congestion does not exist. The primary obligation of CalTrans and its employees is to serve the public interest. To serve that interest, CalTrans must shed the arrogant attitude it has shown throughout the process for this Project and perform its duties properly which include, but not by way of limitation, the duty to analyze and discuss the issue of "induced demand."

12.1.1 The authorities on this subject show that this Project is not only extremely costly and detrimental to the environment, but also extremely foolish (the new induced traffic will generate more pollution and exacerbate the greenhouse effects more than leaving the road unbuilt). This is yet another example of CalTrans

AM-27

Please see response to AG-7 regarding the benefits of HOV lanes.

The central concept for HOV lanes is to move more people than more cars. Some HOV lanes carry almost half of the people carried on the entire freeway. Regular "mixed-flow" lanes are never converted to HOV lanes. Rather, HOV lanes are always added to existing facilities. Each vehicle that travels on an HOV lane must carry the minimum number of people posted at the entrance signs. Usually, that means at least two people, or in some cases three people.

When traffic is congested, HOV lanes can carry more people than a general-purpose lane of traffic. HOV lanes are designed to maximize the movement of people. Even when HOV lanes look less congested than general-purpose lanes, they often carry more people.

AM-28

Please see response to comment AM-24 above.

failure to protect the environment and to demonstrate to the public that the environment is being protected. The DEIR must be revised and recirculated to discuss this issue, and the others set forth in these comments (*County of Ingo vs. Yorty*, 32 Cal. App. 3d 795).

13 (Reserved)

14.1 How will this Project enhance safety?

14.2 As pointed out by Professor Russell Korobkin in his letter to Ronald Kosinski, dated August 22, 2007: "there is no data that supports in any way the implication that the CalTrans proposals would increase safety; and CalTrans recommendations are actually inconsistent with the goal of increasing safety." The fact, as also painted out in Professor Korobkin's excellent analysis, that the southbound 405 in the Sepulveda Pass has a much higher accident rate and a higher fatal accident rate than the northbound side, is further corroboration of the historical data which shows that HOV lanes result in a higher accident rate than general purpose lanes. (See, e.g., Chung, Chan, et al., *HOV Lane Configuration on Freeway Lanes: Investigation of Historical Collision Data in California*, Transportation Research Board 86th Annual Meeting (2007)).

14.2.1 As also noted by Professor Korobkin, many congested urban areas are expanding freeway capacity without expanding the width of the freeway by moving to narrower lanes, narrower medians and eliminating shoulders. By eliminating the 4 foot median and the 10 foot shoulder, CalTrans could add the northbound HOV lane without widening the freeway at all, thus completely avoiding many of the negative impacts on the surrounding neighborhoods, local traffic patterns, etc. There would be no need to move Sepulveda, close off ramps, move bridges, or take property. And the cost of the project would be a tiny fraction of the current CalTrans alternatives.

14.3 CalTrans must revise and recirculate the DEIR with an explanation as to why, *inter alia*, it has not considered adding the HOV lanes without expanding the freeway at all.

14.4 CalTrans must also explain, if it so concerned about safety, what steps it has taken to prohibit (a) cell phone use on the freeways and (b) motorcycles from sharing the lanes with automobiles; these are known safety hazards. Why doesn't CalTrans re-stripe the freeway more frequently?

} AM-28

} AM-29

} AM-30

} AM-31

AM-29

For a discussion of the safety aspects of the project, please see the response to comment ITTO-1.

AM-30

Caltrans has identified Alternative 2 as the preferred alternative. This alternative incorporates an additional HOV lane in the northbound direction, while at the same time reducing the adverse environmental consequences as much as is practicable. Widening the entire I-405 facility would require more right-of-way and would accrue more environmental impacts, as Alternative 3 has shown. For these and other reasons, Alternative 2 has been identified as the preferred alternative.

AM-31

A State law was passed prohibiting cell phone use starting July 1, 2008.

<p>14.5 The following studies also show that expansion of road infrastructure, including the addition of lanes, has been associated with increased traffic-related accidents and fatalities. Robert B. Noland and Lyoong Oh, "The Effect of Infrastructure and Demographic Change on Traffic-related Fatalities and Crashes: A Case Study of Illinois County-level Data," 36 <i>Accident Analysis and Prevention</i> 525-532 (2004); see also Robert B. Noland, "Traffic Fatalities and Injuries: The Effect of Changes in Infrastructure and Other Trends," 35 <i>Accident Analysis and Prevention</i> 599-611 (2003). The DEIR must be revised to include an adequate analysis and discussion of the safety impacts of the project.</p>	<p>} AM-31</p>
<p>15.1 How would the Project "transfer through-vehicle trips to the regional highway system"?</p> <p>15.1.1 What are "through-vehicle" trips?</p> <p>15.1.2 Do they include trucks from Mexico?</p> <p>15.1.3 What provisions has CalTrans made to accommodate the increase in VMT that will result from the increase in truck traffic from Mexico?</p>	
<p>16.1.1 The DEIR states that the Project will (a) ease congestion, (b) improve mobility by moving twice as many vehicles as a regular traffic lane, (c) decrease commuter times for all drivers, (d) reduce air pollution and (e) promote ride sharing.</p> <p>16.1.2 What evidence does CalTrans have to support each of its assertions, (a)-(e), in 16.1.1 above?</p> <p>16.1.3 Please explain in plain English, so the public and the decision-makers can understand (i.e., without its usual bureaucratic blather), how CalTrans will accomplish each of the said assertions.</p>	<p>} AM-33</p>
<p>16.2.1 What benefits does this Project provide?</p> <p>16.2.2 What will be the amount of commuter time saved?</p> <p>16.2.2.1 How was the amount of time saved determined?</p>	
<p>16.2.3 Please provide the actual and projected rush-hour speeds for the 405 northbound for: (i) (Sept 2007); (ii) at the completion of the 101 interchange project; (iii) the year 2015; (iv) the year 2030, for each of the following locations:</p>	<p>} AM-35</p>

AM-32
 "Through trips" are those trips with either an origin or destination (and sometimes both) beyond the study area of the project being examined. In the context of the I-405 project, such through trips would primarily consist of home-work trips between the San Fernando Valley and West Los Angeles, although, because I-405 is a major link in the regional system, through trips using this corridor could also be destined to points far beyond these two locations. Trips from Mexico, assuming they have a destination making it logical to use the I-405 corridor, would be included among those through trips.

AM-33
 Please see response to comment AM-24 above.

AM-34
 The travel benefits of the project are described in section 3.5 of the EIS/EIR. An estimated 16,000 vehicle-hours of delay time would be saved as a result of the project. An explanation for the methodology used to estimate delay time savings can be found in the response to comment AG-6.

AM-35
 This information is unavailable. The traffic study identified in the Appendix provides the best available existing and projected traffic estimates.

- (a) Wilshire Blvd.
- (b) Sunset Blvd.
- (c) Getty Center Drive
- (d) Mulholland
- (e) Greenleaf St.: for (i) the right 2 lanes, and (ii) the left 3 lanes
- (f) Burbank Blvd.

AM-35

16.3 The DEIR states, at 129:

"Implementation of Alternative 2 and 3 would reduce traffic congestion through this segment of I-405. Alternative 2 and 3 **would not generate traffic** but rather facilitate the redistribution of existing and future traffic to a proposed enhanced-capacity regional facility. Impacts are a result of regional traffic growth and are not directly attributable to project implementation. (Emphasis added).

"Minimization measures are required to reduce construction-related traffic and transportation effects (for all alternatives), impacts to intersections and ramp meters. Even with minimization measures applied, several of the study area intersections would still remain impacted under all of the project alternatives."

16.3.1 In light of all of the authorities referred to in 11.1-11.4 above, please, explain how traffic congestion would be reduced.

16.3.2 If the Project will produce the benefits claimed by CalTrans, why wouldn't the widened freeway attract users?

16.3.3 What is meant by: "Alternatives 2 and 3 would . . . facilitate the redistribution of existing and future traffic to a propose enhanced-capacity regional facility?" (Please explain this "gobbledygook.")

16.3.3.1 What is the "enhanced-capacity regional facility" referred to above?

16.3.3.2 A discussion and an analysis of this regional facility must be included in this DEIR. (This yet another example of CalTrans' "piecemealing.")

AM-36

AM-36

For a complete discussion of the performance of HOV lanes, please see the response to comment AG-6. A widened I-405 would attract vehicles, but it would also result in adverse environmental consequences that are now known to be unacceptable to the communities along the corridor. The phrase "facilitate the redistribution of existing and future traffic to a proposed enhanced-capacity regional facility" means that the proposed project would be sufficiently improved in its operations to become an attractive facility to motorists, whereas, at present, it is known only for its severe congestion. Impact minimization and mitigation measures are discussed under their respective impact categories. For purposes of assessing the performance of the alternatives examined in the environmental document, it was assumed that project traffic volumes would remain constant. However, the added capacity made available by introducing a new northbound HOV lane would attract some vehicles to the improved freeway that were not previously using the facility, but rather completing their vehicle trips on parallel surface streets.

16.3.4 What are the proposed “minimization measures?”	}	AM-36
16.3.5 What intersections will remain impacted?		
16.3.6 The Traffic Analysis Report states that a freeway does not attract trips. Please explain this.		
16.3.7 The Report also states that it assumes that trips are not pulled off of adjacent streets. What is the basis for this assumption? (A CalTrans official stated that Sepulveda and Beverly Glen will have less traffic when the 405 is widened).	}	AM-37
16.3.8 The DEIR must be revised to: (a) Provide evidence that the widened 405 will not attract users, and (b) include regional modeling for the Project.		
16.4.1 What are the construction phasing plans?	}	AM-38
16.4.2 What are the dates of the construction phases?		
16.4.3 What is the Traffic Management Plan for the construction Phase?		
16.4.4.1 What is the proposed aerial highway easement?	}	AM-39
16.4.4.2 Where would the aerial highway start and end?		
16.4.5 What are the similar projects that have been constructed along the I-405?	}	AM-40
16.4.5.1 What was the construction period for each?		
16.4.5 (a) Which ones took longer than originally projected? (b) How much longer?		
16.4.6.1 What was the projected construction period for the 101-interchange project?	}	AM-41
16.4.6.2 What was the actual time for construction?		
16.4.6.3 What is the current estimated completion date for the 101-interchange project?		
16.4.6.4 What was the original estimated completion date for the 101-interchange project?		

AM-37
 For a discussion of the project in the context of regional travel demand modeling, please see the response to comment AG-6.

AM-38
 Construction phasing plans is referring to construction staging. A project is normally divided into different stages due to the complex nature of the work. Construction staging will be determined later in a detailed engineering study.

AM-39
 An aerial highway easement involves access rights. Specific information is unavailable, and will be completed by the contractor.

AM-40
 Please refer to page 29-30 of the EIR/EIS for a discussion and map of related projects along the I-405.

AM-41
 The I-405/US-101 interchange project was recently completed. It took approximately 3 years to complete and was finished on schedule. A future I-405/US-101 interchange project will be scheduled for construction if and when it is approved and fully funded.

16.5 What is the estimated completion date for this Sepulveda Pass Project?	} AM-42
16.6 What is the estimated start date of construction for the Project?	
17.1 The DEIR refers to "mandatory design standards."	} AM-43
17.1.1 What are these "standards"?	
17.1.2 Where may they be found (e.g., what publication)?	
18.1.1 The DEIR states that the "HOV system is the backbone of a multi-modal transportation system" in Los Angeles. What is the "multi-modal transportation system [the "system"]?"	} AM-44
18.1.2 This system must be described in detail in a revised DEIR so the public and the decision-makers can fully understand the proposals.	
18.1.3 Is there a master plan for the system?	
18.1.4 If so, what is its title?	
18.1.5 Where can the details of the master plan be found?	
18.1.6 Is it part of the DEIR?	
18.1.6.1 If not, why not?	
18.2 As noted, the DEIR impermissibly segments and "piecemeals" a larger highway project, e.g., this DEIR must include, <i>inter alia</i> , a full discussion of the Sepulveda Blvd. project, the 405/101 interchange project, the plans for the median (double decking?), and the plans for the 405 freeway both north and south of the Project area.	} AM-45
18.3 N.B.: A lead agency may not split a large project into small pieces to avoid environmental review of the entire project. (<i>Orinda Association vs. Board of Supervisors</i> , 182 Cal. App. 3d 1145 (1986)) (Emphasis added)	
18.3.1 Further support for the conclusion that CalTrans has improperly segmented this Project in violation of the requirements of CEQA contained in the "I-405 Lane over Sepulveda Pass (10 to 101) Project," Traffic Analysis Report. The title of the report, 10-101, is what this DEIR should include-there is no rational reason to stop at Greenleaf St., except perhaps that CalTrans wants to avoid analyzing the	

AM-42
 The project is scheduled to being Spring 2009 and completed by Summer 2013.

AM-43
 The highway design criteria and policies in the "Highway Design Manual" provide a guide for the engineer to exercise sound judgment in applying standards, consistent with the project development philosophy, in the design of projects. This guidance allows for flexibility in applying design standards and approving design exceptions that take the context of the project location into consideration; which enables the designer to tailor the design, as appropriate, for the specific circumstances while maintaining safety.

AM-44
 The regional HOV network is illustrated on Figure S-3 in the EIS/EIR. As is shown in the this figure, there are an estimated 411 centerline miles (822 lane miles) of existing HOV lanes and another 72 centerline miles (144 lane miles) of HOV lanes under construction or in design. The remainder of the network includes 146 centerline miles (292 lane miles) of HOV lanes. The I-405 portion of the network constitutes approximately 10 center line miles (10 lane miles of new HOV construction) of HOV lanes. As is clear from Figure S-3, the HOV network is broad, connecting areas throughout Los Angeles, Orange and Riverside/San Bernardino counties. If I-405 is viewed in this context, it is readily apparent that completing the portion of the HOV system through the Sepulveda Pass completes an HOV route that extends from southern Orange County in the south to the northern portion of Los Angeles County in the north. In addition to this longitudinal route linkage, a continuous HOV route along I-405 permits connectivity with a number of other HOV freeway facilities, including those on I-5, SR 55, SR 22, I-605, I-105, I-10 U.S. 101, and SR 170/I-5.

AM-45
 Please see response to comment AM-13 above.

<p>impacts of the 101 interchange for the public in this Project. The DEIR must be revised to include, at a minimum, the segment from Greenleaf to Burbank Blvd.</p>	<p>} AM-45</p>
<p>18.4.1 What is the “network” that CalTrans is providing for “higher-level mass transit systems”? (DEIR p. 35)</p>	<p>} AM-46</p>
<p>18.4.2 What are the “systems”?</p>	<p>} AM-47</p>
<p>18.5 How is the Santa Monica Blvd. Transit Parkway related to this Project?</p>	<p>} AM-47</p>
<p>19.1.1 The DEIR must provide full disclosure and an analysis of the plans to move Sepulveda Blvd. and of the plans to “improve” Sepulveda Blvd.</p>	<p>} AM-48</p>
<p>19.1.2 CalTrans has stated that this project is a joint project planned in coordination with the City of Los Angeles.</p>	<p>} AM-48</p>
<p>19.1.2.1 What are these “plans”?</p>	<p>} AM-48</p>
<p>19.1.3 As the movement of Sepulveda Blvd. is contemplated by CalTrans’ proposals, the detailed plans for the movement of Sepulveda must be included and analyzed under CEQA standards in a revised DEIR for this Project, which must include detailed impacts of the move of Sepulveda and a full discussion of these impacts. The revised DEIR must then be recirculated so that the public has an opportunity to provide comments to the revised DEIR.</p>	<p>} AM-48</p>
<p>19.2 The DEIR is also deficient in its failure to disclose the reasons for its proposed medians. E.g.:</p>	<p>} AM-49</p>
<p>19.2.1 Why do they need to be as wide as stated in the DEIR?</p>	<p>} AM-49</p>
<p>19.2.2 Are there medians to the immediate south and north of the medians for this project?</p>	<p>} AM-49</p>
<p>19.2.2.1 And if so, what are the widths of these other medians?</p>	<p>} AM-49</p>
<p>19.3 Please explain: In the eastbound direction of sunset, three 12-foot lanes and three 11-foot lanes in the westbound direction would be provided...</p>	<p>} AM-50</p>
<p>19.3.1 How wide would the Sunset overcrossing be?</p>	<p>} AM-50</p>
<p>19.3.2 How wide is it now?</p>	<p>} AM-50</p>

AM-46
 Please see response to comment AM-45 above.

AM-47
 The Santa Monica Boulevard Transit Parkway Project connects with I-405 at the Santa Monica Boulevard ramps.

AM-48
 Improvements to Sepulveda Boulevard may be needed in several areas to effectively accommodate the needs of the City of Los Angeles. Caltrans and City of Los Angeles LADOT staff have been coordinating and will continue to do so as these improvements become better defined. Should the suggested improvements result in the need for right-of-way beyond the envelope described in the I-405 document, or should other impacts occur, those will be dealt with in environmental document(s) under the sponsorship of the City of Los Angeles. It should be noted that these additional improvements are being considered at the request of LADOT and are not required for implementation of the I-405 project itself. Accordingly, the responsibility for any additional environmental investigations, if any, would be undertaken by the City of Los Angeles and these projects would be considered separate and apart from the I-405 HOV project.

AM-49
 Caltrans is required to follow FHWA design standards because I-405 is an interstate route and is therefore subject to federal regulations and oversight.

Please see response to comment BGA-7 regarding an interim agreement and exceptions to design standards given on a conditional basis from the Federal Highway Administration in June 2005.

AM-50
 The proposed Sunset Blvd. replacement overcrossing will have three 12-foot lanes in each direction, a median, two 12-foot eastbound right-turn lanes to northbound I-405, a 5-foot sidewalk on each side and a 4-foot bicycle lane in each direction. Except for the two right-turn lanes and the increased lane widths, this cross-section matches the existing structure.

20.1.1 What Traffic Systems Management (TSM) measures were considered for Sepulveda Blvd.?

20.1.2 Would TSM on Sepulveda:

 20.1.2.1 Improve the capacity on Sepulveda?

 20.1.2.2 Improve the safety on Sepulveda?

21. The discussion and analysis of alternatives in the DEIR is also inadequate. E.g.:

 21.1 Why doesn't the DEIR discuss the added lanes being general purpose lanes?

 21.1.1 Why was the HOV lane on the I-10 (the Santa Monica Freeway) converted to the general purpose lane?

 21.1.2 Why doesn't the DEIR discuss the use of High Occupancy Toll (HOT) lanes on the 405 freeways? (See, Buckeye, "High-Occupancy Toll Lane Innovations... Transportation Research Board 85th Annual Meeting Compendium of Papers (2006); Poole, "New Research on HOT lanes," Reason Public Policy Institute (2002).)

21.2 On what facts does CalTrans base its assertions that HOV lanes are the best solutions to the alleged "congestion" on the 405 freeway?

21.3 The DEIR must discuss the many research papers that show that the HOV lanes actually make things worse. See above and see, e.g., Kassoff, "Flexible Managed Lanes: An Alternative to Exclusivity," 18 Innovation Briefs 9 (2007); Varaiya, "What We've Learned About Highway Congestion," 27 Access 2 (2005). (Access is a publication of the University of California (Berkeley) Transportation center); HOV lanes Exposed (2004). www.moderntranset.org/hov/hov-facts.html; Dahlgren, "Are HOV Lanes Really Better?" 25 Access (1995); Cervero, "Reviving HOV Lanes," 53 Transportation Quarterly (May 1999). [By this reference all research papers referred to in this letter are incorporated herein.]

21.4 CalTrans must analyze and discuss the papers referred to above and present the public and the decision-makers with fact based reasoning for this Project. (CEQA requires that the DEIR provide more than CalTrans faulty assumptions, self-serving conclusions and blatant bunk.)

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 Reference to mixed-flow lanes are the same as general-purpose lanes.

AM-52
 The original "diamond lane" was proposed and implemented over 20 years ago, along I-10, between downtown Los Angeles and Santa Monica. This project, which was the very first HOV lane in the Los Angeles area freeway system, was actually a conversion from a general purpose lane to exclusive HOV use. Litigation was brought to restore this lane to general purpose use and the lawsuit was successful. As a result, the HOV lane was re-converted back into a general purpose lane.

AM-53
 The use of High Occupancy Toll ("HOT") lanes is a relatively recent concept that has been employed on newly constructed facilities, such as SR 91 in Orange County. Construction of toll facilities, thus far, have been specifically proposed as new facilities in the system. The I-405 corridor is part of a regional HOV network on which no fees are imposed for their use. To impose a fee for the use of the Sepulveda Pass portion of the HOV network would be counterproductive to the objective of attracting mores users to the HOV system and it would impose a barrier to entry that would greatly reduce the regional linkage objective that is fulfilled with implementing the project as currently proposed. Recently, in the context of the state budget crisis, a number of ideas have been offered up that involve fee collection including the use of tolls on a number of freeways in the system. To date, no firm proposal has been suggested for I-405.

AM-54
 Please see response to comment AM-24 above.

21.5 Other alternatives that must be discussed and analyzed in the DEIR include, but not by way of limitation:

21.5.1 Flexible use of the proposed 405 HOV Lanes, e.g., allowing single occupancy vehicles (SOV) use the lanes at certain times of the day. (The discussion in the DEIR on this alternative is totally inadequate.) What difference does it make if SCAG would need to amend the RTIP? (This is no excuse for not analyzing this alternative)

21.5.2 Bus-only lanes and/or bus rapid transit (BRT) lanes. (See, Meyer Saben, et al., "Feasibility of Truck-only Toll Lanes Network in Atlanta, Georgia," *Journal of the Transportation Research Board* (2006).)

21.5.3 Metrolink Rail and other mass transit alternatives

21.5.4 Conversion of the 405 Sepulveda Pass Project to an attractive Parkway/Boulevard. Many states and communities are rethinking the continued buildup of ugly freeways and are opting for nicely landscaped tree-lined corridors. (See, e.g., MacDonal, "Building a Boulevard," 28 *Access* (Spring 2006); and Cervero, "Freeway Deconstruction and Urban Regenerations in the United States," International Symposium, Seoul, Korea (2006).)

21.5.5 Los Angeles was fortunate some 40 years ago the public, mainly with the help of the city of Beverly Hills, had the wisdom to defeat CalTrans' then "must-have" project du jour: the Beverly Hills Freeway. CalTrans predicted doom and gloom for the Westside if they couldn't build their Freeway. There may have been no joy with their Freeway lobby friends, but the community did just fine and now we have the much more attractive Santa Monica Boulevard Transit Parkway.

21.5.6 Why can't the public have a Sepulveda Boulevard Transit Parkway instead of another CalTrans, environmentally unfriendly, economically unsound, ugly monstrosity? (The many outrageous environment impacts CalTrans has caused and continues to cause throughout the state are causing the death of our environment by a thousand cuts).

21.5.7 For more on the benefits of parkways vs. freeways, see Loukaitou-Siders and Gottlieb, "Reclaiming Urban Parkways for the 21st Century," 22 *Access* (Spring 2003).

21.5.8 Even CalTrans acknowledges that carpools are not working – they are not making traffic flow better. In fact, the Federal Highway Administration advised

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The proposed HOV lane on I-405, because of the very high demand within the corridor, would be heavily utilized throughout the day. There would not likely be a time period of sufficient length during the course of the day during which the demand would be low enough that it would make sense to open up the facility to single occupant vehicles. As is noted in the response to comment AG-6, Caltrans is open to the future development of a transit-oriented guideway facility using the median space of I-405 for column placement.

AM-56

Conversion of I-405 from a freeway to parkway would reduce one of the most heavily traveled roadways in the world to a surface arterial street. The adverse traffic consequences of such a change would be extensive and dramatic.

AM-57

Please see response to comment AM-24 above.

CalTrans **over three months ago** that California's carpool lanes are not flowing in compliance with federal standards (Los Angeles Times, September 12, 2007). **At no time** was the public advised of this – not in the public meetings not in the DEIR, not in emails, regular mail, telephone calls, face-to-face meetings or otherwise! (It is apparent that integrity is not important to CalTrans). **Full disclosure is at the very heart of the CEQA and NEPA requirements.** This DEIR must be revised to include a full disclosure of all relevant facts and also the alternatives referred to in the article. E.g., increase the number of people needed to form a carpool, charge to use the carpool lanes, etc.

AM-57

21.6 Full disclosure of **all** of the facts is required so that the decision-makers, the public and the politicians can determine the economic and environmental viability of this Project to see if the benefits make the high economic and environmental costs worth it. (So far CalTrans has not demonstrated this).

21.7 CalTrans must describe the disposition of each of the significant environmental issues raised and must particularly set forth in detail the reasons why the particular comments and objections were rejected from the public. The policy of citizen input which underlies the act supports the requirement that the responsible public officials set forth in detail the reasons why the economic and social value of the project, in their opinion, overcomes the significant environmental objections raised by the public. (*Environmental Defense Fund, Inc. v. Coastside County Water District*, 27 Cal.App.3d 695, 704–705.)

21.8 "In *Silva v. Lynn* (1st Cir., 1973) 482 F.2d 1282, 1285, a case decided under the analogous National Environmental Policy Act (see *Friends of Mammoth v. Board of Supervisors*, 8 Cal.3d 247, 260–261; *County of Inyo v. Yorty*, 32 Cal.App.3d 795, 807) the court explained the policy thusly:

AM-58

"Finally, and perhaps most substantively, **the requirement of a detailed statement helps insure the integrity of the process of decision** by precluding stubborn problems or serious criticism from being swept under the rug. **A conclusionary statement 'unsupported by empirical or experimental data, scientific authorities, or explanatory information of any kind' not only fails to crystallize issues (citation) but 'affords no basis for a comparison of the problems involved with the proposed project and the difficulties involved in the alternatives.'** (Citation.) Moreover, where comments from responsible experts or sister agencies disclose new or conflicting data or opinions that cause concern that the agency may not have fully evaluated the project and its alternatives, these

AM-58

Opportunities for input from the public have been open and extensive. A description of this process can be found in Chapter 5 of the EIS/EIR. Public commentary regarding the project and the environmental process have clearly influenced the process, particularly with regard to the selection of Alternative 2. Public comments received on the DEIS/DEIR are being considered in the completion of the environmental process, project implementation decision making and identification of mitigation measures.

comments may not simply be ignored. There must be good faith, reasoned analysis in response.” (Emphasis added.)

People v. County of Kern, 39 Cal. App. 3d 830.

22. CalTrans must revise the DEIR and must recirculate the revised document.

23. As most of those who have studied the problem have noted: it is apparent that widening roads is a waste of time and money. And, as the many studies cited in this letter have shown, most of the authorities agree that widening the freeways makes things worse, since more people are delayed and more emissions are produced after the expanded facility fills up with traffic – which is usually just after the widening project is completed. **“Some have likened CalTrans’ solution to traffic congestion to buying a bigger belt to address the problem of weight gain.”** Taylor, “Rethinking Traffic Congestion,” 21 *Access* (Fall 2002). (See also: Hally, “Beyond the Automobile,” 30 *Access* 10 (Spring 2007).

24. Another significant alternative CalTrans has ignored is the possibility of a tunnel under the Sepulveda Pass. This is another environmentally preferable approach is not discussed in the DEIR and must be. (CalTrans has proposed a tunnel for the 710 freeway – why not here?)

25 The DEIR contains no substantive analysis of emissions generated by construction activities or traffic under any of the selected alternatives. This failure deprives the public of quantitatively understanding the magnitude of project contributions to regional and local air pollution emission burdens.

25.1 Of increasing concern to air quality regulators and public health officials are the impacts of particulate matter, especially very fine particles, on human health. The DEIR claims that project emissions of PM₁₀ (particles with diameters smaller than 10 microns) and PM_{2.5} are not a concern as the Project would not result in any increase in the number of diesel trucks that would utilize the facility. However, this is not so -- even the DEIR admits that there will be an increase in traffic volume.

25.2 The DEIR completely ignores emissions and impacts of fine (PM_{2.5}) particulate. Numerous epidemiological studies have shown that the adverse health effects of fine particulate exposure include aggravated respiratory illness and premature death.

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No new substantial evidence establishing significant impacts not previously disclosed or reasonable alternatives not previously considered has been presented. As a result, recirculation of the environmental document is not required or warranted.

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Please see response to comment AM-8 above.

AM-61

Building a 10-mile long tunnel under I-405 would be cost prohibitive.

AM-62

Construction period air emissions are documented in section 3.13.3 of the EIS/EIR. Included in the analysis are estimates for fugitive dust, naturally occurring asbestos and PM₁₀.

AM-63

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

25.3 Analysis of the changes in heavy-duty truck traffic levels and Diesel particulate matter (PM) emissions must be included in the DEIR and an analysis of cancer risks in residential areas immediately adjacent to the freeway must be undertaken and reported in the DEIR.

AM-63

25.4 It is the height of hubris for CalTrans to pretend that 4 out of 5 measures for air quality would have no environmental impact and the 5th is "less than significant." CalTrans has the chutzpah to make these claims in the face of the many studies that show the health dangers of living near a freeway. See, e.g., Meng, Rull, Wilhelm, Ritz, English, Yu, Nathan, Kuruvilla, and Brown, "Living Near Heavy Traffic Increases Asthma Severity," UCLA Health Policy Research Brief (Aug. 2006); and see Hansen, Gillen, Dobbins, Huang, and Puvathmgal, "The Air Quality Impacts of Urban Highway Capacity Expansion: Traffic Generation and Land Use Change," Institute of Transportation Studies, University of California (Berkeley).

AM-64

25.5 What CalTrans' tries to pass off as an air quality assessment is another illustration of CalTrans' invidious disingenuousness, its total lack of environmental insensitivity, and its public-be-damned attitude. Its position – that the air quality impacts of this Project are none or "less than significant" – not only flies in the face of common sense, but is also a great insult to the decision-makers and to the public. It is another example of its torture technique of "death by a thousand segments."

25.6 The DEIR must be revised to identify the emissions and impacts of all pollutants under the various alternatives selected and to give a true and full assessment of the cumulative impacts of this Project on air quality.

26.1 The DEIR contains, at best, a totally inadequate analysis of greenhouse-gas emissions and the resulting impacts on climate change. Greenhouse-gas emissions, especially carbon dioxide, are proportional to the quantity of fuel consumed by motor vehicles using project facilities. Increases in vehicle miles-traveled resulting from project implementation, both within the project boundaries and within the region, will cause increases in greenhouse-gas emissions that are not quantified in the DEIR. Additionally, the impacts of these emissions on global climate are also ignored. The DEIR must be revised to include analyses of greenhouse-gas emissions and impacts.

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26.2 It should be noted that CalTrans added a Climate Change section, as useless as it is, only after it was pointed out to them at the June 11th meeting that there was

AM-64

Please see response to comment AM-63 above.

AM-65

Chapter 4 of the EIR discloses the potential for climate change impacts to the extent that current scientific information allows.

no discussion of this important area in the DEIR. And what was added is nothing but meretricious malarkey -- it reads as if it came directly out of CalTrans' "weasel word and phrases" handbook. It does not come anywhere near fulfilling the CEQA requirement of a complete and adequate analysis.

26.3 In discussing the need to reduce greenhouse-gas emissions, Governor Schwarzenegger has stated that "California has a responsibility and a profound role to play to protect not only our environment, but to be a world leader on this issue as well." [CalTrans also has a responsibility to protect our environment.]

26.4 In response to the many recent studies (e.g., "Our Changing Climate: Assessing the Risks to California," California Climate Change Center (2006)), the California Legislature passed the Global Warming Solutions Act of 2006 (Cal. Health & Safety Code Sections 38500 – 599). This Act recognizes the importance of reducing greenhouse-gas emissions from cars and trucks.

26.5 The DEIR section on global warming contains only CalTrans' usual self-serving conclusions, unsupported assumptions and other blatant balderdash; CalTrans totally evades its responsibility to set forth the direct and cumulative global-warming impacts of this Project.

26.6 As recently reported, California and other states are pushing for greater disclosure from all publicly traded companies about the effects of their operations on global warming. (See, "Warming threat disclosures sought," Los Angeles Times, September 18, 2007.) Is it too much to ask that CalTrans make such disclosures?

26.7 What are the global warming and other environmental impacts (by project and cumulative) for CalTrans' proposals (a) for this Project and (b) for all of its projects in the entire Los Angeles region for the period 2000 through 2020?

27. What is the basis (i.e., the evidence) for CalTrans' forecasts of:

27.1 The traffic volumes set forth on page 283 in the DEIR?

27.2 The vehicle-hours of delay?

27.3 Its assumption that the congestion period will be extended?

27.4 The DEIR states: "Vehicles traveling during the congested period would experience increased delay with longer travel time between the same origin and destination." (DEIR p. 283.)

27.4.1 What is the current (September 2007) congestion period?

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Please see the Traffic Study Technical Appendix.

27.4.2 What will be the congestion period for alternatives
(i) 1, (ii) 2, (iii) 3, and (iv) 3 modified for:
(a) 2015?
(b) 2020?
(c) 2025?

27.5 What is the current (September 2007) travel time on the 405 freeway between Wilshire Blvd. and Devonshire St.?

27.5.1 What will be the travel time under each alternative for:
(a) 2015?
(b) 2020?
(c) 2025?

27.6 A reminder: **CEQA requires that an EIR must be complete and provide full disclosure.**

27.7 CEQA forbids public agencies from approving projects that will harm the environmental until and unless the agency has adopted all feasible mitigation for that harm. (Public Resources Code section 21002, 21081, subdivision a.) CalTrans must explore all feasible mitigation measures that could be adopted to reduce the effects of this project.

28. Conclusion

28.1 In addition to our long term involvement with the WHPOA, my wife and I have also been concerned about the environment for many years. (We are members of many conservation groups, e.g., The Audubon Society, Nature Conservancy, Sierra Club, NRDC, Heal the Bay, Arbor Day Foundation, the World Wildlife Fund, the National Trusts of U.S. and of the U.K., and many more). We are part of a strong and growing movement to preserve our earth for future generations and to protect it from environmentally insensitive developers, politicians, government agencies and similar types.

28.2 The proposed Project will require an investment of over \$900 million (and probably much more) with incredible harm to our environment. A full, honest and comprehensive evaluation of the Project's impacts must be completed in

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Please see response to comment AM-1 above.

AM-68

Caltrans has carefully considered impacts associated with the project and has developed minimization strategies where possible and mitigation measures where minimization is not possible. Individual mitigation measures, applicable to each environmental analysis category, can be found in Chapter 3. Chapter 6 contains a summary of the mitigation commitments accompanying the project.

AM-69

Please see response to comment AM-8 above.

AM-70

Please see response to comment AM-1 above.

compliance with CEQA and NEPA. This DEIR is totally inadequate to support proceeding with implementation of the proposed project.

} AM-70

28.3.1 Further evidence of the failure of CalTrans' misguided solution of building more roads and widening freeways is the very recent *Urban Mobility Report* from the Texas Transportation Institute, which found that "L.A., O.C. still have the worst traffic" (L.A. Times, September 19, 2007). As noted in the many studies cited in this letter: **HOV lanes do not work – they only exacerbate the problem.** (It is apparent that there isn't a belt big enough for CalTrans' obesity – or, if there is, we can't afford it.)

} AM-71

28.3.2 Instead of wasting hundreds of millions of hard-earned taxpayer dollars on a failed solution, our representatives should not be blinded by greed for Federal funds (also taxpayer money). They should take a serious look at the alternatives, e.g., rail service, express bus service, and synchronized traffic signals to mention only a few.

28.4 Because of the significant omissions, errors and other inadequacies of the current DEIR as pointed out above and in the many comments from others, CalTrans must prepare and circulate a new more complete DEIR for another period of review and public comment rather than simply appending responses to comments to the final EIR.

} AM-72



Alvin Milder
134 Greenfield Ave.
Los Angeles, CA 90049
310-472-6799

AM-71

Please see response to comment AM-8 above.

AM-72

Please see response to comment AM-1 above.

Via: Federal Express, U.S. Mail –First

Email: ron.kosinski@dot.ca.gov, Facsimile (213)897-0685

September 28, 2007

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
CalTrans, District 7
100 S. Main Street
Los Angeles, CA 90012

Re: Interstate 405 Sepulveda Pass Widening Project (the "Project") Draft Environmental Report ("DEIR") of May 2007, Modified by Department of Transportation ("DOT") letter of July 20, 2007.

Dear Mr. Kosinski:

Our TV news, radio news and newspaper headlines shout at us daily about the failures of CalTrans and its multi-million projects to have any effect, other than negative, on our traffic problems; see, e.g., "L.A., O.C. still have the worst traffic," Los Angeles Times, September 19, 2007. The millions that will be wasted on this Project could be better spent on any one of the many alternatives referred to in my letter to CalTrans of September 20, 2007 (the "September 20th Letter"). These alternatives, which were omitted from the May 2007 DEIR, must be analyzed and discussed in a revised DEIR for this Project. Why were they excluded from the May DEIR? (The September 20th letter containing my comments to the DEIR is hereby incorporated herein by this reference.)

An even more disgraceful omission is CalTrans' totally inadequate discussion of the health hazards of road pollution. See: "Schools still rise close to freeways," Los Angeles Times, September 24, 2007. This article emphasizes the health hazards of living close to a freeway and of spending time, e.g., at school, near a freeway. And, as noted in the September 20th 2007 letter -- and, as CalTrans must be aware -- there are many, many studies (some of which are cited in the September 20th letter) detailing the dangers to health caused by freeway pollution. (If CalTrans wants references to more studies, I will be happy to supply them upon request.)

AM-73

AM-73

Mobile Source Air Toxics (MSAT) are identified as a health risk and the subject is addressed in section 3.13.3 of the EIS/EIR. With regard to estimating the health hazards associated with mobile sources, the section notes that the methodologies for estimating the effects are lacking. Specifically, the tools to estimate MSAT emissions are not sensitive to the key variables to determine mobile source emissions in the context of highway facilities, the tools to estimate how the MSAT emissions disperse are limited, and the conclusions regarding the linkage between exposure levels and health effects are not well specified. When these shortcomings have been overcome, a more complete analysis will be possible. In the meantime, a qualitative analysis of the situation is provided in the environmental document.

Please also see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

AM-74

Please see response to comment AM-1 above.

CalTrans gives a meager perfunctory treatment to the health issues that will be caused by this Project and contemptuously fails to even point out the proximity of this Project not only to the UCLA Hospital and to the West Los Angeles VA Hospital, but also to the Mattel Children's Hospital.

Has CalTrans no shame, no interest except for its greed for the millions and millions it hopes to suck out of us hapless taxpayers for this useless and sordid Project?

The public -- especially our Veterans and our kids certainly deserve better.

CalTrans must go back to the drawing board and revise this DEIR. It should contain, at a minimum, a full analysis and discussion of **all potential health hazards and all other environmental impacts** on all hospitals, all schools, all parks and all neighborhoods in the Project area; the revised DEIR must also provide complete responses to the many comments received regarding this Project. I.e., CalTrans must provide the information required by the California Environmental Quality Act. CalTrans should also provide the public with more visuals -- especially of the proposed flying lanes for the 405/Wilshire Blvd. on and off ramps.

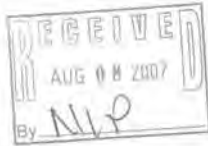
Because of the significant omissions, errors and other inadequacies of the current DEIR as pointed out above and in the many comments from others, CalTrans must prepare and circulate a new more complete DEIR for another period of review and public comment rather than simply appending responses to comments to the final EIR.

This environmentally insensitive and economically foolish Project cannot be approved with this disastrously deficient DEIR. CalTrans must comply with all of the requirements of CEQA and of all other applicable legislation and court rulings.


Alvin Milder
134 Greenfield Ave.
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310-472-6799

AM-73

AM-74



11011 Cashmere St.
Los Angeles, Ca. 90049
August 6, 2007

Re: Caltrans Plan to widen the North-bound 405 Freeway

Dear Sirs: *AK*

I am opposed to any widening of the North-bound 405 Freeway beyond the 11 feet necessary for the HOV lane. Any additional widening is a waste of taxpayers' money and is detrimental to the health of the nearby residents.

} HM-1

Moving Sepulveda Boulevard to the east is especially unwise for a number of reasons. 1) The gaseous and particulate pollution created by traffic would be moved closer to the homes next to Sepulveda, creating greater health risks for the residents. 2) Moving Sepulveda would require relocating many underground utilities and pipelines including a methane gas pipeline which carries methane from the landfill under Sepulveda to the center of the VA cemetery, and then under the cemetery to supply the UCLA power plant. If the moving of Sepulveda is started, it will probably be discovered that these utilities cannot be moved safely, and that part of the project will have to be abandoned, causing delay and disruption of the whole project. 3) The attempted moving of Sepulveda would create chaotic traffic conditions and would be unacceptable to the commuting public.

} HM-2

Caltrans cannot use the argument that residents of our neighborhood knew that the freeway was here when they bought their homes. Our homes were built in the 30's and 40's long before the freeway was constructed. And most of my neighbors and I lived here before the freeway was opened.

Public interest is not served by Caltrans padding the project with unnecessary widening. On the contrary, this project will be a prime example of waste and the squandering of taxpayers' money.

Sincerely,

Harriet Miller
Harriet Miller,
President Emerita,
Westwood Hills Property
Owners Association

HM-1

Please see response to comment AG-7 and AG-8 regarding the evidence supporting the benefits of the project.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

HM-2

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Please also see response to comment AG-7 regarding the evidence supporting the benefits of the project.

Please see response to comment BAA-9 regarding utilities and their relocation.

11467 SUNSET BOULEVARD
LOS ANGELES, CA 90049

September 27, 2007

Ronald J. Kosinski *RK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski:

As you can see from my address, I live on Sunset Boulevard, but I cross it every morning at Church Lane to bicycle in Brentwood Glen. I have always been impressed with the "neighborliness" of this charming area, watching people walk their dogs and connect with each other, which I believe is a relatively rare thing in Los Angeles.

I was appalled to learn from these neighbors of the projected plans for Church Lane and Sunset Boulevard. Closing the southbound onramp to the 405 on the south side of Sunset Boulevard is a recipe for chaos. By 3 o'clock every afternoon, the eastbound traffic on Sunset toward the 405 is backed up to Barrington – and that is with two entrances to the freeway. Closing one entrance, and having every vehicle having to move to two left turn lanes will have traffic backed up to Bundy. I cannot even begin to imagine the anger of these motorists having to wait through several signals to make this turn, and the danger to other motorists as people run the light. And for pedestrians on this busy corner – one of the few pedestrian crossings in the area – forget their safety completely. I walk my bike across this intersection at 7 every morning, and am always in danger of being run down by two lanes of right-turning traffic. Add double or triple traffic to the southbound freeway entrance and try to imagine the disasters in the making.

PM-1

As for Church Lane, taking houses that people have owned for many years is totally unconscionable, not to mention the church, which is a community meeting center, as well as serving two religious communities. The modified plan saves the houses, but building a high wall – a new venue for the graffiti "artists" to trash our neighborhood – is not an aesthetic delight either.

PM-2

Mr. Kosinski, think of your home and your neighborhood, and consider not doing unto others what you would not like done to you.

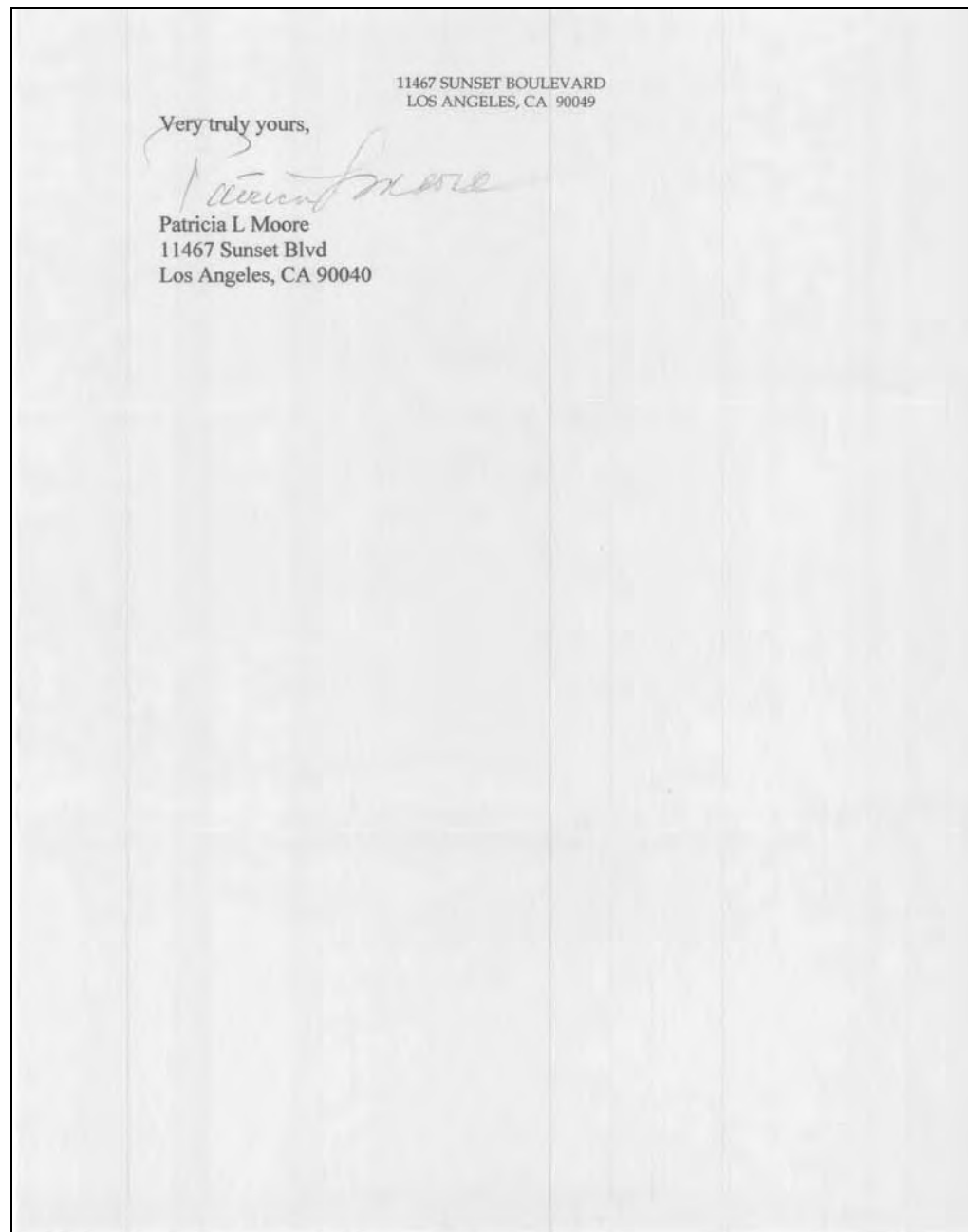
PM-1

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

PM-2

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.



RECEIVED
SEP 27 2007

September 21, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski,

My name is Marian Morse and I have lived on Waterford Street in Brentwood Glen for 20 years.

My house is the second one in from the 405 freeway and I have lived with both entrance and exit ramps. The exit ramp was closed because it was unsafe and I was truly thankful as I had witnessed many accidents and near accidents at that site. Caltrans closed this exit but made no improvements and the site became an eyesore and home for the homeless, trash, and weeds for many years.

Two years ago the entrance ramp was closed. Two years we underwent noise, dirt, large trucks and even our house shaking when the wall was knocked down to build a new one. For well over a year vehicles were still approaching the closed entrance because of older maps, etc. These vehicles would make u-turns, use peoples driveways to turn around or drive very fast around the block because they were annoyed. That has calmed down a lot but still happens.

This job is still not complete but thankfully getting closer to completion.

Now there is Alternative 3 and a modified version. I am against both.

Brentwood Glen is an old lovely garden community. Residents love this community. It is unique for the city of Los Angeles. If either alternative is implemented, it would ruin this community forever. The residents would suffer from increased noise and higher toxic air emissions. There are many young children who live here and would be affected.

I have just lived through 2 years of CalTrans construction and grew very weary of all the noise and dirt. If it took 2 years to close an entrance and build a new wall, how long would it take for alternative 3 and the modified alternative 3? I would assume a very long time.

I realize the 405 is a nightmare but I do not believe that the widening of the 405 Southbound lanes and adding a mixed use lane will alleviate the problem. It does not justify the cost or the negative impact to the Glen or the residents.

Sincerely
Marian Morse
Marian Morse
11336 Waterford St
Los Angeles, CA 90049

MM-1

MM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Expand the 405 north and southbound as much as possible. This expansion is 50 years overdue. Do not miss this opportunity like all the others to ease congestion and make commuting back and forth to the valley more tolerable.

Please do not give in to environmentalists and zealous homeowners who live along the freeway. DO WHAT IS GOOD FOR THE WHOLE CITY NOT JUST A FEW HOMEOWNERS. EXPAND THE FREEWAY AS MUCH AS POSSIBLE.

GET RID OF THE CARPOOL LANES. THEY DO NOT WORK. THEY WASTE CAPACITY IN A TIME WHEN WE CANNOT AFFORD TO WASTE ANY CAPACITY. THEY DO NOT WORK TO REDUCE OVERALL CONGESTION AND THEY MAKE THE PROBLEM WORSE BY CAUSING LONG, LONG BOTTLE NECKS.

I AM AMAZED WHEN THE GOVERNMENT/CALTRANS DO THINGS THAT ACTUALLY MAKE THE PROBLEM WORSE NOT BETTER. CARPOOL LANES ARE A GOOD EXAMPLE OF THIS. CARPOOL LANES ARE USED AT MAYBE 20% OF THEIR CAPACITY MUCH OF THE DAY. IS THAT EFFICIENT? IS THAT GOOD FOR THE ENVIRONMENT? TO HAVE CARS SITTING ON THE FREEWAY BLOWING SMOKE?

PLEASE WIDEN THE DAM FREEWAYS AND DO NOT USE CARPOOL LANES WHICH WASTE THE EXTRA CAPACITY GAINED.

Very Sincerely,


Kevin Mottus
1800 Camden Avenue #209
Los Angeles, CA 90025
Phone 310-780-2186
Email: k.mottus@verizon.net
August 19, 2007



PS I would like a response back.

KM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

KM-2

The central concept for HOV lanes is to move more people than more cars. Some HOV lanes carry almost half of the people carried on the entire freeway. Regular "mixed-flow" lanes are never converted to HOV lanes. Rather, HOV lanes are always added to existing facilities. Each vehicle that travels on an HOV lane must carry the minimum number of people posted at the entrance signs. Usually, that means at least two people, or in some cases three people.

When traffic is congested, HOV lanes can carry more people than a general-purpose lane of traffic. HOV lanes are designed to maximize the movement of people. Even when HOV lanes look less congested than general-purpose lanes, they often carry more people

Please also see response to comment AG-7 regarding the benefits of HOV lanes.

Please also see response to comment HE-11 regarding the effects of the project on congestion.

PATRICIA A. NATION

905 MORAGA DR.
 Los Angeles, CA 90049

Ronald J. Kosinski, cc
 Deputy Director, District 7, Division of Environmental Planning,
 Caltrans District 7,
 100 So. Main St., MS-16A
 Los Angeles, CA 90012

JUN 7 6 1999
 NLP

Dear Mr. Kosinski:

PN-1 I am opposed to the excessive seizure of a church, many homes and commercial buildings to widen the 405 Freeway. I also oppose David Fleming who favors cars over people.

I understand without the buffers, medians and insistence of 12' ~~wide~~ driveway lanes instead of 11' this project can be done without the taking of private property. Historically, the Los Angeles Freeway System has been the perfect example of "if you build it, they will come."

PN-2 The focus should be 25 to 45 years from now, not the next five years. Jam packed freeways should force city government to finally face the wide of effective public transportation.

PN-3 Widening the 405 Freeway will be another failed use of TAX dollars because:

- 1) Construction will create a congestion disaster.
- 2) Many families and businesses will be displaced; Brentwood Glen would be gutted.
- 3) Congestion will increase with population. Green solution is a very expensive bandaid.

PN-4 Also, I do NOT think the Montana Exit should be deleted. The exit at Moraga should be closed. The on and off ramps are very dangerous and traffic plagued at Moraga and Sepulveda.

Sincerely, Pat Nation

PN-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

PN-2

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

PN-3

Please also see response to comment HE-11 regarding the effects of the project on congestion.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area. The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

PN-4

Please see response to comment LADOT-1 regarding the closure of the northbound I-405 Montana Ave. off-ramp.

REGATIVE
AUG 01 2007
NY

PATRICIA A. NATION
905 MORAGA DR.
Los Angeles, CA 90049
July 29, 2007

Dear Mr. Kosinski: *ML*

Thank you for the information packet, which was very clear, sent before to the Aug 22, 2007 meeting at the Skirball re: 405 reconstruction. I read your packet cover to cover. Now please read the enclosed op-ed piece in the L.A. Times 7/16/07 by 42nd District Assemblyman Mike Feuer. He understands that the voters get the solution to traffic woes is Rapid Transit, not the on going, tax payer supported, wildly costly temporary fixes to the freeway system that will move the congestion either up- or down stream to the point freeways narrow again. It has never worked.

Caltrans continues to ignore the use of Rapid Transit. All of your population projections 15 or 30 years out would not be improving freeways if there were Rapid Transit. The impact on scenario, in that case would be entirely different. Voters understand this. Why doesn't it Rapid Transit?

I have lived on Moraga since 1958, prior to the 405 construction. In 1999, you could get over the Sepulveda Pass and to Woodland Hills in about 25 minutes at 4:30 p.m. I did it all the time. That was prior to the opening of The Getty Center, The Milken High School (or may have just opened) and early days of the Skirball. Re-zoning the Pass and allowing huge projects, especially

PN-5

PN-6

PN-5

Caltrans has been working with our partners at Metro to develop a long-range strategy for improving multi-modal transportation use throughout the corridor.

Please also see response to comment PN-2 above.

PN-6

Please see response to comment AG-12 regarding land use and zoning patterns.

PN-6
a school, has impacted that Pass more than commuters. The traffic in the Pass more than tripled after the Milken High School opened. Schools are notorious traffic congestion culprits because of rigid start/close times. Museum goes in and out irregularly throughout the day. Parent's don't.

PN-6
Prop: The Archer School on Senses Blvd creates a 45 minute to one hour delay daily during peak rush hours morning and night. It takes that long to travel East between Bundy and Church Lane between 4 and 6 p.m., normally a 4 to 5 minute sprint (the reverse in the morning). The Brentwood homeowners in opposition to Archer were right. Wrong location for a school. The traffic log is there forever & it can be placed pointedly at The Archer School.

PN-7
Other points about plans for 405 freeway in the absence of using all that money instead towards Rapid Transit cohesive City-wide program:

- How can one justify an H.O.V. lane when speed limits now are well under the Federal Mandate of 45 mph. HOV lanes don't work during Rush Hour.
- Closing the Montana off-ramp is just dumb. It is the route to UCLA. This will just further clog Wilshire Blvd, which has one of the worst intersections - impact intersections at Wilshire and Westwood.
- Noraga Dr. off ramp clogs capacity of 3000 vehicles per hour, far higher than Montana. Police say it is dangerous to have side-by-side on off ramps in a neighborhood. Better to close Noraga Dr off ramp. Originally NO ON RAMP was built here. Added later. Terrible intersection. Sincerely, Pat Patton

PN-7

The central concept for HOV lanes is to move more people than more cars. Some HOV lanes carry almost half of the people carried on the entire freeway. Regular "mixed-flow" lanes are never converted to HOV lanes. Rather, HOV lanes are always added to existing facilities. Each vehicle that travels on an HOV lane must carry the minimum number of people posted at the entrance signs. Usually, that means at least two people, or in some cases three people.

When traffic is congested, HOV lanes can carry more people than a general-purpose lane of traffic. HOV lanes are designed to maximize the movement of people. Even when HOV lanes look less congested than general-purpose lanes, they often carry more people

Please also see response to comment AG-7 regarding the benefits of HOV lanes.

Please also see response to comment PN-4 above.

September 25, 2007

Mr. Ron Kosinski *MK*
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 South Main Street
Los Angeles, CA 90012 – 3606

RECEIVED
SEP 28 10 11 AM '07

Dear Ron,

My wife and I have lived for 9 years at 4433 Sherman Oaks Circle, directly across the street from a sound wall that was erected there in early 1999. We have improved our home and appreciate living in a community that features a neighborhood feel where people are comfortable walking dogs or strolling the sidewalks with their families.

We **IMPLORE** you not to take down the pre-existing sound wall behind the homes at 4420 and 4426 Sherman Oaks Circle, which are directly across the street from our house.

We also do not want the homes at 4420 and 4426 destroyed and "Taken" in the process, thereby diminishing our enjoyment of our home/view and degrading the value of our home.

I understand that the homeowner, John Donaty, at 4420 Sherman Oaks Circle has been lobbying CalTrans for the full taking of his property in order that he benefit financially from that decision. If his home is removed it will ruin the character, look and feel of the homes adjacent to, and near those home locations including our home directly across the street.

The original CalTrans plan had the freeway wall moving back only 5 feet with a "Partial Take" of the homes at 4420 Sherman Oaks Circle and 4426 Sherman Oaks Circle. While that is a bad decision, it is still better for the overall community than the full removal of those homes. It is imperative that CalTrans take into account the wishes of the community and not one individual homeowner.

The homeowner at 4420 Sherman Oaks Circle will receive full market compensation for his home at the expense of our home equity and those in the homes directly across the street. **NOT FAIR AND NOT REASONABLE!**

Please look carefully to alternatives that involve the Valley Vista off-ramp that are the most minimally invasive. What may appear to be just a line on a map will materially affect the lives of a residential community. We already live with a tremendous amount of

HMN-1

HMN-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The new soundwall along the Valley Vista Blvd. off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

noise and traffic from the freeway without the benefit of any mitigation factors other than that very Sound Wall.

Page 2

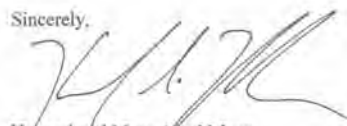
There are realistic and more practical alternatives that can accommodate the Northbound 405 carpool lane without the taking of homes on the southbound side of the freeway. We implore you not to move that pre-existing Sound Wall and the homes that protect our way of life, and improve the freeway conditions without this draconian and severe freeway widening .

To Summarize:

- **Do not move any Sound Walls near the Valley Vista Off Ramp**
- **Do not do a "full take" of the homes located at 4420 Sherman Oaks Circle and 4426 Sherman Oaks Circle**
- Improve the aesthetics of the Valley Vista freeway off-ramp where there is currently a vacant space at the bottom of the off-ramp. There is room there to expand without the taking of any homes or moving of sound walls in Sherman Oaks.

HMN-1

Sincerely,



Howard and Mary Ann Nelson
4433 Sherman Oaks Circle
Sherman Oaks, CA 91403

Home (818) 789 - 1944
Cell (310) 592 - 8373

The California Video Institute
P. O. Box 9865
Canoga Park, CA 91308

August 28, 2007.

Caltrans, District 7 *AK*
Division of Environmental Planning 100
Main Street, MS - 16A
Los Angeles, CA 90012

RE: SEPULVEDA PASS PROJECT

To Whom It May Concern:

Recently, Caltrans held its "final" meeting to discuss possible solutions to the traffic problems on the 405 freeway. I am not a homeowner, but I live and work in the SF Valley, and the surface streets are getting more and more congested in the mornings when I drive to school. (I teach science in LA Unified.) I have been thinking about alternative solutions to widening the 405 which I think is a very dumb idea. It will only increase the number of cars on the freeway and on the adjacent surface streets. The only REAL solution is to reduce the number of cars on the roads.

Enclosed is a copy of a possible solution which would turn Sepulveda Blvd. into an expressway for commuter buses like the Orange line. Commuters would leave their cars in Park and Ride lots on Sepulveda as far north as Rinaldi Street. No passenger cars would be allowed on Sepulveda during the hours of 6 AM - 10 AM and in the afternoon rush hour, 3 PM - 6 PM. At the south end of Sepulveda, a Park and Ride lot could be built at the parking lot of the Federal Building on the corner of Wilshire and Sepulveda. Connecting buses could take commuters the rest of their trips into Santa Monica, Westwood, or downtown LA. Forty buses in the 4 hours in the morning could carry as many as 8000 commuters with the new, enlarged buses holding 100 people.

This plan would be the cheapest possible solution. In addition, it would not disrupt traffic on the 405 freeway for construction. It does not require destroying existing homes and businesses in the freeway area. It would alleviate air pollution along the 405 and reduce global warming. Please consider my plan before making your final decision.

Sincerely,

Allison Nies

Ms. Allison Nies

ENCLOSURE

AN-1

Caltrans has been working with our partners at Metro to develop a long-range strategy for improving multi-modal transportation use throughout the corridor.

AN-1

Sepulveda Pass Project 405 Traffic Solution a no-build alternative

- Main Points:
- *Turn Sepulveda Blvd. into a bus expressway like the Orange Line
 - *Start at the north end near Rinaldi south to Wilshire Blvd.
 - *Express commuter buses would use Sepulveda without any cars between the hours of 6 AM - 10 AM and 3 PM - 6 PM
 - *Park and Ride lots would be available along Sepulveda Blvd.

Proposal: Turn Sepulveda Blvd. into a Bus Expressway starting at Rinaldi in SFV all the way to Wilshire Blvd.

Sepulveda Blvd. is a major street which runs through the San Fernando Valley all the way through the mountains south to Wilshire Blvd. It has 6 lanes, large enough to accommodate buses running in both directions. A Park and Ride lot could be built in the parking lot of the Federal Building at Wilshire and Sepulveda to receive buses coming from the north. Other Park and Ride lots could easily be built along Sepulveda in the north end of Sepulveda in the San Fernando Valley. If each bus holds 50 commuters and 40 buses make 1 trip per hour during rush hours (6 AM - 10 AM), then 8000 cars could be eliminated from the crowded 405 freeway and adjacent surface streets near Wilshire. Bus connections on Wilshire would take commuters the rest of their trip.

Other solutions for alleviating traffic on the 405 Freeway do not decrease the number of cars on the freeway or adjacent streets. In fact, they will increase the number of cars by adding lanes to the freeway! More cars will create more severe gridlock problems on the surface streets near the 405. So this is not really a solution to the problem. Also, adding lanes to the freeway will require some homes and properties to be destroyed to make room for the enlarged freeway. Turning Sepulveda into a bus expressway will not require any homes or businesses to be destroyed. Buses will travel along Sepulveda as it currently exists. By decreasing the number of cars on the road, pollution will be decreased and global warming. The only way to effectively deal with increasing traffic is get commuters to use mass transportation, whether it's buses, commuter trains, or subways.

The only way to alleviate traffic is to eliminate cars on the roads and use mass transportation!

PAGE 1

Other Considerations

Businesses on Sepulveda – side streets will allow cars to enter businesses located on Sepulveda during rush hour time periods. Many of these businesses in the Valley are run-down motels. Most of their customers probably arrive after dark (truckers). Cars will have access during non-rush hour periods: 10 AM - 3 PM, after 6 PM.

Cross Traffic on Sepulveda - cars going east or west crossing Sepulveda will be able to cross the boulevard with light signals like the Orange Line.

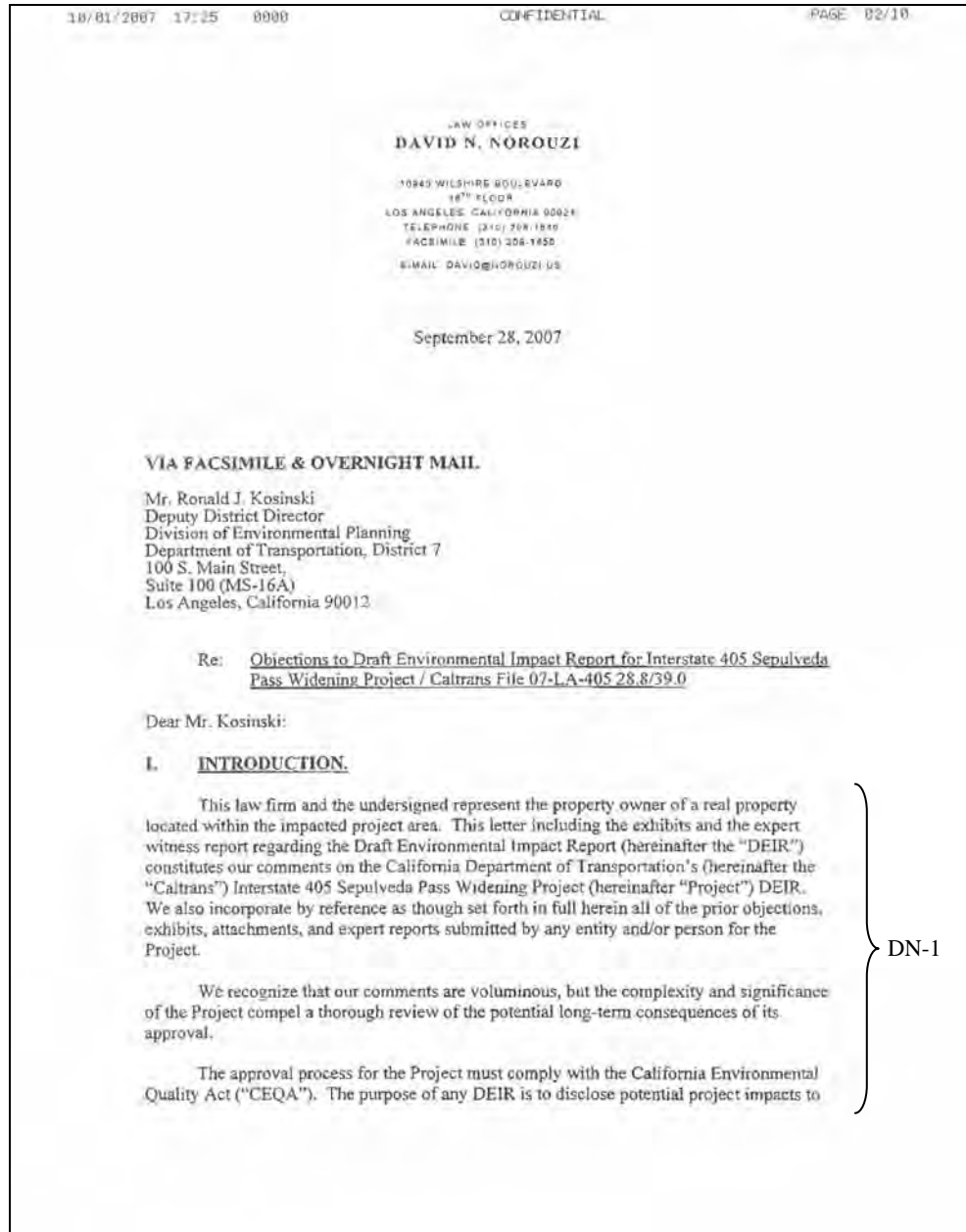
Funding - To pay for the buses and their maintenance, a toll of \$2.00 should be levied on users of the 405 freeway and the 101 freeway. This money could help lower the fare for riding the express buses, encouraging more commuters to use it.

Cyclists - There will be room for a bicycle path and a path for slower motor cyclists using vehicles like electric bicycles and mopeds.

Construction Inconvenience - a bus expressway is the least disruptive of all the proposed solutions. It will not disturb businesses, homeowners or commuters on the 405 freeway while it is being constructed. Construction would involve putting in light signals at cross streets, putting in lane markings, and the park and ride lots. Other solutions would shut down the 405 for months making traffic problems worse.

Commute Times - Using light signals to regulate the cross traffic, buses could make the trip between Rinaldi and Wilshire in 40 minutes if they are special express buses with a minimum of stops. Buses which make a few more stops could make one complete trip in 1 hour if cars are not on the road with them.

PAGE 2



DN-1

The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided.

LAW OFFICE OF DAVID N. NOROUZI

Mr. Ronald J. Kosinski
Department of Transportation, District 7
September 28, 2007
Page 2

the public and require that those impacts be mitigated or that alternatives to the Project be considered which can reduce or eliminate impacts. The courts of this state have declared the several policies to be implicit in CEQA; whereas, one of the purposes of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind. (Bozung v. LAFCO (1975) 13 Cal.3d 263) The point of an EIR is not to be a rubberstamp for a proposed project, but to provide a forum for changing and improving a proposed project to get the most public benefit with the least environment harm. This DEIR rubberstamps the current Project.

The DEIR is legally inadequate and is not sufficient as an informational document, because it does not fully and fairly disclose the environmental impacts associated with the Project as required by CEQA and the CEQA Guidelines. We ask that you deny the proposed DEIR and prepare a new DEIR for the Project. The Project as proposed will create a myriad of significant adverse environmental impacts which, at a minimum, would mandate revision of the DEIR. It is respectfully submitted that in its current form, the Project should not be approved.

The DEIR characterizes many environmental effects that will be caused by the Project as insignificant, such that no mitigation measures are necessary. As set forth in the discussion below, many such determinations in the DEIR are unsupported by any facts, or premised on inadequate facts, or lacking any analysis of the facts, or consisting of a superficial and conclusionary "analysis" which for the most part simply assumes its conclusion. In order to comply with CEQA and the Guidelines thereunder, a final EIR approved by the Agency must contain a good faith, reasoned response to each and every one of the objections and comments set forth in this letter. (Galante Vineyards v. Monterey Peninsula Water Mgmt. Dist. (1997) 60 Cal. App. 4th 1109 (EIR invalid for failing sufficiently to address issues presented to the agency by petitioners and others); Cleary v. County of Stanislaus (1981) 118 Cal. App. 3d 348 (EIR inadequate in failing to provide good faith, reasoned analysis of comments submitted to it with respect to the inadequacy of facts in the record to support the agency's conclusions).

In a variety of ways, the DEIR postpones to some unspecified future date any meaningful analysis of environmental impacts of the Project. CEQA does not allow that. (Stanislaus Natural Heritage Project v. County of Stanislaus (1996) 48 Cal. App. 4th 182 (invalidating EIR for new 5,000 unit residential community without an onsite water source, because the EIR deferred to the future any analysis of the environmental effects of supplying water to the new community).

If other persons and entities provide substantive comments on the DEIR, my client incorporates by reference all well-taken substantive comments and criticisms of other

DN-1

18/81/2007 17:25 0000 CONFIDENTIAL PAGE 84/10

LAW OFFICE OF DAVID N. NOROUZI

Mr. Ronald J. Kosinski
Department of Transportation, District 7
September 28, 2007
Page 3

persons, and reserves its right to rely in any CEQA litigation which may hereafter be instituted by my client, on points raised by other persons with respect to the DEIR. Galante Vineyards v. Monterey Peninsula Water Mgmt. Dist. (1997) 60 Cal.App.4th 1109, 1119 (“a petitioner who has taken part in the administrative process may assert [in litigation] any issues raised by other parties during the administrative proceedings”).

The titles or captions of the provisions of this letter are merely for convenience of reference and are not representations of matters included or excluded from such provisions.

II. THE DEIR FAILS TO ADEQUATELY ADDRESS THE WHOLE OF THE PROJECT AND ITS ENVIRONMENTAL IMPACTS.

The DEIR states and refers to numerous other projects in the Project vicinity. The DEIR is deficient in analysis of these associated projects and uses, and does not analyze their environmental impacts. Further, the DEIR recognizes that there are unresolved issues related to project design which include concerns expressed by community members regarding ramp closures and property acquisition (full or partial) required for freeway widening, and design variations to alternatives are currently under coordination and evaluation.

In Laurel Heights Improvement Association v. Regents of University of California, the California Supreme Court held that an EIR must include an analysis of the environmental effects of future expansion or other action if (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects.

The DEIR does not adequately address the Project’s actual impacts on properties listed on Appendix H. We believe the final EIR must make a good faith effort to obtain and disseminate information necessary to the understanding of the many impacts of the Project. Without knowing the extent and nature of the impact on properties listed on Appendix H, readers of the DEIR would be unable to adequately assess the actual impact. Similarly, without knowing more about specific impacts to the properties listed on Appendix H, it is not really possible to formulate meaningful measures. Additionally, the DEIR failed to set forth a reasonable and detailed description of the existing environmental setting.

Furthermore, the Project will have an effect on properties listed on Appendix H as identified as “part”¹. This cannot be helpful to the viability of properties listed on Appendix H as well as surrounding properties, and may ultimately lead to “blight.” The environmental

¹ One has to guess as what “part” means; whether it is going to affect 10 square feet of the affected property or maybe 10,000 square feet. There is no definition of “part” in the DEIR.

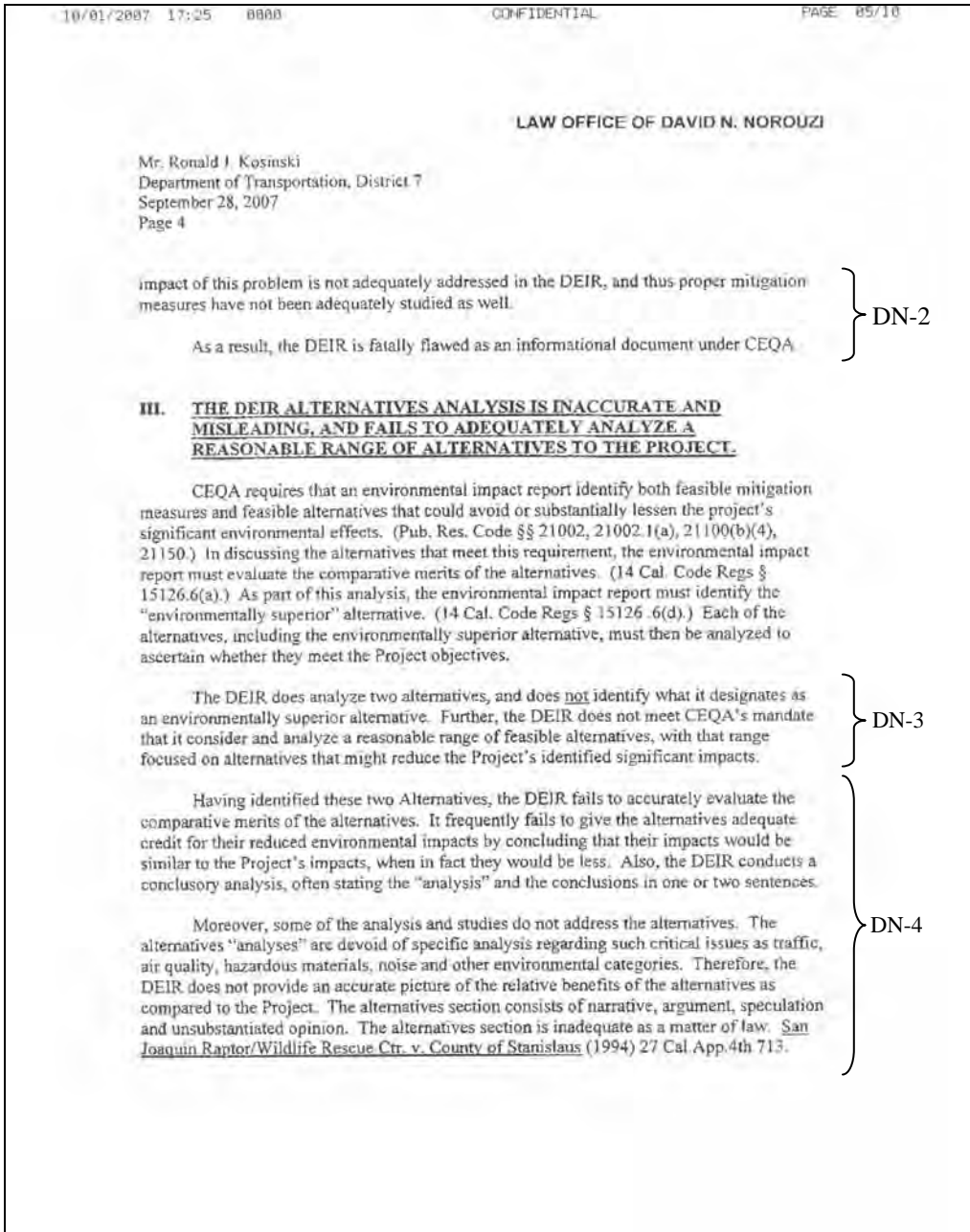
DN-2

The EIS/EIR provides an analysis of the proposed project in the context of other related projects in the various cumulative impact sections contained in the EIS/EIR. Issues identified as unresolved in the draft document either have been fully resolved in the final document or a mechanism has been put in place to result in resolution during subsequent stages of development. The latter condition pertains to several freeway/local street locations wherein an approach to mitigating a localized traffic problem has been proposed by the City of Los Angeles and Caltrans has accepted the mitigation, in concept, and only a specific design solution remains to be developed. There are no unresolved issues regarding the selection of a preferred alternative or associated ramp locations and designs.

Insofar as Appendix H is concerned, the right-of-way impacts are disclosed in that Appendix. Moreover, the impact associated with right-of-way acquisition for the project have been specifically disclosed to the affected parties at public information meetings conducted during the document public comment period.

DN-1

DN-2



DN-3

Please refer to the Summary that has been revised to include a discussion on the Environmentally Superior Alternative.

The full range of alternatives considered in the document is laid out in Chapter 2. This range includes, in addition to the three build alternatives, alternatives that would a) rebuild the entire freeway cross section, thereby doubling its overall capacity, b) provide for an elevated viaduct structure, c) improve operations through the TSM improvements, d) convert the full-time HOV lane to part-time use, and e) add a mixed flow lanes. This range covers the full spectrum of choices available to Caltrans for improving the I-405 facility in this reach.

DN-4

The analysis provided in the document does address comparative findings in the areas noted in the comment - for traffic, hazardous materials and noise. With regard to air quality, the CO protocol revealed a finding that future year CO levels would be reduced, and given the overall corridor vehicle volumes being essentially the same for all build alternatives, the benefits would accrue to all alternatives.

With regard to the summary tables, these are meant to encapsulate the analysis findings, not become a substitute for the evaluation provided in the entire document. Decision makers have used the complete record to support the project decisions.

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The DEIR does not permit a fair comparison between the Project and the alternatives. Of even greater concern, however, is that the DEIR contains number of summary table that purports to show the comparative merits of the alternatives. These tables inaccurately and misleadingly summarizes the text of the DEIR such that readers and the decision-makers who look solely to the summary tables are given the misimpression that the alternatives have the same or greater impacts as the Project. In light of the erroneous representation of the alternatives in the DEIR, all the summary tables must be re-drafted and the DEIR must be re-circulated to provide meaningful information about the environmental superiority of the alternatives over the Project.

As noted earlier, the Project's significant impacts have been grossly understated in the DEIR. For that reason alone, the consideration of alternatives needs to be revisited in a new EIR. Beyond that, the analysis of alternatives is flawed in several respects, requiring that it be rewritten.

Most fundamentally, the analysis of alternatives has been artificially constrained by the requirement that all alternatives address and meet the long list of the project applicant's objectives. As the CEQA guidelines note, "The discussion [of alternatives] must focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. (Guidelines, former § 15126, subd. (d)(3).)" Planning & Conservation League v. Department of Water Resources (2000) 83 Cal.App.4th 892, 918.

The CEQA Guidelines require that an EIR state why an alternative is being rejected; a preliminary rationale for rejecting an alternative is presented, where applicable, in this section of the EIR. If Caltrans ultimately rejects any or all alternatives, the rationale for the rejection will also be presented in the Findings of Fact, which are required to be made before EIR Certification and Caltrans action on the project.

An EIR must describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. It is a fact that Caltrans owns excess land in the Project area. Yet the DEIR fails to include and consider an alternative analysis of lands that are currently owned by Caltrans and available for potential expansion of 405 freeway.

CEQA prohibits public agencies from approving projects as proposed if there are "feasible" alternatives or "feasible" mitigation measures available to the project proponent

DN-4

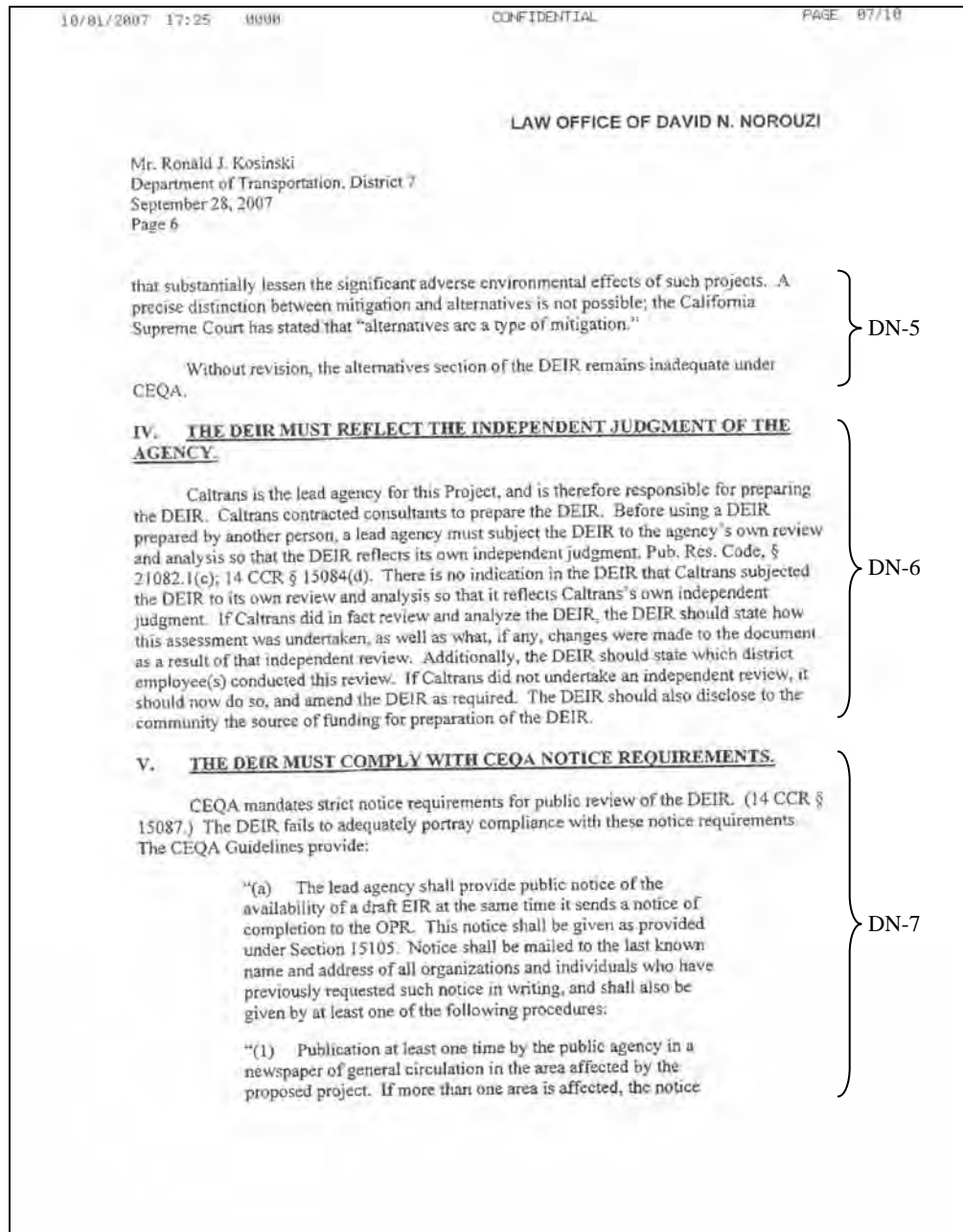
DN-5

DN-5

The comment refers to a list of objectives, whereas the purpose and need of the project revolves around two goals: (1) to improve mobility by reducing congestion and (2) to enhance safety while minimizing adverse environmental effects.

Alternatives rejected in favor of the stated build alternatives have their reasons for rejection stated in Chapter 2.

For the response regarding the reasonable range of alternatives, see the response to comment DN-3, above.



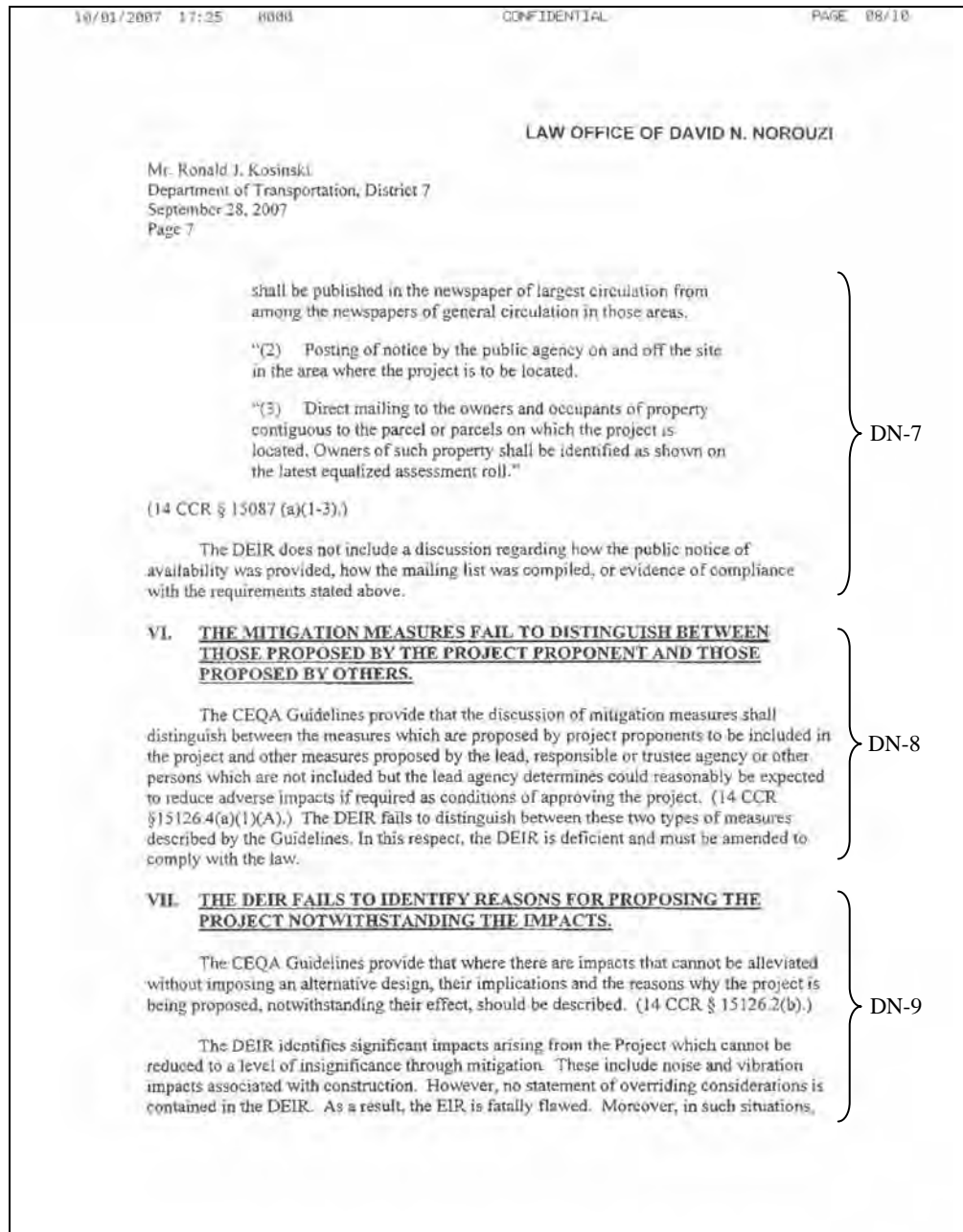
DN-6

The analyses presented in the EIS/EIR were conducted by Caltrans in-house staff with the assistance of P&D Consultants. The document itself was prepared by in-house staff. The list of persons contributing to the document is provided in Chapter 7.

DN-7

All notices required under both CEQA and NEPA were provided, following standard procedures for the placement of such notices, pursuant to FHWA and Caltrans requirements.

Please refer to Chapter 5, Section 5.8-1 for a summary of all notices that were published in various publications throughout the public circulation period.



DN-8

Nearly all mitigation measures will be the responsibility of Caltrans to carry out. The complete Environmental Commitments Record specifies the responsibilities for implementation of these measures, including those outside of Caltrans' direct control.

DN-9

The rationale for selection of the preferred alternative and adoption of the project as a whole, in light of remaining unavoidable adverse impacts, is provided in the Findings and Statement of Overriding Considerations document, completed pursuant to CEQA requirements.

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the DEIR is supposed to describe the implications of the significant, unmitigable impacts and the reasons why the Project is being proposed notwithstanding their effect. Guidelines Section 15126.2(b). The project proponent has an obligation to conduct a thorough analysis of the environmental impacts that the project will have on the environment, and to adopt a statement of overriding considerations (if legally supported) to justify overriding a significant impact and proceeding with the project. The failure to do so here is a major flaw in the DEIR.

VIII. RESPONSES TO COMMENTS MUST BE REASONED.

We ask that you carefully evaluate and respond to each of our comments as directed by the CEQA Guidelines. Specifically, the Guidelines require the lead agency to describe the disposition of significant issues raised, and where the lead agency's position is at variance with recommendations and objections raised in the comments, the major environmental issues raised must be addressed in detail giving reasons why specific comments and suggestions were not accepted. (14 CCR § 15088(b).) There must be good faith, reasoned analysis in response and conclusory statements unsupported by factual information will not suffice. (14 CCR § 15088(b).)

IX. THE DEIR MUST BE REVISED AND RECIRCULATED.

As mentioned at various points throughout these comments, some of the deficiencies identified in the DEIR are so great that they require recirculation of the DEIR pursuant to the CEQA Guidelines on recirculation. (14 CCR § 15088.5.) As the Guidelines provide, recirculation requires notice pursuant to Section 15087, and consultation pursuant to Section 15086. Thus, the process is essentially started again in compliance with the CEQA Guidelines. This means that the public review period must be complied with. (14 CCR § 15105.)

Given the myriad of flaws associated with the DEIR as described, recirculation is clearly called for. CEQA requires a lead agency to "reticulate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review ... but before certification," CEQA Guidelines § 15088.5(a); see also Cal. Pub. Res. Code § 21092.1; Laurel Heights Improvement fossil of San Francisco v. Regents of Univ. of Cal., 6 Cal. 4th 1112, 1129 (1993). New information is significant when it changes the EIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible alternative or mitigation measure.

DN-9

DN-10

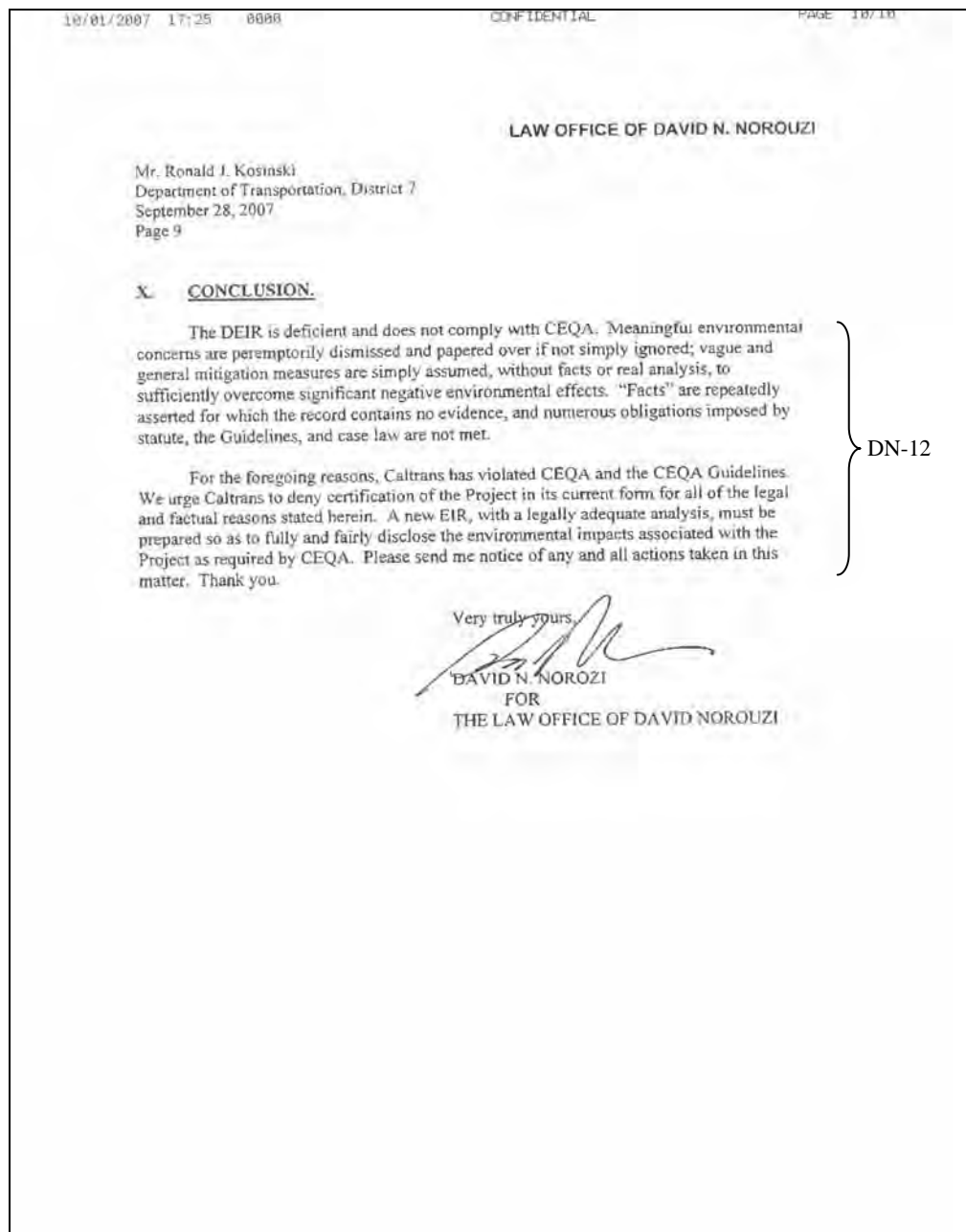
DN-11

DN-10

The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided.

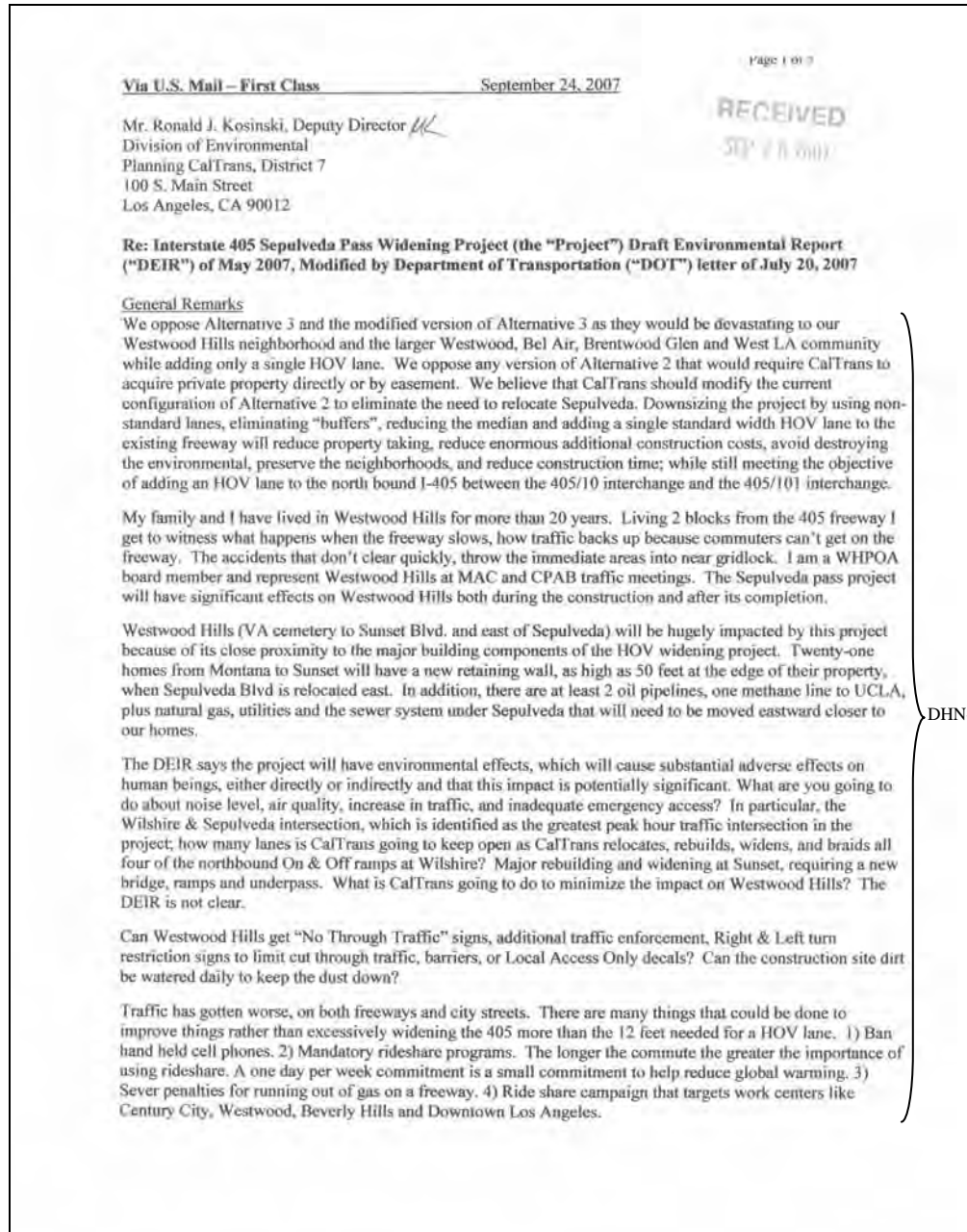
DN-11

No significant new information has been brought to light regarding the project, with regard to impacts, impact severity, or feasible alternatives, that would require recirculation.



DN-12

The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided.



DHN-1

Alternative 3 is no longer under consideration.

Comments on the DEIR

This comment section is concerned with CalTrans' analysis, omissions, errors, disrespect for the environment and traffic needs of the residents in the greater West LA area. The DEIR should be redone and a sane non-intrusive plan should be developed; one that incorporates 11 wide lanes, no buffers or medians.

1. CalTrans doesn't adequately describe the Project alternatives in the DEIR. How far is Sepulveda Blvd. being moved eastward? Details that are printed in the DEIR are contradicted at public hearings (i.e. Moraga On & Off ramps being closed or left open). An Environmental Impact Report is supposed to explain things clearly and completely.
2. I find troubling that CalTrans uses a benchmark for establishing "Levels of Service for Freeways" that promote driving faster than the speed limit in southern California (page 22). "A & B" level ratings are assigned to traffic moving at 70 mph. Any travel time less than 53 mph is assigned an F rating. If this A-F scale factors into the calculation of how many hours are lost due to traffic delays, then all of the delayed time statistics need to be recalculated using a scale that obeys the posted legal speed maximum in southern California and more accurately reflects southern California urban traffic conditions.
3. What is the bench mark speed at which freeway traffic is deemed moving too slow and drivers losing time? What is the formula that CalTrans use? What are the speeds and the numbers of cars per lane per hour that are ideal and what is the threshold when they are considered to be delayed? Numbers like 900, 1200, 1800 and 2000 cars per hour are used through the DEIR, what speeds do these equal? CalTrans needs to check its work on traffic delays (see 3/15/07 Sacramento Bee article) and deliver the time savings advertised.
4. What is the target speed of a HOV lane for it to be considered a success? A recent LA Times article mentioned 55mph.
5. What parts do accidents and breakdowns play in the calculation and reporting of traffic flow and "Levels of Service for Freeways"? Local radio and TV news casts acknowledge the impact accidents play in the cause of congestion as they report traffic conditions. What's being done to clear accidents quickly?
6. Why is capacity the sole issue being looked at as a potential answer to freeway congestion?
7. Accidents aren't going away just because the I-405 will have a HOV lane. In fact, more cars will be idling because of the increased capacity, thus affecting air quality. The DEIR states that air quality will improve. How?
8. Why isn't the fact acknowledged that as lanes merge together because of reduction of lanes, traffic slows and backs up? Just as it does at the interchanges and at points through out the project.
9. CalTrans never suggests or indicates that the accident rate will be lower.
10. The DEIR needs to include the findings about the inherent dangers involved speed differentials between HOV lanes and the #1 general use lane as referred to on 8/8/07 in David Reyes Los Angeles Times article about UC Berkeley transportation research on higher accident rates that occur in HOV lanes.
11. On page 21 of the DEIR CalTrans comments that the I-405 segment between the 405/10 interchange and the 405/101 interchange "operates at deficient level of service for the majority of the day (15 hours)", given this how is CalTrans going to construct a very elaborate alteration #3, #3 Modified, or Alt#2 with relocating Sepulveda without disrupting the existing traffic flow and in its self creating congestion for a 4 to 5 year period?
12. The DEIR is flawed because there is no mention of plans to deal with existing level F conditions at intersections like Wilshire & Sepulveda where the On & Off ramps will be demolished and new braided On & Off ramps with greater capacity will be built. How many lanes will be left open during work hours? What are the work hours? Currently the section of the southbound portion of the HOV project at National Blvd. underpass has one complete lane closed for at least 9 months more and the on ramp potentially closed. The intersection of Wilshire & Sepulveda Blvds. has at least twice the traffic and the rush hour extends for most of the day. What is CalTrans going to do to keep traffic flow with out creating grid lock? What's being done to prevent redistribution of traffic on to narrow residential streets?
13. How often do projects run longer than predicted?
14. What conclusion has CalTrans and LADOT come to over LADOT land on the east side of Sepulveda? How far is Sepulveda being moved east, how can they predict how long the project will take? The DEIR is

DHN-2
 DHN-3
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DHN-2

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area. Sepulveda Blvd. will be shifted 0 to 26 feet to the east.

DHN-3

Traffic moving too slow is under 15 mph. Please refer to the Caltrans Highway Capacity Manual for answers to the remaining questions.

DHN-4

Capacity is not the sole issue being examined. As stated in Chapter 1, the primary goal is to improve mobility and a secondary goal is to improve safety.

DHN-5

Accidents will continue to occur on an improved I-405 facility, as is noted in the comment. Improved freeway operations will help to reduce those incidents. Air quality will be improved by expected improvements in automobile emissions reduction technology and an increased use of carpools and transit vehicles, both of which move more people with less vehicular emissions.

DHN-6

There is no assertion in the document that merging lanes does not produce a level of side friction which can contribute congestion. This is an acknowledged phenomenon.

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flawed because it fails to specify how far Sepulveda Blvd. will be moved to make room for the I-405 expansion.

15. How can anyone evaluate the impact on the environment when the DEIR does not describe the Project in detail? } DHN-11

16. The DEIR makes no mention of the utilities, oil and methane pipe lines that lie under Sepulveda, how can you correctly estimate how long the project will take? } DHN-12

17. What about the safety of moving 2 oil pipelines, a methane pipeline and utilities? } DHN-13

18. On a number of occasions I have personally experienced how a work crew can tying up just one lane to either northbound or southbound Sepulveda and the result was dismal adding an additional hour to the normal non rush hour commute from Ventura Blvd to Sunset Blvd.. How much time and congestion will be incurred by moving utilities and relocation Sepulveda? } DHN-13

19. What will the construction work hours be? } DHN-14

20. Will there be lane closures during AM or PM rush hour? } DHN-14

21. Will CalTrans run a rideshare campaign prior and during the estimated 4 to 5 years of construction to reduce the expected increase in traffic congestion created by CalTrans construction? } DHN-14

22. By only defining the northbound HOV lane addition "Project" as existing between the I-405/10 interchange and the I405/101 interchange, CalTrans avoid addressing the obvious, that these interchanges have fewer lanes than the mainline segments on either side of the interchange. These interchanges appear to be the major reason of congestion, of accident, and of traffic time delays in the "Project" portion of the I-405. Just like sand in an hourglass, more cars or capacity added to the section in between will still result in the same end result, congestion! The large number of rear end collisions is testimony to this problem, just as CalTrans reports 60 to 70% of accidents being rear end collisions. } DHN-15

23. Page 7 of the DEIR talks about the need to decrease motorist weaving in the context of on & off ramps; where is the analysis of HOV lane users shooting across 5 lanes of traffic to get out of the HOV lane and exit the freeway. } DHN-16

24. The On & Off ramps between Getty Center Dr and the I-405/7-10 interchange have extremely high volumes because they are the exits and entry points for workers commuting to Century City, UCLA, Westwood and Beverly Hills. Since the work force commuter population is the HOV lane target population it is very reasonable to believe that adding a HOV lane to this stretch will increase weaving through traffic. Why is CalTrans concerned about weaving on On & Off ramps but not on the mainlanes? The DEIR needs to analyze the affect that the HOV lane use will have on mainline accidents } DHN-16

25. The DEIR has all sorts of **discrepancies** in ramp volumes from chart to chart; how can you draw an appropriate conclusion? The intersections that these ramps are feeding into are all currently operating at F-failure rates. What part is DOT playing in the timing and planning of the traffic distribution to intersections that feed these existing, reconfigured, and new on & off ramps? What about changing existing traffic patterns? } DHN-17

- The updated DEIR mentions a new July 2007 traffic analysis, UCLA not in secession, the number are low!
- Transposition errors on page 119 for the data on 'peak hour volume rates for NB Getty on and off ramps'. How can you draw conclusions on faulty data?
- Figure 4A and page 104 Table 3.5-2 show different statistics. The AM peak volume statistics for NB 405 to EB Wilshire Blvd. on Figure 4A is 789 vehicles per hour higher than on Table 3.5-3 and 871 vehicles per hour in the PM.
- Figure 4A and page 104 the NB 405 to WB Wilshire Off contains errors also, 273 more vehicles/hr in the AM and 16 more in the PM. How can you draw conclusions on faulty data? Especially when it involves the most heavily impacted and highest volume carrying intersection of Wilshire and Sepulveda Blvds.?
- Figures 11A, 18A and 26A show 2015 projections; they depict Moraga On and Off ramps being closed and they do not account for any of the existing vehicles/hr being transfer to other ramps. The statistics just lower the overall volume by 402 vehicles/hr in the AM and 914 vehicles/her in the PM.

DHN-7

Lane merging, whether it be between two general purpose lanes or between an HOV and general purpose lane, needs to be done with caution exercised on the part of the driver making the lane change. If a lane change occurs from an HOV lane operating at a slightly higher speed than the adjacent general purpose lane, it is the driver's obligation to take this speed differential into account before merging. Such caution is typically carried out numerous times on the freeway system and is a part of normal driving experience. Presence of an HOV lane does add an inherent risk in this regard.

DHN-8

Alternative 3, which would have required relocation of portions of Sepulveda Boulevard, in addition to the major freeway construction itself, is no longer under consideration. However, the construction period traffic disruption associated with Alternative 2, the preferred alternative, is also significant. Preparation of a Traffic Management Plan and its subsequent implementation during the construction period, will be the method used to manage traffic while the project is being built.

DHN-9

The Wilshire/Sepulveda Boulevard intersection is acknowledged as one of the busiest intersections in Los Angeles. Managing construction through this area will require careful planning, which will be developed during the next stage of project development. Caltrans will coordinate closely with LADOT staff as this planning takes place.

DHN-10

The project is scheduled to begin Spring 2009 and be completed by Summer 2013.

DHN-11

Please see response to comment DHN-2 above.

DHN-12

A detailed assessment of utility conflicts is currently underway. The result of this assessment will be one of the early important inputs into the development of the detailed project construction schedule.

Please also see response to comment BAA-9 regarding utilities.

- Figures 11A, 18A and 26A show Moraga on and off ramps are being closed, but at the charts and explanations at the Public DEIR meetings speak of them as being left open. This DEIR is flawed and needs to be rewritten.
 - 301 Thurston Av is not mentioned as a partial take even though it is next to 315 and 255 Thurston Av.; which are partial takes. Is this an omission?
26. Ramp capacities are rated only by numbers of lanes... There is no consideration that the lanes are very short and offer limited stacking capacity before backing up traffic into an intersection in the case of on-ramps or backing up traffic on the freeway in the case of off-ramps or that one of the two lanes is a diamond lane. These additional factors need to be figured in when designing, redesigning or closing on and off-ramps. Why does the southbound Sunset /Church off ramp backup on to the freeway daily? This section of the HOV project has already been completed and improved.
27. CalTrans needs to apply for a variance on lane width for the section of the I-405 between Wilshire Blvd and Moraga Av. The lanes should remain at 11 feet as they currently are. This would help minimize the impact of freeway expansion on the neighborhoods of Westwood Hills and Brentwood Glen.
28. As a safety issue the DEIR must evaluate the UC Berkeley transportation research study that has found that "buffer" lanes may actually be bad for driver safety. They found that HOV lanes that limit access result in more collisions and injury accidents than those with flexible access. The speed differential can be great between an HOV lane and the #1 lane making it impossible to merge in to or out of a HOV lane.
29. Orange County has had HOV lanes for years and currently Orange County Transportation Authority is attempting to persuade CalTrans to loosen HOV lane designs to eliminate the "buffer" and allow drivers to enter and exit at any point. Experience is teaching that the HOV lanes that limit access result in more collisions and injury accidents than those with flexible access (UC Berkeley research study). The DEIR reflects none of these important safety issues.
30. What is CalTrans going to do to minimize "cut through" traffic on Westwood Hills' narrow residential streets? If Sepulveda Blvd is moved east between Montana & Moraga which requires the creation of new 30 to 40 foot retaining walls, if the Wilshire On & Off ramps are replaced, Sunset overpass widened and Sunset Bridge replaced; the project will be in construction phase for years in this small area and the congestion created by the project will be oppressive daily. construction will last 4, 5 years, or more!
31. This impact is huge. What specific mitigation measures are you going to put into affect to prevent aggressive cut through traffic through Westwood Hills? Implement an effective traffic management plan that would include detailed construction staging plans & analysis of how traffic would be affected during construction.
32. The data on page 190 table 3.13-5 Air Quality – how will increased capacity on the freeway improve air quality? How does air quality at the intersection of Wilshire & Sepulveda get better? Same number of cars will occupy this space and the additional freeway HOV lane can hold more cars.
33. Air Quality – tests were done when there was lush mature growth of trees and bushes filling the freeways shoulder excess land and vacant land on both sides of Sepulveda between Wilshire and Moraga These slopes and vacant LA city lots are being cleared recently resulting in less over all foliage to help clean the air. There will be poor air quality during construction. It will take a long time to get foliage back to pre project levels. Less overall open land to accommodate foliage promised for replanting. CalTrans' practice of deforesting through slashing down anything that grows long before any construction takes place on any segment is environmentally unacceptable. Air quality needs to be redone.
34. Hazards & Hazardous Material CEQA appendix A B) states there will be no impact to the Statement" Create a significant hazard to the public or the environment through reasonably foreseeable upset & accident conditions involving the release of hazardous materials into the environment. States that there will be No Impact. Given that there are at least 2 oil pipelines (chevron & shell), one methane line to UCLA, plus natural gas, utilities and the sewer system under current Sepulveda. The DEIR never mentions any of the utilities, gas pipelines, or methane pipeline being involved in the relocation of Sepulveda eastward. These safety and environmental issues need to be address as part of the Project CEQA section.
35. Transportation/Traffic section of CEQA section acknowledges a significant impact on A) increase in traffic which is substantial to the existing traffic load & capacity of the street system (i.e., resulting in a substantial

DHN-17
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 DHN-24

DHN-13

Please see response to comment DHN-12 above.

DHN-14

Construction working hours will likely include both normal daytime work shifts and late night work shifts. Work requiring the most disruption to the freeway mainline is most often done late at night when traffic is least. The location and duration of lane closures is not known at the present time. That information will be developed during the next stage of project development. All reasonable methods to manage the added congestion during construction will be used, including promoting additional carpool use.

DHN-15

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Improvements to the I-405/US-101 interchange are proposed and the project is currently in the planning stages.

DHN-16

Weaving becomes a problem when there is insufficient distance provided to allow the weave movement to take place. In the case of HOV lanes, warnings are provided at a sufficient distance prior to when the weave would occur to allow the weave move to be made safely. Ramp movements require the motorist to make independent judgments as to the appropriate time to initiate the move. When ramps are closer together, the allowable distance to make the move is less and therefore less secure. When weave movements both to and from the mainline are occurring at the same time, this adds to the complexity of the weaving.

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increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections. B) Exceed either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. How is CalTrans working with LADOT to improve transportation and traffic during the construction period? } DHN-24

36. CalTrans needs to address the impact of moving the power lines along Sepulveda east wards closer to the property lines of homes along the 200 & 300 blocks of Thurston Av and 300's of Dalkeith. These backyards will be up 45 feet higher than Sepulveda ground level. This will substantially reduce the distance between the backyard levels to the power line level. } DHN-25

37. Need new study since Santa Monica Project has been completed and use consistent statistics. } DHN-26

38. P24 Appendix B Discusses A) Soil Nail wall caving were considered a problem around the Mulholland bridge replacement, but the Montana to Moraga retaining wall had no mention of potential caving problems. Why? } DHN-27

39. The 2015 estimated volumes from Figure 11A and 18A at the Sunset northbound off ramp estimates and AM increase of 759 vehicles per hour getting off at this "T" intersection (1325 > 2084) Can Sunset handle this? How is CalTrans working with DOT to relieve this? To set time of traffic signals? } DHN-28

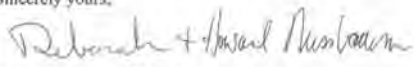
40. Based on observations of the widening of the SB 405, CalTrans does a poor job of signage, safety of on and off ramp configuration while in the construction phase and poor estimating of completion dates. The current Wilshire southbound On and Off ramps are much more dangerous than they were prior to the start of the southbound HOV lane addition } DHN-29

41. Widening the freeway is resulting in shorter on and off ramps, which appears to be resulting in more street congestion. } DHN-30

42. What proof is there that HOV lanes are promoting rideshare / carpooling of business people? The DEIR doesn't address any plan or program to promoting rideshare during construction or after the HOV lane completion. } DHN-31

What measures will be implemented to maintain some safety in our neighborhoods, especially Westwood Hills? What are you going to do to keep Westwood Hills residential streets safe? The DEIR CEQA section predicts potential significant impact to the environment and adverse effects on human beings? What can be done? } DHN-32

A simpler, less invasive project is called for. The delay in commute time created by this project will never be made up for. Pick the least invasive option; build and HOV lane within the current boundary of the freeway. Obtain a waiver to have 11 foot lanes, 12 foot HOV lane, no median, no buffer and minimal shoulder for the short distance of construction between Montana Ave and Moraga Ave.. It's safer, more cost effective, less intrusive, and just as effective. Don't waste tax payer dollars. } DHN-33

Sincerely yours,

 Deborah & Howard Nussbaum
 516 Cashmere Terrace
 Los Angeles, CA 90049

DHN-17
 The Moraga Dr. on/off-ramps will be reconstructed due to freeway widening. There will no longer be soil nail retaining walls between Montana Ave. to Moraga Dr. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

DHN-18
 The on/off-ramps will be constructed due to freeway widening, and in most cases, will be lengthened or widened to increase capacity.

DHN-19
 Please see response to comment BGA-7 regarding an interim agreement and exceptions to design standards given on a conditional basis from the Federal Highway Administration in June 2005.

DHN-20
 Caltrans continues to evaluate information on freeway operations and safety as time goes on. At such time as the highway operations engineering community concludes that continuous entry/exit to/from HOV lanes provides better operations and/or increased safety, conversion to that mode of operation will be considered. For the time being, the present limited entry/exit locations will continue to be used. This comment is primarily one of engineering design rather than an environmental issue.

DHN-21
 Please see response to comments BAA-1 and LADOT-1 regarding anticipated traffic-related impacts.

DHN-22
 Improved CO emissions at the intersection is largely due to improved vehicle emissions technology, which is proceeding at a rate faster than the growth in numbers of vehicles.

DHN-23

Relocation of protection of utility lines is a typical construction task, for which standard procedures are in place to carry out this work without incident. Once construction is completed, the utility lines would not be in potential contact or conflict with freeway operations and therefore a hazard would not exist.

DHN-24

Caltrans and LADOT have been in continuous communication throughout the development of the proposed project. LADOT has identified several locations where suggested modification to the project design would produce benefits, as LADOT sees it, to the operation of the adjacent local street system. Caltrans is working with LADOT staff to understand which of these locations should be modified as LADOT has suggested. The result of this consultation will yield a final project definition that will be agreeable to both parties.

DHN-25

Please see response to comment BAA-9 regarding utilities and their relocation.

DHN-26

Completion of the Santa Monica Parkway Project would not alter the future year traffic projections that underpin the proposed freeway improvements.

DHN-27

There will no longer be soil nail retaining walls between Montana Ave. to Moraga Dr. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

DHN-28

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange.

DHN-29

The comment does not address the environmental issues or the adequacy of the environmental document; therefore, a response is not necessary. However, the comment will be considered by Caltrans in its decision making.

DHN-30

The relationship between freeway cross section and ramp distance articulated in the comment is not correct. The existing ramps will be reconfigured to provide adequate weaving distance to reach the ramps and adequate lengths of the ramps themselves, consistent with standard design practice.

DHN-31

Work trips have long been recognized as the primary market for ridesharing, owing to standard work day hours. Recreational trips and trips destined to special events are other targets for increase vehicle occupancy. This information is documented in the literature and has been used in regional planning for many years. Insofar as carpooling during construction is concerned, Caltrans will promote additional patronage during the construction period, through advertisements and public service announcements.

DHN-32

Day-to-day safety on local city streets is the responsibility of LAPD and LADOT. During the construction period, Caltrans will provide such additional measures as are appropriate to the management of construction-related traffic flow. Emergency service providers will be consulted to ensure that response times are not impaired during construction.

DHN-33

The commenter's position on the project is noted for the record.

July 19, 2007

CALTRANS *EH*
Division of Environmental Planning
100 Main Street
MS-16A
Los Angeles, CA 90012

Dear Caltrans:

This is to comment on the Sepulveda Pass 405/HOV improvement project EIR/EIS.

While I support the proposed project in general, I am very concerned about the safety of the wildlife that live in the area. We are constantly encroaching on their environment and forcing them into dangerous situations. As currently planned this project provides no safe wildlife corridor for them to navigate the Sepulveda Pass and that is my objection to this project.

As you well know, the Sepulveda Pass is a highly used transportation corridor, in great need of expansion to relieve congestion. It is also a heavily used wildlife corridor. A driver swerving to avoid hitting an animal is placing himself and others in danger, not to mention killing or severely injuring the animal.

I urge you to include plans for a wildlife corridor as part of this project.

Sincerely,



Francine Oschin
16027 Royal Oak Road
Encino CA 91436

} FO-1

FO-1

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012



Dear Mr. Kosinski:

Brentwood Glen is an incredible neighborhood that is truly a community of working together, from organized neighborhood garage sales, to block parties for the kids, a garden club, planting days...the list goes on and on. I have grown up in Brentwood and lived in other areas of Brentwood, but this community is definitely the most connected as a neighborhood. Everyone truly loves this neighborhood with deep passion. My husband and I feel the same. The current proposals by Caltrans would greatly ruin our neighborhood.

We have owned 11438 and 11440 Albata Street since 1994. When we look down our street towards the freeway we do not see a sound wall but huge trees (three and a half times as high as the wall) and greenery. We vehemently oppose Alt. 3 and the modified version of Alt. 3. Taking any of our family homes is just not acceptable and the neighborhood would never be the same if the existing sound wall and trees were to be removed. These trees and greenery greatly helps the sound and emissions toxicity of having a freeway close-by. The huge trees that contribute to the beautiful lushness of the Glen would never be replaced according to your plan. Our neighborhood has spent many planting days to help make the area next to the wall beautiful and to camouflage an ugly wall and to combat noise and emissions from the freeway. The sound wall that was shown at the Skirball meeting to be a replacement had no place for growing anything so without a place to plant trees, it would NEVER be green again. Without a place to plant trees or vines, it would be an ugly wall...a blank canvas for graffiti. This would mean far more noise and toxic emissions into our neighborhood and even closer to all our existing homes, putting our health at greater risk...NOT ACCEPTABLE!

The church has been there for years and is an important part of our community. My daughter took toddler music classes at the church and it

KGP-1

KGP-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

offers many things, including being a community center for our neighborhood as well as spiritual worship services for many people from all over. It should not be removed. PERIOD.

} KGP-1

The proposed plans do not eliminate the real problem of the 10/405 interchange. It will still be a bottleneck problem. Caltrans should spend the money on planning a double deck for through the pass with a mass transit line down the middle like we see on other freeways in LA. What is proposed would not help hardly at all now (no proof of it helping at all), and certainly not in the future. A bigger plan must be thought of that could really help the pass and the awful narrow interchange of 405/10. Go up and involve mass transit if you really want to fix the problem.

} KGP-2

It was quite upsetting to hear at the Caltrans meetings at the Skirball Center that many issues and problems, too many to list, with the current proposals have not yet been figured out. Even a Representative from the Getty said that the EIR did not address many problems that widening the freeway to the West would incur. All these issues need to be addressed! Our community will not lie down and let this happen. Not now and not in the future.

Thank you for reading this,



Kristina and Gary Palmer
11438 and 11440 Albata Street
Los Angeles, CA 90049

KGP-2

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

David and Claude Paulsen

15652 Woodfield Place - Sherman Oaks, CA. - 91403

E-mail - PaulsenCpw@sbcglobal.net

RECEIVED

Mr. Ron Kosinski *RK*
State of California Department of Transportation (Caltrans) District 7
Division of Environmental Planning
100 Main Street, MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski,

We are residents of Sherman Oaks, halfway between Ventura Blvd and Mulholland. The 405 freeway sound has become unbearable. Years ago Caltrans promised to build us a soundwall to alleviate it to some degree. That promise has never been kept. It must be now.

Had Caltrans been truthful in this matter of serious importance to us, we might be more inclined to support it's effort to expand the 405. Now, however, we have lost trust in anything you tell us. We do not believe you when you say you wish to eliminate traffic. There are many ways to do it short of widening the 405, a move that will simply invite more individuals to drive alone in their cars. We are deeply committed to fighting your short- sighted, self-serving efforts.

As for that Soundwall, we need it now. Please fulfill your promises to erect it,

Thank you



DCP-1

Please see response to AG-7 regarding the evidence supporting the benefits of the project and benefits of HOV lanes.

DCP-2

A soundwall is recommended in your area of concern.

} DCP-1
}
} DCP-2

Bob Pettit
 329 S. Thurston Avenue
 Los Angeles, California 90049

August 21, 2007

Dear Friends:

Since I am unable to attend the important Caltrans hearing at the Skirball Center on August 22, I am writing to voice my opposition to the 405/Sepulveda project based upon the negative impact to Westwood Hills, the community in which I live. While I do support improving traffic flow in the region under consideration, I am against the needless injury to the lives of people in Westwood Hills, especially many elderly retirees and families with young children.

My wife and I chose to live in Westwood Hills because it was a safe place to raise children. We now have two boys who are 6 ½ and nearly 3 years old. I work for UCLA and my wife works for L.A. County. Our oldest son goes to public elementary school. We live an ordinary existence, punctuated by the curious fact that we could not afford to buy our house today if we had to. However, the 405/Sepulveda project has created an extraordinarily dark cloud over our lives and the lives of our neighbors.

We fear that the proposed expansion would worsen the already dangerous effects of noise pollution and air pollution upon our children. We consider the recent USC study that detailed the permanent harm of freeway pollution on young developing lungs. Our neighborhood children should not suffer in this way.

We also fear the excessive traffic that the proposed expansion would route into our neighborhoods, thus endangering children, elderly and pets. Our narrow, winding streets were not designed for such a traffic load. In addition, we are concerned that increased access to our neighborhood could invite greater criminal activity.

We are also gravely concerned about the flammable fluids that are transported through pipelines beneath Sepulveda Boulevard adjacent to Westwood Hills. Tearing up this road would be much more than an inconvenience. These pipelines could put our homes, our lives, and the lives of commuters in great danger from the flammable contents. We feel it is critical to raise awareness of this threat to all who use Sepulveda in the proposed project area.

Finally, we urge everyone to consider this opportunity to preserve the historical value of this vital neighborhood. Few may realize that Westwood Hills, established in 1926, is over 80 years old. Our sidewalks are literally stamped with dates from the 1920s and 1930s, when many of the homes were built. We once had our very own newspaper called "Westwood Hills Press," founded in 1929, the year of the Great Depression. Our community is memorialized in "Hail to the Hills of Westwood," adopted in 1960 as the official song of nearby UCLA. Considering that fast food stands and car lots have received eager attention from preservationists, let us also give this special neighborhood the protection it deserves.

I believe that we can do better than what the current proposals offer. When my children are old enough to understand, I hope they will say that they inherited a legacy borne of prudent stewardship. Thank you for your consideration.

Sincerely,

Bob Pettit

BP-1
 BP-2
 BP-3
 BP-4

BP-1

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

A noise barrier has been proposed along the edge of shoulder on northbound I-405 from south of Montana Ave. to south of Sunset Blvd. This wall, however, provides little or no noise reduction for the residences located well above the freeway along Dalkeith Ave. and Thurston Ave. This wall was proposed simply to replace the existing noise barrier in this area.

A noise analysis was performed to see if a soundwall on top of the proposed retaining wall (east of Sepulveda Blvd.) would provide any acoustical benefit (minimum 5 dBA noise reduction) to the residents along Dalkeith Ave. and Thurston Ave. It must be noted that the analyzed soundwall falls outside Caltrans' right-of-way. Thus, if recommended, it will require involvement from the City of Los Angeles, Caltrans and the affected property owners.

According to the analysis, under the Preferred Alternative only about half of residences (10 out of 21) along Dalkeith Ave. and Thurston Ave. would acoustically benefit from having a 16-foot high soundwall on top of the retaining wall. With lower heights of soundwalls very few homes will benefit from this soundwall.

BP-2

Please see response to comment LADOT-1 regarding coordination efforts to mitigate traffic impacts to the City's arterial street system.

Please also see response to comment LAPD-3 regarding emergency response.

BP-3

Please see response to comment BAA-9 regarding utilities and their relocation.

BP-4

Caltrans will not encroach on adjacent property in this area.

Bob Pettit
329 S. Thurston Avenue
Los Angeles, California 90049

September 27, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

My wife Claudia and I have lived in Westwood Hills for over 8 years. We chose to live in Westwood Hills because it was a safe place to raise children. We now have two boys who are 6 ½ and nearly 3 years old. Our oldest goes to the nearby public elementary school, Warner Avenue. I work for UCLA, and my wife works for Los Angeles County.

The 405/Sepulveda project has created an extraordinarily dark cloud over our lives. We were fortunate to be able to afford our house when we moved in, but we could not afford to purchase it today due to the meteoric rise in real estate prices. In other words, we really do not have the means to move elsewhere and are greatly troubled by what we have read in the Draft Environmental Impact Report.

Frankly, we found the DEIR confusing and believe that Caltrans did not address all the negative impacts to Westwood Hills. After careful reading, it is clear that Alternative 2, Alternative 3 and the modified version of Alternative 3 all threaten the charm and the historical value of this vital neighborhood. Claudia and I oppose each of these alternatives.

Westwood Hills is a rare gem in Los Angeles. Established in 1926, it is over 80 years old. Our sidewalks are literally stamped with dates from the 1920s and 1930s, when many of the homes were built. We once had our very own newspaper called "Westwood Hills Press," founded in 1929, the year of the Great Depression. Our community is memorialized in "Hail to the Hills of Westwood," adopted in 1960 as the official song of nearby UCLA.

Considering that far lesser locations like fast food stands and car lots have received eager attention from preservationists, we must give this special neighborhood the protection it deserves.

Page 1 of 2

BP-5

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area.

Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Please also see response to comment BP-4 above.

} BP-5

We fear that the proposed expansion would worsen the already dangerous effects of noise pollution and air pollution upon our children. We consider the recent USC study that detailed the permanent harm of freeway pollution on young developing lungs. Our children and other neighborhood children should not suffer in this way.

We also fear the excessive traffic that the proposed expansion would route into our neighborhoods, thus endangering children, elderly and pets. Our narrow, winding streets were not designed for such a traffic load. In addition, we are concerned that increased access to our neighborhood could invite greater criminal activity.

We are also gravely concerned about the flammable fluids that are transported through pipelines beneath Sepulveda Boulevard adjacent to Westwood Hills. Tearing up this road would be much more than an inconvenience. These pipelines could put our homes, our lives, and the lives of commuters in great danger from the flammable contents.

Alternatives 2, 3 and modified 3 would each be a waste taxpayers' money and cause irreparable harm to our community. When our children are old enough to understand, Claudia and I hope they will say that they inherited a legacy borne of prudent stewardship.

Thank you for your consideration.

Sincerely,



Bob Pettit

} BP-6

} BP-7

BP-6

Please see response to comment BP-1 above.

BP-7

Please see response to comment BP-3 above.

RECEIVED
SEP 25 2007

DEPUTY DISTRICT DIRECTOR RONALD J. KOSINSKI, PK

I BOUGHT MY HOME IN BRENTWOOD GLEN IN 1972. I CONSIDERED THE GLEN TO BE PEACEFUL, CONVENIENT AND SAFE. IN THE EFFORT TO IMPROVE THE 405 FREEWAY SACRIFICES HAVE BEEN MADE BY WE GLEN RESIDENTS. MY HOUSE IS FIVE HOUSES AWAY FROM THE FREEWAY AND THE FREEWAY NOISE IS CONSTANT ALL DAY AND ALL NIGHT WHEREAS I USED TO HEAR NO NOISE.

THE CLOSURE OF THE WATER FORD OFF AND ON RAMP FORCES ME TO USE HEAVILY TRAVELED SUNSET BLVD. LOCATED AT THE OTHER END OF THE GLEN FROM ME. SUCH AN INCONVENIENCE MAY BE OBVIOUS BUT THE LACK OF A ROUTE INTO AND OUT OF THE SOUTH END OF THE GLEN WHERE I LIVE I CONSIDER TO BE DANGEROUS WERE WE TO SUFFER AN EMERGENCY SUCH AS AN EARTHQUAKE RESULTING IN SIGNIFICANT DAMAGE TO BRENTWOOD GLEN AND TO CHURCH LANE AND/OR MONTANA - THE ONLY TWO NORMAL ROUTES INTO AND OUT OF OUR AREA. (THE ONLY OTHER ROAD IS A SMALL MOUNTAIN-LIKE NARROW ROAD AT THE BACK OF THE GLEN.)

OUR VILLAGE CHURCH HAS SERVED FOR YEARS NOT ONLY FOR RELIGIOUS SERVICES BUT ALSO AS A TOLLING PLACE AND MEETING PLACE (OF THE HOMEOWNERS ASSOCIATION AND OTHER GROUPS) AND AS A CENTER FOR SOCIAL EVENTS (LIKE THE LUNCHEON I ATTENDED HONORING LONG TIME BRENTWOOD GLEN RESIDENTS).

I OPPOSE ALTERNATIVE 3, ALTERNATIVE 3 MODIFIED AND ANY OTHER PLAN THAT WOULD FORCE ANY BRENTWOOD GLEN RESIDENTS TO MAKE ANY FURTHER SACRIFICES IN THE NAME OF IMPROVING THE 405 FREEWAY. OUR VILLAGE LUTHERAN CHURCH MUST ALSO REMAIN UNIMPACTED AND AVAILABLE TO US.

THANK YOU FOR YOUR INTEREST IN THIS MATTER.

Joan Powers
JOAN POWERS
11350 BURNHAM ST
405 ANGELES, CALIF. 90049
(310) 476-1758

CC

JP-1

JP-2

JP-1

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Please also see response to comment LADOT-1 regarding the closure of the northbound I-405 Montana Ave. off-ramp.

JP-2

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Mary K. Pringle, CPA
Accountancy Corporation

11432 Waterford Street
Los Angeles, California 90049
Telephone: 310-471-1914 Fax: 310-471-4049
mkpringle@roadrunner.com

September 24, 2007

RECEIVED
SEP 27 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski:

As a resident of Brentwood Glen, I have enjoyed 14 years of feeling a strong bond with my neighbors and enjoying the beauty and cohesiveness of the Glen. Your proposal to make changes to the 405 Freeway in my area would adversely affect my neighborhood. I am opposed to Alternative 3 as originally proposed and the modified version of Alternative 3.1 as these two versions would either take homes in the Glen and/or remove the existing soundwall and the canopy of trees that line Church Lane. I do not object to widening the freeway when it makes sense. In this case, it does not. Widening the freeway for the 7/10 of a mile that covers land adjacent to the Brentwood Glen would only create more lanes in which to wait in traffic since the freeway immediately narrows back to 5 lanes at the VA and then to 3 lanes at the 10 interchange. I find it irresponsible to spend hundreds of millions of dollars to have zero effect on traffic. The DEIR issued is confusing and hard to understand. I have the following questions:

MP-1

- What plans do you have for widening the 10 interchange?
- What response to you have to having the 405 narrow back to 5 lanes at the VA grounds?
- What other alternatives are there to accomplishing your goals without taking homes in the Glen?

MP-2

I look forward to your response.

Sincerely,

Mary K. Pringle
Mary K. Pringle

MP-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

MP-2

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

cc: Congressman Henry Waxman
Senator Barbara Boxer
Senator Diane Feinstein
State Senator Sheila Kuehl
State Assemblymember Karen Bass
State Assemblymember Mike Feuer
County Supervisor Zev Yaroslavsky
Councilman Bill Rosendahl
Mayor Antonio Villaraigosa

August 22, 2007

Martin Recht *MR*
11327 Bolas Street
Los Angeles, CA 90049
Home: 310-471-4987
Work: 310-334-4250
e-mail: msrecht@earthlink.net

My name is Martin Recht and I am the homeowner of 11327 Bolas Street, which sits at the corner of Church Lane and Bolas Street, in Brentwood Glen. I am here tonight to voice my objection to the new modified Alternative #3 proposal.

Currently, the distance from the curb on the sidewalk adjacent to my house to the existing sound wall is approximately 47 feet. This includes approximately one, 12 foot lane going northbound on Church Lane and one 12 foot lane going southbound. Under this new proposal, if the widths of the lanes on Church Lane remain the same, and the space for parking is eliminated, Church Lane would be 24 feet wide, with the new sound wall being built just 24 feet from the sidewalk curb on the east side of my house.

This is a 23 foot or 49% reduction in distance between my property and the newly proposed freeway position. This will significantly reduce the value of my property, speaking nothing of a larger obtrusive sound wall when construction is finished.

If modified Alternative #3 is chosen, those of us who are closest and impacted the most, should be compensated for the certain reduction in property value that will occur as a consequence of proceeding with this option. I personally would not have bought this house years' ago if the freeway was just 24 feet away. Under these circumstances, if I am not fairly compensated, I will proceed with a lawsuit seeking recovery of damages for the loss of value to my property.

MR-1

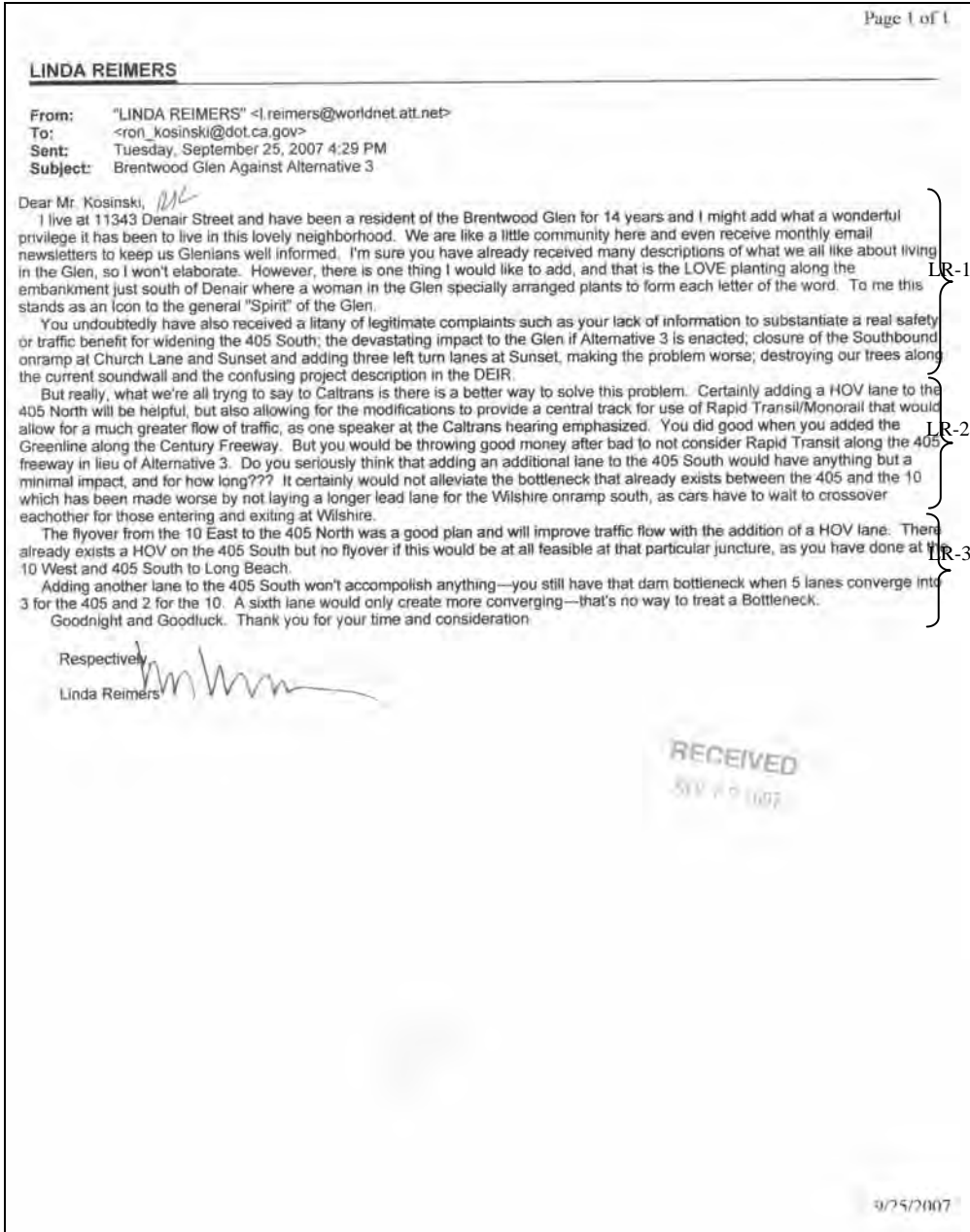
Martin Recht

Martin Recht

MR-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.



LR-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

LR-2

Please see response to comments HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

LR-3

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Russell J. Riopelle, homeowner
11345 Borwick Street
Los Angeles, CA 90049

RECEIVED
SEP 27 2007

September 21, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski

My wife and I have lived in Brentwood Glen since closing on our house in March 1997. We love the tranquility of the neighborhood, and its access to all parts of Los Angeles. The neighbors are wonderful, the tree-lined streets are idyllic, and it is a place where kids play on the sidewalks and streets while neighbors walk their dogs at all times of the day.

I wanted to let you know that **both my wife and I are strongly opposed to Alternative 3** and also the modified version of Alternative 3 – both of which would destroy our neighborhood (impacting approximately 20-21 homes and many multifamily buildings as well). I regularly travel the San Diego freeway and nearby routes (Church Lane, Sunset Boulevard, etc.), and CalTrans' proposed solution is really not a solution at all. The actual bottleneck that occurs on the southbound 405 Freeway occurs just South of the crossing of the 10 and 405 Freeways – which ultimately causes the backup throughout the mile north of that initial bottleneck area. The Sunset Boulevard off-ramp on the Southbound 405 Freeway should also be made larger to accommodate the high number of cars exiting Sunset each morning and evening, but that is another matter.

In any event, the DEIR Alternative 3 and the modified version of Alternative 3 are not viable solutions for the following reasons:

- There will be a substantial increase in noise and toxic air emissions that will be harmful to our community as a result of the sound wall being torn down and moved; not to mention how unbearable this would be for residents while construction would be ongoing.
- There are many mature trees in Brentwood Glen that would be destroyed as a result of these proposals.
- The intersection at Church Lane and Sunset Boulevard – while nearly unbearable already most weeknights between 5:00 and 6:30pm, would be even more congested – causing further driver frustration and gridlock, as a result of the proposed removal of the Southbound onramp at this intersection.

RR-1

RR-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

- The cost to Caltrans of hundreds of millions of dollars to implement Alternative 3 or Alternative 3 as modified is certainly not worth the emotional and physical heart-ache that Brentwood Glen residents will undergo, nor is it worth the 6 months of "success" that will be achieved from this - the problem is over-crowding, and taking peoples homes so that the freeway can eventually become a "bigger parking lot" is nonsensical, to say the least.


} RR-1

I strongly urge you and your colleagues to re-assess the real issues causing the traffic congestion on the southbound 405 Freeway - that is, the bottleneck which results just south of the crossing of the 10 and 405 Freeways.

} RR-2

I share your concern about the traffic congestion on the 405 Freeway, and I don't oppose an addition of a HOV lane to the 405 northbound Freeway, and other similar measures to relieve congestion. But the serious and devastating consequences to the Brentwood Glen community of implementing Alternative 3 or Alternative 3 as modified far outweigh the potential several months of benefits achieved from such actions.

Sincerely,


Russell J. Ropelle
Brentwood Glen Homeowner
11345 Berwick Street
Los Angeles, CA 90049

RR-2

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

JILL RODEWALD, M.A., M.S.S.W., L.C.S.W.
BOARD CERTIFIED DIPLOMATE
PSYCHOTHERAPY FOR
CHILDREN, ADOLESCENTS, ADULTS
20841 AGOURA ROAD, SUITE 202
WESTLAKE VILLAGE, CALIFORNIA 91381-4655
(818) 981-4945

RECEIVED
NOV 15 2007

November 5, 2007

Ron Kosinski *RK*
Deputy District director
CALTRANS Division of Environmental Planning
100 South Main Street, MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

I am very concerned about the increased negative impact on wild life that the widening of the 405 Freeway will have. Even though it may be expensive to do so, I support having a wild life passageway at the Skirball Overpass with an extension to cover the western side of the 405.

Of course there are limited funds to use in attempts to mitigate the horrendous traffic situation on the 405 Freeway. (I dread each time I have to drive to U.C.L.A. or to the airport.) However, it seems likely that widening the 405 will have a relatively minor positive long-term effect. On the other hand, losing wild life from the Santa Monica Mountains is likely to have a very long-lasting negative effect on one of the enjoyable aspects of living near these mountains. I believe it is worth the expense to preserve the wild life and I hope you will do everything you can to create an adequate overpass which will maintain a wild life corridor.

Sincerely,

Jill Rodewald
Jill Rodewald

JR-1

JR-1

Please see response to comment SMMC-3 regarding the coordination effort between Caltrans and LADOT for future plans of a walkunder for wildlife under Sepulveda Blvd.

Caltrans is committed to maintaining all wildlife corridors in the project area.

Copy

MR. RON KOSINSKI
Deputy Director, Environmental Planning
Department of Transportation
District 7
100 S Main Street
Los Angeles CA 90012

MR. DOUGLAS FAILING
Director, District 7
Department of Transportation
District 7
100 S Main Street
Los Angeles CA 90012

Dear Ron and Doug:

I've met with you both over the years and I have been impressed by how you have consistently pledged to ensure that the process regarding the construction of an HOV Lane on the 405 would be fair and transparent and would fully take into consideration the legitimate concerns of the neighbors most affected.

Regrettably, the most recent stage of the process is proving to be anything but fair. Indeed, I now believe that it has gone beyond unfairness and is being conducted illegally.

Under CEQA, the DEIR process is intended to ensure that Caltrans explore reasonable alternatives and then issue a comprehensive DEIR which fully and carefully assesses all of the impacts of each proposed alternative. In March, Caltrans issued a DEIR which purported to meet the requirements of CEQA. It did not, as the recent letter from the Westwood Hills Property Owners Association has described in detail and as our President Carolie Magnuson and others have explained on several occasions. Caltrans should seek waivers from the Federal government so that it can redesign the northbound 405 to eliminate the need to relocate Sepulveda Blvd. which would convert Sepulveda into a trench creating health and safety problems which Caltrans has failed to assess. Caltrans should also eliminate Alternative 3 from consideration altogether.

But the problem is even worse. After you issued the latest DEIR, you issued Modifications which fail to fully assess the safety, health, and other consequences of these new proposals. Doing so violates CEQA since these Modifications were added later and thus are not a part of the DEIR. That you may intend to explain these Modifications at the August 22 hearing hardly cures the problem since (a) CEQA does not contemplate a DEIR being supplemented by verbal comments and (b) affected members of the community may not be at the August 22 hearing.

Therefore, in order for Caltrans to live up to its pledge of fairness and to comply with CEQA, a new DEIR should be prepared followed by newly scheduled public hearings. For Caltrans to go forward with the August 22 Hearing violates CEQA and will render legally defective whatever choice Caltrans may subsequently make.

Best, Steve

Stephen F. Rohde
Rohde & Victoroff
Suite 411
1880 Century Park East
Los Angeles, CA 90067
310-277-1482
310-277-1485

} SR-1
}
} SR-2
}

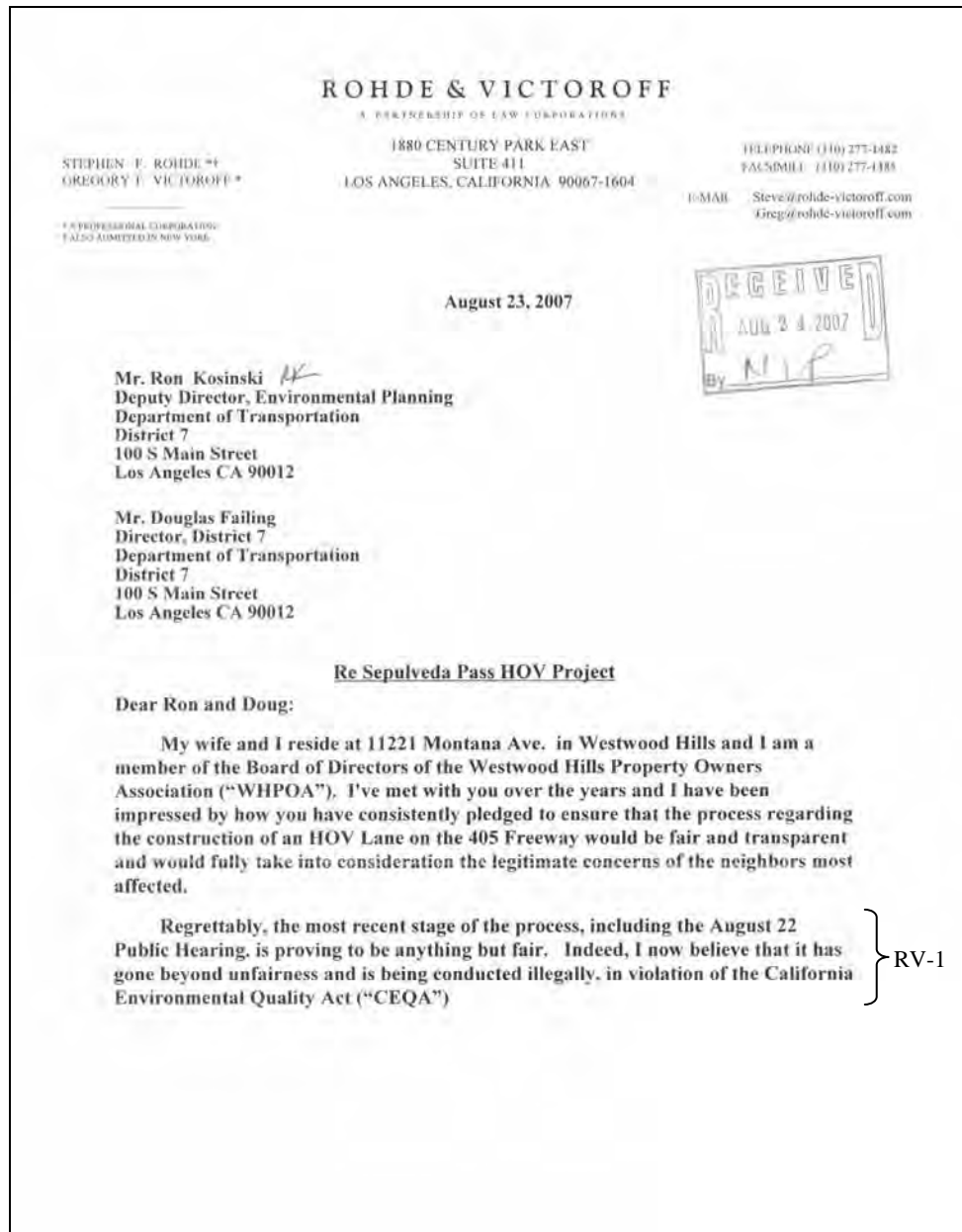
SR-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please also see response to comment BGA-7 regarding waivers from the Federal Highway Administration.

SR-2

The comment is a general assertion regarding the adequacy of the environmental document. It does not point to specific locations within the document as references for the assertion and therefore a response cannot meaningfully be given. For other comments within this comment letter, which are more directly referenced, responses are provided.



RV-1

The full range of alternatives considered in the document is laid out in Chapter 2. This range includes, in addition to the three build alternatives, alternatives that would a) rebuild the entire freeway cross section, thereby doubling its overall capacity, b) provide for an elevated viaduct structure, c) improve operations through the TSM improvements, d) convert the full-time HOV lane to part-time use, and e) add a mixed flow lanes. This range covers the full spectrum of choices available to Caltrans for improving the I-405 facility in this reach.

Please also see response to comments BAKPOA-1 and BGA-4 regarding the fulfillment of requirements for establishing the range of alternatives.

ROHDE & VICTOROFF
A PARTNERSHIP OF LAWYERS

August 23, 2007
Page 3

Under CEQA, the DEIR and EIR process is intended to ensure that Caltrans explores reasonable alternatives and then issues a comprehensive DEIR and EIR which fully and carefully assesses all of the impacts of each proposed alternative. CEQA provides that the EIR "shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

The EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." In this regard, CEQA provides that the "EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project" and that the "range of feasible alternatives shall be selected and discussed in a manner to foster public participation and informed decision making."

At this stage, it is obvious that the DEIR, which was subsequently modified in writing and verbally on August 22 without being recirculated, fails to adequately "describe a range of reasonable alternatives" that "would avoid or substantially lessen any of the significant effects of the project" and utterly fails to "evaluate the comparative merits of the alternatives." The DEIR fails to "foster informed decision making and public participation" because it does not "include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project."

In particular, the DEIR fails to offer an Alternative which would achieve the goals of Alternative 2 without having to realign Sepulveda, thereby avoiding all of the known and unknown adverse consequences which were established on the record at the August 22 Hearing. To enlarge the 405 Freeway to add a northbound HOV lane, the DEIR totally fails to make the case for adding (a) a 12' Median, (b) a 4' Buffer, and (c) five mixed-flow lanes of 12' each. The DEIR fails to explain why the Southbound Roadway is safe and sufficient with only (a) a 3' Median, (b) a 1' Buffer and (c) four 11' lanes and one 12' lane. If the Northbound Roadway were designed to conform to the Southbound Roadway, you would save 16', thereby eliminating any need to realign Sepulveda. The DEIR never makes the case for the proposed Median, Buffer and wider lanes.

RV-1

RV-2

RV-2

The highway design criteria and policies in the "Highway Design Manual" provide a guide for the engineer to exercise sound judgment in applying standards, consistent with the project development philosophy, in the design of projects. This guidance allows for flexibility in applying design standards and approving design exceptions that take the context of the project location into consideration; which enables the designer to tailor the design, as appropriate, for the specific circumstances while maintaining safety.

ROHDE & VICTOROFF
A PARTNERSHIP OF LAW FIRM OF ATTORNEYS

August 23, 2007
Page 3

Yet, the DEIR never evaluates this Alternative, which in the words of CEQA, "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." In failing to do so, the DEIR is fatally flawed.

} RV-2

As the recent letter from the WHPOA has described in detail and as our President Carole Magnuson and others have explained on several occasions, including the August 22 Hearing, Caltrans should seek waivers from the Federal government so that it can redesign the Northbound 405 to eliminate the need to relocate Sepulveda Blvd., which would convert Sepulveda into a trench creating health and safety problems which Caltrans has failed to assess.

} RV-3

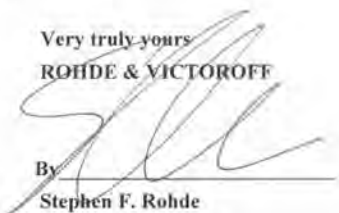
Needless to say, but just for the record, Alternative 3 and Alternative 3 Modified are both entirely unfeasible and unacceptable, in that they would take private property and disrupt Brentwood Glen and Westwood Hills, without any demonstrable showing that the goals of the project cannot be achieved by means of the Modified Alternative 2 described above.

} RV-4

Therefore, in order for Caltrans to live up to its pledge of fairness and to comply with CEQA, a new DEIR should be prepared evaluating Modified Alternative 2 (as described above), followed by a newly scheduled public hearing and comment period. For Caltrans to go forward now, violates CEQA and will render legally defective whatever choice Caltrans may subsequently make.

Thank you for considering my comments.

Very truly yours
ROHDE & VICTOROFF

By 
Stephen F. Rohde

RV-3

Please see response to comment BGA-7 regarding waivers from the Federal Highway Administration.

RV-4

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area. Caltrans will not encroach on adjacent property along Sepulveda Blvd. in the community of Westwood Hills.

September 22, 2007

RECEIVED
SEP 27 2007

Mr. Ronald J. Kosinski *W*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski:

My name is Shelby Roos- Arnold and I bought my house at 11333 Bolas Street in Brentwood Glen this year. I bought this house because I was a newly separated, single woman and wanted the peace of mind that this community brings. One of my closest friends has lived across the street for years and I felt really comfortable here after spending so much time in this beautiful, safe and charming community. It is a community where neighbors say hello to one another, kids play on the sidewalks in front of their houses, and people are always out walking with both their children and dogs. It's a real neighborhood in every sense of the word, which is hard to find in this vastly huge city.

I am very much opposed to Alternative 3 as well as the modified version of Alternative 3. It would severely and negatively impact the neighborhood in many ways. I found the project description in the DEIR very confusing and don't feel we were given enough time to review and understand it given how technical and lengthy the document is. First, Alternative 3 would cause the destruction of 21 homes and 16 multifamily buildings which are home to 91 families. Los Angeles already has a housing crisis. This just doesn't make any sense to uproot that many families who have made this community their home.

Secondly, the Church in the Glen has been home to the Lutheran Congregation for more than six decades and a Jewish Congregation for the past two years. It is an important part of the Brentwood Glen community and is the only facility available for residents to meet. The Church also provides valuable non-church activities, such as 12-step program meetings. I regularly attend these meetings and value the fact that I can walk to the neighborhood church while not further contributing to the traffic or pollution problem. The Church should not be destroyed. Without the Church, Brentwood Glen's character and cohesion will be severely and negatively impacted.

Lastly, under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions which will be harmful to the residents. This will result from the sound wall being torn down during construction. This will literally feel like living on an airport runway because of how noisy it will be on top of the construction. Additionally, hundreds of mature trees which act as both a sound and visual buffer would be removed

SRA-1

SRA-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

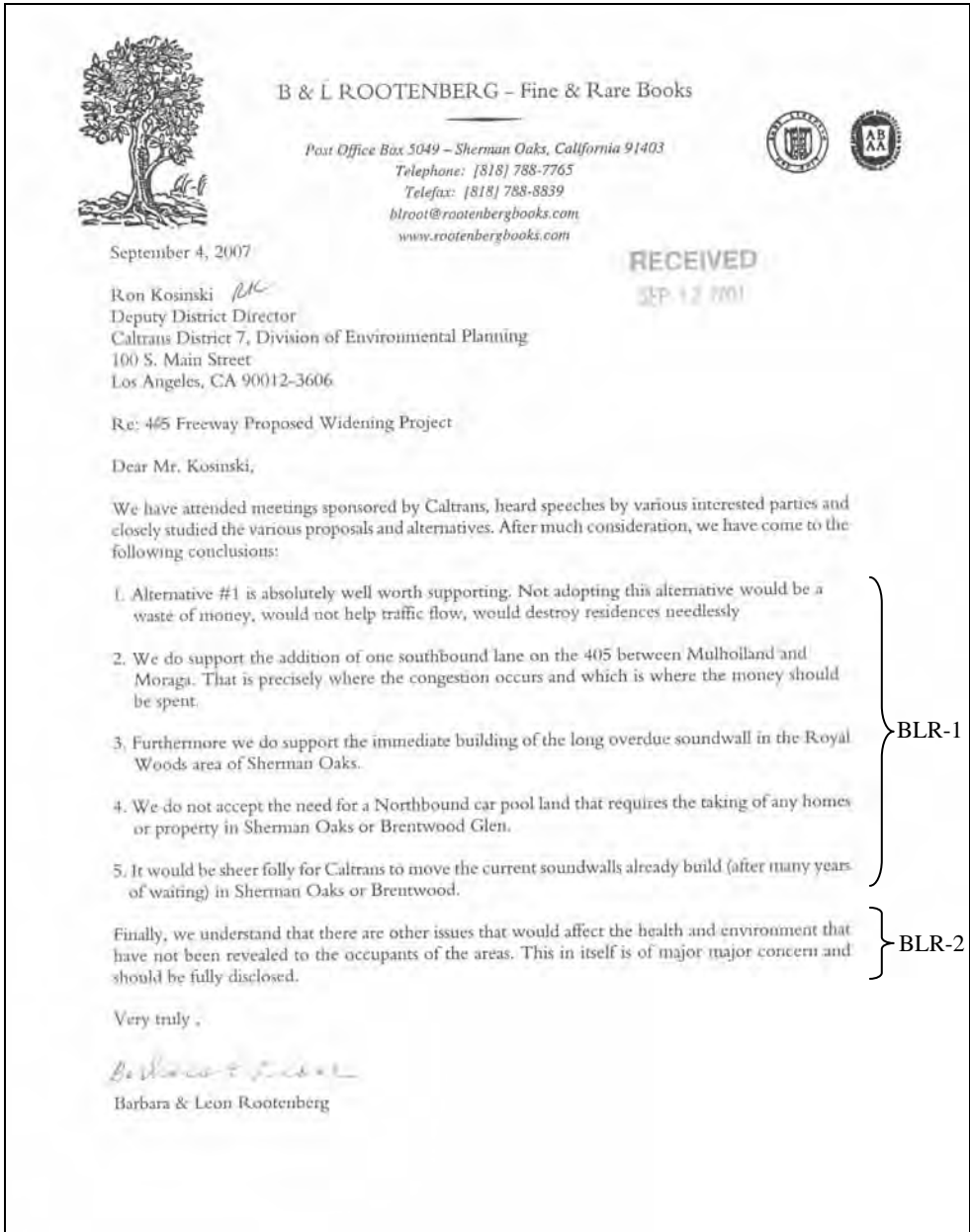
replacing them with a larger concrete wall and no room for replacement trees that would take at least fifty years to look as the current ones do today. In an age where people are going green and trying to save the environment it would be horrendous to kill that many trees that have been there forever.

I understand that there is serious concern about the traffic congestion on the 405 freeway. I am not in opposition of a HOV lane on the northbound 405 and any other measures that may relieve the problem. However, the current Alternative 3 proposals will not solve the congestion problem and will cause so much devastation to the neighborhood on so many levels. Please consider this when making a decision and consider all the people and families you are affecting for something that will cost a ridiculous amount of money, take so much time to complete, uproot many families and will probably produce little relief to the traffic problem.

Sincerely,


Shelby Roos-Arnold

SRA-1



BLR-1
 Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

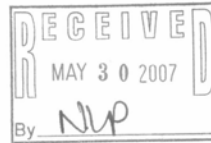
Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

BLR-2
 Please refer to Chapter 5 which describes Caltrans' coordination effort with the public and agencies.

Please also see response to BLR-1 above.

BLR-1
 BLR-2

Howard Rosen
2759 Casiano Road
Los Angeles, California 90077 USA



May 26, 2007

Mr. Ron Kosinski *KK*
Division of Environmental Planning
CalTrans District 7
100 South Main Street
Los Angeles, CA 90012

Mr. Jack Weiss
Los Angeles City Council
200 No. Spring Street #440
Los Angeles, CA 90012

Re: Sepulveda Pass Widening Project

Gentlemen:

I attended the Project's public meeting at the Skirball Center Thursday night, and read through the EIR/EIS. Traffic congestion and accidents are terrible in the Project area, and something dramatic must be done to solve them. Even your Alternative 3 plans do not go far enough. Here are my concerns:

Pages 21-23 detail the "Levels of Service" (graded "A" through "F") on the I-405 and project study intersections. They show the current LOS, and those projected in 2015 and 2031 if nothing is done (Alternative 1).

There is no worse "grade" than "F". Many are "F" now, more will become so by 2015, and even more by 2031. Assume for the moment that you adopt Alternative 3. I do not find in the report projections of the "Levels of Service" for the I-405 roadway or study intersections at those future points in time.

Do you have those projections? Will the LOS for the I-405, or those intersections, improve by the time construction is complete? How many will be back to "F" by 2015? Will your limited Alternative 3 really have accomplished anything?

Again assuming you adopt Alternative 3: You will spend \$911 million (in 2006 dollars) over a construction period of 4 to 5 years. The project starts in 2009, and finishes in 2013 or 2014. The EIR/EIS says by 2015 traffic on the I-405 between Mulholland & Sepulveda will grow from 295,000 (Pg 99) to 342,000 (Fig 9) cars per day, a 16% increase.

Will a Billion dollars and 5 years of construction risk and inconvenience counter even a 16% increase? The best-case scenario for Alternative 3 seems that we will have gone through all that for just a 1 or 2 year respite from the congestion. Why not really plan for the future?

Sincerely,

Phone: (310) 471-5305 • Fax: (310) 471-7015
Cell: (818) 203-5700 • E-Mail: HowardsFishing@roadrunner.com

HR-1

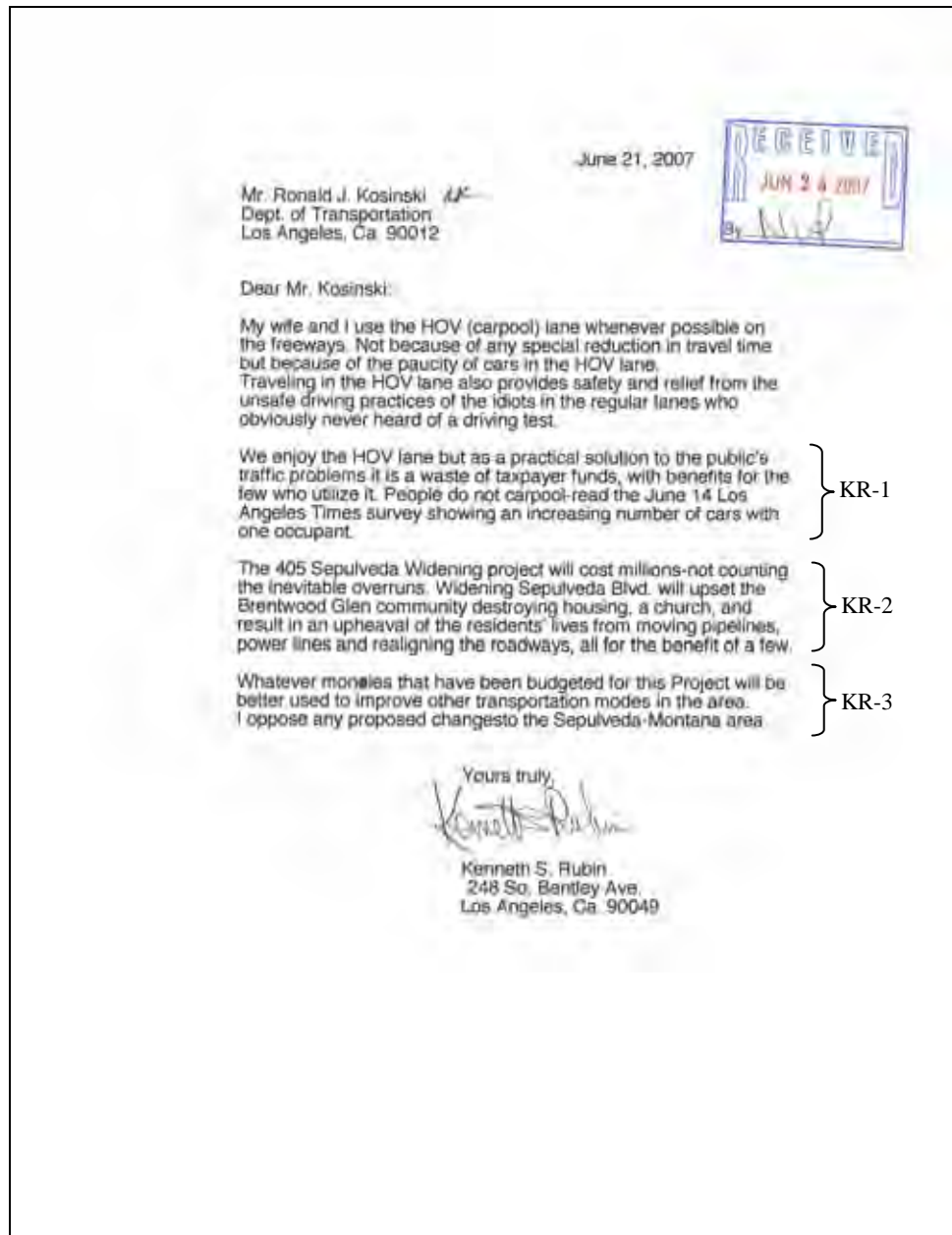
The design of the Preferred Alternative was based on Year 2035 projected traffic figures.

HR-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

HR-1

HR-2



KR-1

Please see response to AG-7 regarding the benefits of HOV lanes.

KR-2

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

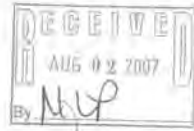
Please also see response to comment BAA-9 regarding utilities and their relocation.

KR-3

Caltrans has been working with our partners at Metro to develop a long-range strategy for improving multi-modal transportation use throughout the corridor.

Please also see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

STOP THE 405
EXPANSIONS *OK*



in Sherman Oaks &
Brentwood Glen

PETITION

SAVE OUR HOMES AND QUALITY OF
LIFE

We the undersigned ask our elected representatives as well as
CALTRANS and LADOT

to take actions consistent with doing the least amount of harm to our
neighborhoods.

WE SUPPORT THE FOLLOWING:

1. 405 Freeway Alternatives 2 or 3

Only from Mulholland to Moraga

} MHS-1

MHS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

2. Keeping all current sound walls in place

3. NO homes or property shall be touched

4. A mile long Sound Wall must be built on the west side of the 405

adjacent to Royal Woods
IMMEDIATELY

(This improvement was justified by CalTrans and promised to the community in 2001)

It is the responsibility of our elected officials and CALTRANS to demonstrate that the funds to be spent

on this project will bring benefits to justify the costs.


We do NOT accept the need for a northbound car pool lane that requires the taking of any homes or property in Sherman Oaks or Brentwood Glen.

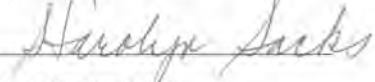
MHS-1

LET OUR ELECTED OFFICIALS KNOW WE
SUPPORT "NO BUILD" IN OUR COMMUNITIES
AND SUPPORT ALTERNATIVES 2 AND 3 IN THE
SEPULVEDA PASS BY SIGNING THIS PETITION

} MHS-1

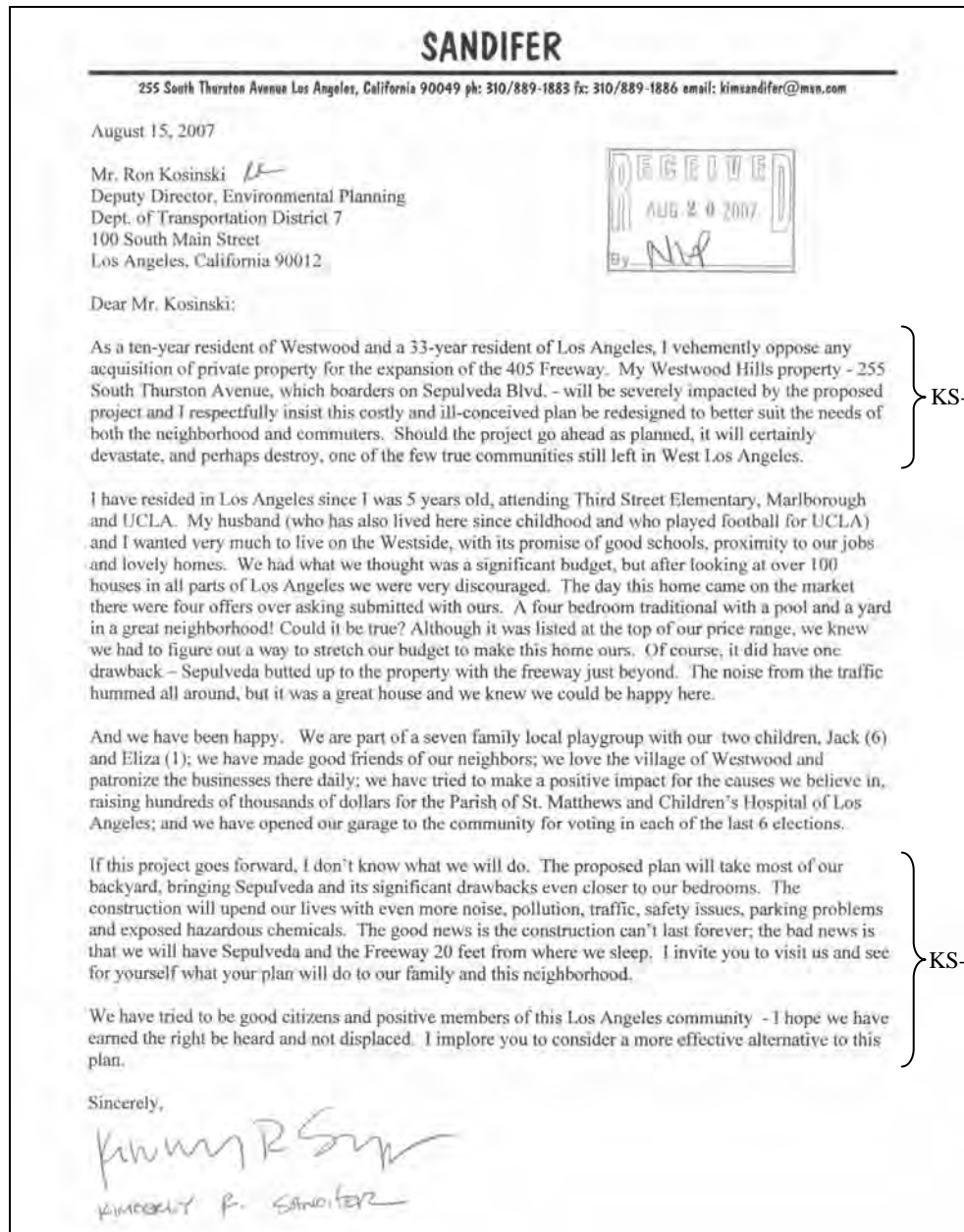
Name: Melvyn Sacks
Harolyn Sacks

Signature: 

Signature: 

Address: 15464 Varden Street
Sherman Oaks, CA 914

Phone: (818) 784-4354
Email Address: mds@sacksandsacks.com



KS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

KS-2

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

Please also see response to comment BAA-9 regarding utilities and their relocation.

9/29/2007

TO: Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 So Main St. MS 16A
Los Angeles, Ca. 90012

RECEIVED
SEP 29 2007

From: Irene Sandler
11809 Gwynne Lane
Los Angeles, Ca. 90077

INTERSTATE 405
SEPULVEDA PASS WIDENING PROJECT

RESPONSE TO

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND SECTION 4(f)
EVALUATION

CASE NO. SCH #2002011017

MAY 2007

And

July 20, 2007

Clarification Notice File: 07-LA-405 28.8/39.0. EA 120300
1-405 Sepulveda Pass HOV Widening I-10 to US-101)

COMMENTS ON THE DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(f) EVALUATION

(CEQA, SEC. 21000 et. seq. and GUIDELINES SEC. 15087)

RESPONSE to the Draft Environmental Impact Report/Environmental Impact
Statement (DEIR/DEIS) for a project known as:

SEPULVEDA PASS WIDENING PROJECT AND HOV IMPROVEMENT

The project will be located in:

The Sepulveda Pass: Los Angeles I-405 Freeway from I-10 to US 101

The project applicant is:

Caltrans and U.S. DOT

9/29/2007

The proposed project affects transportation, earth, air, water, plant life, population, energy, utilities, land use, and other environmental elements in the Sepulveda Pass and surrounding area.

In addition, the final decisions for this project will affect City of Los Angeles Community Plans, Planning Department future decisions, Los Angeles Department of Transportation staffing and budgetary decisions, AFLCIO and other Union members' financial, physical well being as they navigate and work in and around this Sepulveda Pass Project the demographic, distribution of populations involved in living, working using/ commuting to and from the Sepulveda Pass; City and County/ State Fire and Police Emergency plans for Sepulveda Blvd., the ability of the California Highway Patrol to safely maintain a presence in the Sepulveda Pass (Sepulveda and the I-405 Freeway)...depending on final plans for availability of medians and shoulders.

This document contains my response to the scope and content of the draft environmental information that is germane to your environmental evaluation/re-evaluation of this project.

The Lead Agency must take into consideration the following deficiencies, including the effects of this and other projects which, while individually limited, profoundly impact, cumulatively, the environment. Mandatory findings of significance must be sought and found for this Draft EIR to meet CEQQ Section 21000, etc. seq. and Guidelines Sec. 15087 and Sec. 15065. Mitigations cannot be provided, if you have not completely defined the considerations. Legal and official regulations demand mitigations. The list of mitigations must then indicate how the negative impacts will be reduced to a minimum. In addition, the mitigations must be verifiable.

Though CalTrans' extensive work and efforts to meet the legal requirements and standards are evident, I request the next step is that you now revise the Draft EIR to a Final Draft EIR, rather than submitting to the Public a Final EIR.

Deficiency: Although the scope of the Project deals primarily with the Environment, it also deals with the Constructive Use issues, including and future mobility issues bearing upon the far-reaching consequences of decisions made on this project. These decisions will have major effects on the future of Transportation in Los Angeles and Southern California, as the Legislature grapples with the current awards of Transportation funding (now: 80% for Freeways, 20% for Rapid Transit and "other", according to California Assemblyman Michael Feuer.)

Deficiency: Scope of study area is inadequate and must include all areas within a minimum of a five mile radius on either side of the bridges at Sunset, Skirball, Mulholland.

} IS-1

Deficiency: The consideration of expansion and/or relocation of the Park and Ride parking lot for less than 30 cars provided at Mulholland and Skirball Center Dr.) alternative means of mobility through this area, such as Metro Bus

} IS-2

IS-1

The study area definition varies depending upon the environmental topic being analyzed. For example, land use encompasses the community plan areas along the corridor, which extend eastward and westward to perhaps as much as a mile away from the corridor. Noise impacts, on the other hand, require analysis within a much smaller study area. In similar fashion, each environmental topic is examined in its appropriate geographic context.

IS-2

The Park and Ride facility located between Mulholland Dr. and Skirball Center Dr. will not be affected by the project.

9/29/2007

services, Airport Fly-Away and other Transit services related to trains/ helicopter emergency services, services in the future of other high speed alternatives, alternative fuel and other requirements for vehicles using HOV lanes deserve thorough examination lacking in this document. The geographic area to be used for the I-405 Sepulveda Pass for such alternatives is the self-same area as this proposal covers.

IS-2

Deficiency: Budget Figures related to CalTrans Studies and recommendations: Environmental Planning and Design/Build methodology are tied to exerting fiscal responsibility to protect the funding grants and maximize fiscal benefits. Thus, the protection of this area from egregious monetary allocation errors that will prove even more costly in the event future environmental and fiscal changes is one of the paramount considerations missing from this document. Nearly one billion dollars is the Budget figure with which CalTrans Environmental Planning has to work, even though the Environmental sections do not directly deal with the allotment of the money. As a taxpayer, I recommend that the Transportation Boards, Commissions, Departments consider that when a Budget of this magnitude is set aside and the mandate is to spend it, then spending it becomes an inherent part of the goal. The cost of the entire Environmental study process is missing from this document. We must spend all of the allotted funding to meet the mandate. For example, if I were given \$200,000 to buy a car and I came into a Toyota dealership, the salesperson might ask what I had to spend. If I answered, "\$200,000." do you think that he would show me a Toyota Prius (though that would be Toyota's best vehicle/product for the environment)? By Planning for this project based upon the allocated funding, CalTrans has expanded the scope of the original proposal. One example: Funding is now available to build a 10 foot wide Animal Crossing lane on the Skirball Bridge. This results in more funding being used for and changes to and necessity for moving of the Skirball on/off ramps to prevent the animals from entering the freeway ramps from the new Animal crossing, redesigning retaining walls flanking Sepulveda Blvd., and widening Sepulveda Blvd

IS-3

Deficiency: Increased environmental degradation will result, if construction goes beyond its time-line parameters. Lack of consideration of **Environmental Consequences of time over-runs**. In terms of contractual obligations, the State of California appears to be run by the Contracting Companies, rather than our governmental agencies. Currently the Palms Bridge is going on its fourth year of construction, and the Braddock Bridge is on its third or fourth year of construction. Surely, environmental planning did not consider such time over-runs and/or its consequences. Based upon actual experience with prior segments of this I-405 expansion project, in particular the segment just south of the I-405/ I-10, the difficulties with Contractor time-lines must be considered in the environmental evaluation of this proposal for the Sepulveda Pass project segment. As there are only two to three contractors who bid on CalTrans' Southern California projects (according to Mr. Kosinski), we are left with no alternatives but to use one of the bidders. Which contractor selected by Cal Trans has brought in the Southern California I-405 projects in on time or on or under budget? Though bidding has not yet taken place, the history of past freeway projects will tell us whether the costs rise beyond the original budgetary

IS-4

IS-3

The comment does not address the environmental issues or the adequacy of the environmental document; therefore, a response is not necessary. However, the comment will be considered by Caltrans in its decision making.

IS-4

Reconstruction of the bridges over I-405 is not a trivial matter and will require multiple stages to complete. This approach is made necessary by the necessity to maintain access across the freeway at those same locations throughout the construction period. While it cannot be stated at this point how long that construction will last, typically, bridge reconstruction, if it does not also involve ramp connections, can be accomplished in about one year. The actual time frame for the present project will depend upon the selected contractor's schedule.

9/29/2007

allocations for contractors, materials, etc. While Cal Trans has said in Public Scoping Meetings that the removal and rebuilding of the three bridges in this project area will be one year per bridge, the Palms Bridge in the prior segment construction has lasted 4+ years. This is a minor bridge construction project, compared to complexity of construction/reconstruction of the Sunset, Skirball, and Mulholland Bridges.

} IS-4

If the project follows past patterns that increase the time-line for completion, then the environmental impacts of the I-405 Sepulveda Pass Project have been underestimated. CalTrans' scope must be refigured to allow the pattern-tested increased time allotted/money for completion.

Deficiency: Consideration of Changing Costs of Materials: Current and future world-wide currency changes: the dollar against other international currencies, the competition for resources affecting prices. The costs of steel, cement, and wood have increased exponentially over the past few years. How do rising costs of materials affect building alternative plans?

} IS-5

Deficiency: Lack of consideration of Environmental Consequences of Global Warming: By the removal and reallocation of natural materials, such as wood metals, and cement to be used for this project from their natural location, what are the consequent environmental effects? There is no citation of materials which will be used to build nor in the final actual the I-405 Project.

} IS-6

While the above deficiencies have not been sufficiently included in the scope of considerations, the following comments are directed at the specifics within the Environmental Documents.

Alternatives: There are too many new alternatives to comment upon all of them. The original Alternative #1 (no change) remains. The Alternatives #2 and #3 are changed with sub-categories, such as Alternative 2 A. In fact, now the Alternatives already presented to the Public have new iteration possibilities, such that the Public cannot select from a clear choice within the range of combinations and multiplicities of possible choices. Representatives from CalTrans have been so responsive to public comment related to the May 2007 document and the Public Meetings and changes/suggestions arising there-from, that the delineation of clearly defined alternatives for Public comment is inadequate.

Because my choices are unclear, I must select Alternative #1.

However, if I am allowed to select from the schmorgasbord of choices, should this project go forward, I would select:

Alternative #2, provided:

1. No homes to be taken
2. Non-standard freeway lane size, no less than 11' in length selected,
3. Shoulders and medians for emergency vehicles are part of the project.

} IS-7

IS-5

The rising cost of materials obviously affects the overall project cost. The extent of this effect will be determined at the time materials are procured.

IS-6

Chapter 4 of the EIR discloses the potential for climate change impacts to the extent that current scientific information allows.

IS-7

The commenter's preference for Alternative 1 is noted for the record.

9/29/2007

4. Northbound HOV stops or is blocked to exiting vehicles at a "safe" point to allow transfer from I-405 to I-101 on the downhill slope from Mulholland to the valley. At this time, no adequate safety mitigations for accomplishing this have been offered. Relying on the largess of strangers is not a traffic mitigation.

5. No animal crossing on Skirball Bridge. No consideration has been given to alternative configurations for the widened bridge. Given the traffic counts at this intersection, the engineers should give workable alternatives to moving the on/off ramps south near Mountaingate.

6. No "Mountaingate on/off ramps. This defeats the whole purpose of the Sepulveda Reversible lane. It would add thousand of cars who currently need not traverse Sepulveda sooth of Sepulveda to get onto of off of the freeway. This trades one problem which is thus far not egregious for one that far outweighs the negatives of keeping the Skirball on/off ramps.

7. Rework Sunset Bridge/all ramp changes. By adding turn lanes to Sunset Blvd, the bottle necks that exists between Sepulveda/Church Lane and Sunset/Church lane remains. The potential back-up and gridlock in the Church Lane connector road is not an improvement.

8. Do not change the Mulholland Bridge. Find a way to support it while changes are being completed to create a way for traffic to pass under it. I hope that the engineering technology is available to do this for the Skirball and Sunset Bridges as well. The disruption of community and quality of life standards must be considered. The disruption of traffic patterns and the reallocation of vehicle traffic must be considered. Mitigation measure must be put in place.

9. The environmental and community impacts of the temporary loss of half of any of the three Bridges should be calculated. It is not available in this study. The Public clamored to have Cal Trans recognize the existence of the Mulholland School Corridor. Thousands of vehicles come through the school and Mulholland Corridor on both sides of Sepulveda, in addition to those transporting students. There is no discussion of transportation alternatives (bus transportation or shuttles for example) through co-operative planning between the public and private sectors,

10. Provide the missing Emergency Plans for evacuation in the event of Fire or Earthquake or Chemical event in this severe high fire area have been ignored. "Hold in place" for the schools and/or the landlocked communities of Bell Air Crest and Mountain gate, Bel Air Knolls and Bel Air Skycrest is not the answer when the Health Department has documented the negative effects of smoke inhalation, and so many youngsters and adults suffer from asthma and other lung-compromising problems. The well-documented San Diego Fire a few years ago killed most of the people from smoke inhalation. We have canyons that will be gridlocked with vehicles, from Mandeville and Roscomare, Sepulveda and Beverly Glen: all not considered for a safety/evacuation cumulative impact. The Sepulveda Pass is the alternative to the I-405. How does Cal Trans propose to deal with these highly potential eventualities?

11. Provide real scientific evidence:

1. The visual inspection used to determine the geological potential of problems in widening the Sepulveda Pass is unacceptable. We are discovering new earthquake faults all the time. Surely, no California University Professor would accept such nonsense as a creditable study.

2. Animal Migration Patterns. The word of the Security guard at Bel Air Crest is used as corroboration to suggest the migration pattern of animals at the Bel Air Crest location. If this were not stated in your documents, I would find it laughable. Now I find it tragic.

5

IS-8

A full discussion of the geological aspects of the project can be found in section 3.11. Soil sampling and other tests will be done prior to construction to identify the most appropriate construction methods.

Several other comments address the wildlife corridors. These are: SMMC-1, SMMC-3, CC-1, RVA-15, RVA-22 and SC-2.

IS-7

IS-8

9/29/2007

3. Pipes run under the Sepulveda Pass. I see no studies or discussion identifying the pipes, their location, and/or the potential effects of breaching those pipelines, moving those pipelines, or just opening the Sepulveda area above pipelines and exposing them to air. Methane, gasoline, gas, oil, water lines, and sewer lines, storm drainage lines to La Ballona Creek and then to the ocean should be a part of this environmental document. Scientific and authoritative considerations for potential problems should be considered BEFORE, not AFTER a problem arises in this highly volatile area.

IS-9

12. While 7 documented projects are planned for the Sepulveda Pass, their existence and their cumulative impacts on the environment and on Sepulveda/I-405 traffic and the land-locked residents should be considered. The traffic counts that were done for inclusion in this Draft EIR now need revision.

1) A. UCLA is a commuter school, with a small portion of the school population living on campus. Yet, the need for commuting students to find alternative ways to and from campus has been ignored. Isn't U.C.L.A. itself an entity that should not be ignored?

B. Since Montana will be closed no matter what alternative is chose, what are the studies that show the consequent environmental/ new traffic pattern effects?

2) Getty will add the cars that used to park at Veteran's Administration to the Pass area. More who want to go to the Getty, but did not want to park at the VA will now be added to the traffic.

3) Leo Baeck School and Synagogue will increase in size and membership.

4) Castle and Cooke's Mountaingate mansions will be built and construction trucks will use a road off Sepulveda.

5. Skirball is adding parking and buildings.

The rest others have already mentioned and documented.

IS-10

13. Alternative forms of transportation should be included in the Draft EIR.

Where are the alternatives for light rail, bus service, bicycle riders, in this plan?

14. Alternative forms of HOV regulations should be included in this plan. What qualifications are necessary to keep the HOV lanes occupied, flowing, and accident free?

IS-11

15. Living/quality of Life Issues. The uncertainty that delays and the unknown travel time predictability add to the stress on drivers/riders. This stress, we now know from scientific medical journals and televised health reports affects our health, both mental and physical. What can Cal Trans do to mitigate these health issues? In what ways can Cal Trans help to increase carpooling and provide increased parking for Park and Rides, such as the one in the Sepulveda Pass?

Thank you for considering my comments and suggestions. Thank you for working with me and the surrounding communities/community members to develop open lines of communication, so that we may ask questions and obtain answers. Thank for you holding public meetings. I recommend that new Public Meetings, such as the ones at Skirball follow the Comment Period so that the Public can stay informed on your progress.

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11809 Gwynne Lane
Los Angeles, Ca. 90077

IS-9

Please see response to comment BAA-9 regarding utilities and their relocation.

IS-10

Please see response to comment LADOT-1 regarding coordination with LADOT for traffic-related impacts to the City's arterial street system and the closure of the northbound I-405 Montana Ave. off-ramp.

IS-11

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

1 To:
 2 Mr. Ronald Kosinski, Deputy District Director
 3 Division of Environmental Planning
 4 CalTrans, District 7
 5 100 So. Main St.
 6 Los Angeles, Ca. 90012
 7
 8 From:
 9 Irene Sandler
 10 11809 Gwynne Ln.
 11 Los Angeles, Ca. 90077
 12
 13 Sept. 30, 2007

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Response to the Draft Environmental Impact Report:

SCH Number 2002011017; FHWA-CA-DEIS 06-12-D' 07-LA-405; PM 28.839.0
EA# 120300 AND July 20, 2007 Clarification Letter
Widening and High Occupancy Vehicle Improvements from Interstate 10 to US Highway 101 in the
City of Los Angeles, Los Angeles County

This is a supplemental to my Sept. 29, 2007 response to the above document.

While I do not want to be redundant, I believe it is important to re-emphasize some major concerns and to provide questions regarding same.

1. Why are you asking the public for their advice on the multiple options provided or not provided in this document without restriction? While the general public can be helpful in providing input and suggestions, the original document is 265 pages, and the letter is 45 pages of changes and documentation to the original 265 pages. The complexity for the CALTRANS and LADOT engineers has been overwhelming.

2. What firm parameters in a Final Draft EIR can Cal Trans provide, based upon reactions to this document, so that the public can comment upon realistic choices made by the CalTrans officials, based upon reactions to this document?

3. In the supplemental letter, dated July 20, 2007, page 37, a list of Technical Studies is provided. Why is this list of Technical Studies NOT provided on the CalTrans website so that the public need not make a special request to see these documents? There is no provision, other than a request for documents, (for which the general public must pay per page) and the California Public Records Act may or may not need to be cited by the public in their request for documentation. The process is unnecessarily complex and costly to the public. Since I myself could not continue to go to downtown Los Angeles and spend hours reading documents, I was fortunate to be granted an opportunity to receive a Wildlife Corridor Report and a Traffic Impact Study Report for the Sunset ramp changes. However, I have not had the opportunity to review all documents, cited on page 37, as I would have, had these been on the web in a user friendly form.

4. Why are some of these studies, but not all of these studies available on the LADOT website available at LADOT Environmental Studies Department, since the two local and state organizations are dually working on the engineering of the freeway and freeway ramp changes to include LADOT work and engineering on Sepulveda Blvd. Funding for all of the I-405 related work goes to both governmental bodies, but which body provides the budgetary allotments and which body provides the financial oversight? The public has been asked to provide comment and suggestions. In the Sepulveda Pass, the work

1

IS-12

Please see response to comment BAA-9 regarding utilities and their relocation.

Public comment carries substantial weight in the decision making process. This is evidenced in the decision to abandon Alternatives 3 and 3 Modified, both of which would have had more substantial adverse environmental consequences. The effective weight of the public is also clearly evident in the abandonment of widening along US-101 in the western portion of the San Fernando Valley that occurred just a few years ago. Public comment often influences both the location and scope of public works projects.

IS-13

Technical reports prepared for the project were made available upon request and also available for review at the Caltrans office.

IS-12

IS-13

52 on Sepulveda Blvd. and the street and highways adjoining Sepulveda will be done by LADOT. LADOT, an
 53 LA City Transportation Department, does not have a legal mandate to communicate with the Public in a
 54 transparent, above-board way. Therefore, LADOT, lacking such a legal obligation, does not do so.
 55

56 5. What powers does CalTrans have in obligating transparency on the part of the City of Los Angeles
 57 Department of Transportation on the sections of this I-405 project assigned by CalTrans to LADOT?
 58 While LADOT sent representatives to participate in some public meetings, the Lead Agency, CalTrans, did not
 59 provide meaningful information to the public about the details of changes needed on Sepulveda Blvd. When
 60 question for LADOT have arisen, the answers refer back to CalTrans decisions. } IS-14

61

62 6. What are the actual details of the engineering work LADOT will do on Sepulveda, depending on the
 63 options selected by CalTrans? While CalTrans has asked the public for comment on its plans, no LADOT
 64 plans are available for comment. WHY NOT? I have asked LADOT for details of the retaining walls, not
 65 just the locations and heights, but how far the utilities will be pushed back and what part of Sepulveda must be
 66 leveled and/or regarded to accommodate changes in the configuration of Sepulveda, depending on the
 67 Alternative chosen by CalTrans. } IS-15

68

69 7. What are the scientific studies that have been done related to breaching the toe of the eastern hillside
 70 of the Sepulveda Pass in order to reconfigure Sepulveda and to add widths to the roadway, add lighting,
 71 change pipeline roadway access, and other features, such as gutters for storm drains? I requested on
 72 numerous occasions scientific evidence that indicates what could happen if the toe of the hill below the
 73 multiple Mission Canyon Landfill areas above Sepulveda is altered. My concern has remained unanswered by
 74 LADOT, and CalTrans is not doing this work, so CalTrans defers to LADOT. I would like to have an answer
 75 and, if no study has been done, other than VISUAL OBSERVATION, request that such a study be
 76 commissioned, as the environmental impact from run-off seepage has not been evaluated. In fact, Mission
 77 Canyon garbage dumps were totally unmonitored for restricting poisonous content. } IS-16

78

79 8. While methane is one by-product of Mission Canyon garbage dumps, what other by-products can
 80 affect our environment, if leakage of chemicals (airborne or not) occurs and the genie is let out of the
 81 bottle by the removal of over an acre and ¼ of plant life to make way for grading, for the digging and
 82 grading of the hillside and existing Sepulveda Blvd. itself, and for building any new ramps,
 83 adding/moving roadway called Sepulveda Blvd. on the west side of Sepulveda? } IS-17

84

85 9. (related to #8) What destabilization of geological earthquake faults and general slumping and soil
 86 degradation could occur? Again, are there studies that support your conclusions? What are those
 87 studies? } IS-18

88

89 10. What information has been provided to CalTrans by U.C.L.A. regarding the quantity and use of
 90 Mission Canyon Landfill methane for the past 20 years? What by-products have been scrubbed out of
 91 the gases emitted from the methane lines going to the scrubbing plant below Mountaingate before the
 92 methane is sent, via pipelines under Sepulveda Blvd. to U.C.L.A. } IS-19

93

94 11. If no information has been provided for pipeline locations and content, age and lifespan of pipelines,
 95 drains, etc., is it your obligation under CEQA/NEPA to consider the environmental aspects of the
 96 existing pipelines below Sepulveda and probably below the existing I-405? } IS-20

97

98 12. Where are the scientific studies that provide the distance that is safe (healthy) for children and/or
 99 adults to live and/or go to school contiguous or near a freeway? Is there a safe distance, and if so what is
 100 it? } IS-21

101

2

IS-14
 Caltrans and LADOT have been working closely throughout the environmental process and although LADOT and Caltrans are both transportation agencies, our respective jurisdictional authority must be maintained in the interest of distinctive mission statements and constituents.

IS-15
 LADOT conducted a public hearing for the Sepulveda Reversible Lane Project which had its own public circulation period for the public to provide their input on their project.

IS-16
 Please see response to comment BAC-6 regarding the Mission Dump Landfill and potential hazardous waste.

IS-17
 Please see response to comment IS-16 above.

IS-18
 A full discussion of the geological aspects of the project can be found in Section 3.11. Soil sampling and other tests will be done prior to construction to identify the most appropriate construction methods.

IS-19
 A full discussion of the hazardous waste/materials aspects of the project can be found in Section 3.12. Soil sampling and other tests will be done prior to construction to identify the most appropriate construction methods.

IS-20
 Please see response to comment BAA-9 regarding utilities and their relocation.

IS-21
 Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

102 13. What particulate matter is released into the air by all vehicles currently using the Sepulveda Pass I-405 and after the increased capacity provided by adding another northbound/southbound/both HOV lane? What amount settles onto Sepulveda Pass (Sepulveda Blvd), and how will the changes to Sepulveda Blvd consequently affect the particulate matter that has settled onto it for many years? What health affects will that have on drivers, bicycle riders, bus passengers, and pedestrians?

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108 14. Why have all agencies ignored requests from the Sepulveda Blvd. (and flanking) community members for plans and shoulder width requirements/recommendations for best possible emergency aid delivery to those communities and for those in vehicles, on bicycles, on foot in and around the Sepulveda Pass? The communities continue to make the same requests, and we are told that CalTrans has nothing to do with City Services. However, if there is a disaster, all City, County, State, and even National services can potentially come to our aid. Yet, there is no plan for accommodating space on the I-405 or on Sepulveda for "land-terra firma" delivery. Helicopter evacuation and fighting of fires is also a possibility. Yet, the entire community awaits the evaluation of potential delivery of services. This applies not only to during the construction on the I-405 Sepulveda Project, but also thereafter. If suggestions or plans have been provided by LAFD/LAPD/Homeland Security/ California Highway Patrol or any other public body for the finalized designs, including the protection of the environment, health and safety, people, land, and wildlife please make documents available on the web. If not, please get them before finalizing engineering designs.

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122 15. If the Federal standard lane width for the I-405 is not kept in the CalTrans alternative plans, what are the monetary consequences for funding of this project? Would changes in funding affect the overall plans/design, and, if so, how?

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126 16. What role does MTA play in financing, planning and decision making for this project? In what way can and does this affect the project? If CalTrans does not accept suggestions from MTA, what effects would result?

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130 17. What role and weight does public comment play in the final decision making for this project? (If there were a pie chart for the percentages allotted to each agency and to the public for weighing decisions for this project, what would it look like?)

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134 18. What are the plans for alternative transportation built into this project?

135

136 19. Why does the welfare of animals supersede the welfare and needs of human beings in the safety and design aspects of the Skirball Bridge change proposals as well as the requests by the public for elimination of animal crossing aspect of the Skirball Bridge widening? Private meetings have been held with the Santa Monica Mountains Conservancy to which the public has not been invited. Does the Conservancy have the right to request to share in the monetary allotments for this project? May it make requests for design modifications? According to their documents, their best guesses about future migration of and future numbers of animals that might use an animal crossing lane on the Skirball Bridge is the foundation of their requests. I challenge the validity of the Animal Corridor studies, and I would ask that they be submitted to the U.C.L.A. Law School, Environmental specialty unit for their analysis. Could the resultant effects of adding the animal crossing include:

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- IS-22 The air emissions behavior of the pre- and post-project conditions are discussed in section 3.13 of the EIS/EIR. Included in this discussion are descriptions and analyses pertaining to particulates and health effects. The commenter is referred to that section for the requested information.
- IS-23 Please see response to comment BAC-2 regarding emergency services.
- IS-24 Funding for the project will be available whether either 12' or 11' lanes are constructed.
- IS-25 MTA will be responsible for administering the funding and Design-build contract.
- IS-26 Public comment carries substantial weight in the decision making process. This is evidenced in the decision to abandon Alternatives 3 and 3A, both of which would have had more substantial adverse environmental consequences. The effective weight of the public is also clearly evident in the abandonment of widening along U.S. 101 in the western portion of the San Fernando Valley that occurred just a few years ago. Public comment often influences both the location and scope of public works projects.
- IS-27 As noted in the response to comment WNC-2, Caltrans maintains an open posture with regard to future transitway construction within the I-405 corridor. Sufficient space exists within the median to construct columns for an elevated guideway, should such a facility become a reality in the future. In the meantime, the proposed HOV lane can and would be used by bus routes through the Sepulveda Pass. A heavy demand for such use has been demonstrated.
- IS-28

153 one million dollars given to the Conservancy for building this park by a County Supervisor has been
 154 transferred to another project, the park plans remain for future funding and building where the Mountaingate
 155 on/off ramps are proposed. Now that you do have this information, please verify it by using Calif. Public
 156 Records Act or check your own files for the information and see if it exists there. If so, have you an
 157 affirmative duty to acknowledge/disclose this in your Final EIR ? } IS-28
 158
 159 20. Refer to Figure s-2 Draft EIR pag.88, and page 3 of addendum letter of July 20. Map labels are
 160 incomplete. Mountaingate Community is missing and Mountaingate Country Club appears twice because you
 161 have labeled their two golf courses. Mountaingate Rd. is not labeled. Bel Air Crest Road is missing. Bridges
 162 are not labeled. Overpasses, of which there are 12, are not marked on any of the maps in the Draft EIR.
 163 Schools in the school corridor, institutions in the school corridor are missing. On the east side of the freeway
 164 the Stephen S. Weiss Synagogue and classroom buildings are missing, as is the community of Casiano is
 165 missing. Across from Leo Baeck, the Getty complex is missing. University of Judaism is now called the
 166 American Jewish University, U.C.L.A. is missing. The Veterans Administration land on the west side of
 167 Sepulveda is not noted, nor is the Federal Building VA land across the street. If you are considering closing
 168 Montana and Moraga, why are they missing labels? If public facilities are to be noted, where are the fire and
 169 police stations and the Highway Patrol stations? } IS-29
 170
 171 21. What studies have been done about the cumulative effects of removing/replacing the Sunset,
 172 Skirball, and Mulholland Bridges and on surrounding neighborhood within a realistic scope of
 173 approximate 3 to 5 miles? Because this document fails to mention institutions for consideration "outside of
 174 the project limits", this document does not mention such studies. The domino effect, the ripple effect or
 175 whatever the scientific name is for the effect of traffic pattern changes and time of traffic patterns changes and
 176 the effects of pattern traffic changes on the canyon roads/ streets, communities that are landlocked, schools,
 177 institutions must be addressed. These include, but are not limited to: east of Scribal Center Dr.: north Sherman
 178 Oaks (Longbow, Woodcliff) and cross mountain: Roscamare, Beverly Glen, Coldwater Canyon, Laurel
 179 Canyon U.C.L.A., and the and the same effects to the areas west of Sepulveda on north Encino (including
 180 Havenhurst and Cal Neva) and the Communities of Bel Air Skycrest and Bel Air Knolls, all cross mountain
 181 commuter traffic using Sepulveda and the I-405. } IS-30
 182 22. How realistic is the one year period given by Cal Trans as an estimate for the completion of each
 183 bridge?
 184 The Palms Bridge is on it fourth year of construction. The Braddock Bridge is not yet finished after three
 185 years of construction. Can the bridge contract be structured in such a way that there are incentives and
 186 penalties for milestones in the completion of all bridges within this project? } IS-31
 187
 188 23. What is the specific work proposed for the Bel Air Crest entrance, which is below the I-405 in each
 189 of the alternatives? That includes all widening of the freeway above, digging out of the Bel Air Crest
 190 road beneath the freeway, and reconfiguring the proper slope for the road up to the gatehouse, (which
 191 may have to be moved) re-landscaping the slopes below the freeway, putting lights on the bottom of the
 192 entrance overpass ? This includes retaining and sound walls. What period of time will this take in each
 193 alternative? } IS-32
 194
 195 24. Pages 175 - 178. What sub-surface testing has been done in the area along the flanks of Sepulveda?
 196 Has any Sub-surface testing included areas below Mission Canyon landfills along Sepulveda Blvd? The
 197 last landfill tests mentioned for the Pass area appears to be in 1988, when the Landfills were closed. Please
 198 produce all subsequent Testing and test results for all American Golf and Castle and Cook properties,
 199 and all tests done along the Sepulveda Pass (and locations and details of how the tests were performed.) } IS-33
 200
 201 If insufficient testing has been done and soils/runoff are contaminated, how would such contamination
 202 affect the health and safety of both workers from construction crews(Union-workers), the public, and
 203 animals are exposed to air-borne and contact particular matter?

IS-28

The I-405 HOV facility is being planned with the primary intent of facilitating human transport through the corridor. At the same time, it is known that wildlife movement does occur across the corridor and it is therefore desirable to also provide for that movement so long as the primary purpose and need for the project is not compromised.

IS-29

This map was prepared as a part of the Community Impact Assessment.

IS-30

As has been discussed in the responses to a number of similar comments, the construction process, including the bridge reconstructions, is a complex endeavor and will require careful planning to execute properly. This process will be carried out with the intention of maintaining existing traffic patterns throughout the construction period and causing as little disruption as practicable. Obviously with a project of this magnitude, inconveniences will occur and delays will result while the project is being built. This cannot be avoided. Planning for the construction will take into account adjacent ramp locations and bridges and the staging process will be laid out such that closures or significant disruptions to adjacent facilities will be avoided, if at all possible.

IS-31

Please see response to comment IS-4 above.

IS-32

Please see response to comments BAC-3 and BAC-4 regarding vehicle clearance and aesthetics.

IS-33

Please see response to comment BAC-6 regarding the Mission Dump Landfill and potential hazardous waste.

IS-34

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

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 205
 206 26. If pg. 193 – 199 states that several environmental studies are incomplete or still in process, what
 207 information about carcinogens and emission be applied to mitigate the known problems for this project?
 208 What agencies are responsible for following through to make sure mitigations are taken care of by the
 209 contractor and are on-going, if need be, as a result of information contained in the studies which are
 210 now incomplete? } IS-34
 211
 212 27. Enforcement of mitigations and conditions: What agencies enforce conditions and contractual
 213 obligations and what agencies investigate on a regular basis whether the mitigations are in fact, being
 214 done? } IS-35
 215
 216 28. What business visits to sites in the Sepulveda Pass have been made by CalTrans engineers and what
 217 visits to the surrounding 3 mile area? Who went, and who went where? What post reports were
 218 submitted? This includes the business and school area west of the I-405 along Sunset Blvd.
 219 Please make them available to the public on the website or to citizens who make such a request. } IS-36
 220
 221 29. What business districts/businesses will be affected by the cumulative affects of traffic pattern
 222 changes, including those along Sepulveda (the loss of 19 parking spaces along Sepulveda)? What could
 223 those affects be? } IS-37
 224 Please consider including businesses in Westwood/U.C.L.A. area, San Vicente/Wilshire area, Montana, and
 225 Sunset areas, top of Beverly Glen business area, the businesses along Sepulveda and Ventura Blvd. for a three
 226 mile radius.
 227
 228 30. Please analyze changes related to and/or caused by this project in terms of the following categories:
 229 disruption of delivery of City/County/State services (including bus service), road maintenance during the life
 230 of the project, ATSAC during the life of this project, environmental damage potentially caused by
 231 unintentional breaches in any pipelines, sewer, or water lines below Sepulveda Blvd. and/or the freeway, the
 232 demographic studies that would relate to your findings. } IS-38
 233
 234 31. Please list the special instructions/requirements CalTrans would give to contractors and LADOT for
 235 the successful building and mitigation process along the entire route of the Sepulveda Pass Project. Please list
 236 the proposed incentives and penalties. } IS-39
 237
 238 Thank you for allowing this extension of time for public comment.
 239 Irene Sandler

IS-35

Pursuant to the California Environmental Quality Act (CEQA) and also Caltrans requirements under the National Environmental Policy Act (NEPA), mitigation measures must be clearly described and monitored for compliance. The Mitigation Commitments Record provided in Chapter 6 of the EIS/EIR summarizes those measures. As the project moves forward through final design and into construction, each mitigation measure will be tracked as to its completion and verified by a third party. Third party verification could involve the City of Los Angeles, outside agencies such as the South Coast Air Quality Management District, or another department or division within Caltrans. Caltrans may also employ outside parties, such as an independent Construction Management form, to assist in the monitoring process.

IS-36

Please see response to comment IS-34 above.

IS-37

Areas affected by construction traffic consequences will include all communities and business areas immediately adjacent to the east or west of I-405. Nuisance level traffic congestion increases will occur and delays in trip making will also happen. The Traffic Management Plan (TMP) will be used to put measures in place that will help to reduce the degree of these effects, but they cannot be avoided completely.

IS-38

Each of the topics mentioned in the comment are to be examined during the final design period. Both construction-related aspects and long-term maintenance issues will be considered as the project design is developed and the construction process is laid out.

IS-39

The items referred to in the comment will be included in the Construction Specifications that prospective contractors will be required to be familiar with and responsible for carrying out.

Fred C. Sands

June 18, 2007

Mr. Ron Kazinski, Deputy District Director, Division of Environmental Planning
Dept. Of Transportation, District 7
100 So. Main St. MS-16A
Los Angeles, CA 90012



Re: Comments in Support of Closing Moraga On/Off Ramps of 405 Freeway

Dear Mr. Kazinski:

By way of introduction, for decades I had the second largest residential real estate company in the state and the largest one in Los Angeles County.

The Moraga on/off ramps do not receive enough usage to justify the space that they take up. In addition, the Moraga off ramp is surrounded by a residential community. The police department will inform you that immediate adjacent access to a freeway next to a high end residential community increases crime. If a burglar or kidnapper for that matter was able to get on the freeway within minutes they are as good as gone fifteen minutes later and unless someone has a license plate number they are near impossible to find.

Church Lane north of Sunset becomes congested everyday because people are taking a shortcut to get to the Moraga ramps. Sunset and the 405 is a major hub and should be utilized for access to the 405 rather than Moraga on/off ramps.

The elimination of the on/off ramp will enhance residential property values in the immediate area because of reduced congestion.

Should you have any questions or if I can assist in any way in furthering your goals, please contact me.

Sincerely,

Fred Sands /sn
Fred C. Sands

FS/tw

11611 San Vicente Boulevard, 10th Floor • Los Angeles, California 90049
Telephone: 310.530.0344 • Fax: 310.207.0035 • franchillinvestmentscapitalgroup.com

FS-1

FS-1

The Moraga Dr. on/off-ramps will be reconstructed due to freeway widening.

Please also see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange.

Joan Schain-West, Ph.D.
551 Cashmere Terrace
Los Angeles, California 90049
(310) 476-4453

RECEIVED
AUG 14 2007

Deputy Director Ron Kosinski *RK*
Dept. of Transportation, District 7
100 S. Main Street
Los Angeles, CA 90012

August 10, 2007

Dear Director Kosinski;

I oppose the partial or full acquisition of private property for the Caltrans 405 plan. The segment of the project between Montana and the Getty Center needs to be redesigned to eliminate the costly and disruptive relocation of Sepulveda.

I believe Caltrans should modify the current configuration of Alternative 2 and downsize the project by using non-standard lanes which would eliminate the buffer, reduce the median and then add a single standard width HOV lane to the existing freeway. This will reduce the taking of property and additional enormous construction costs in addition to preserving the neighborhoods.

I believe Caltrans must install soundwalls as needed to protect homes located directly above the freeway from noise and provide an adequate landscape buffer to preserve the existing aesthetic character of home adjacent to Sepulveda Boulevard.

This project is extremely important to me as I am a resident of the Sepulveda adjacent neighborhood. This project affects my daily life and my home. I would hope that Caltrans would want to build a project that delivers value for the money. The price for this project is far too high in terms of time, money, health, safety, and damage to the natural environment.

Sincerely,

Joan Schain-West, PhD
Joan Schain-West, PhD
551 Cashmere Terrace
Los Angeles, CA 90049
(310) 476-4453

} JSW-1

} JSW-2

JSW-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

There will no longer be soil nail retaining walls at this location. Caltrans now proposes use of specially designed retaining walls in this area that will not encroach on adjacent property.

JSW-2

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of the realignment of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

A noise barrier has been proposed along the edge of shoulder on northbound I-405 from south of Montana Ave. to south of Sunset Blvd. This wall, however, provides little or no noise reduction for the residences located well above the freeway along Dalkeith Ave. and Thurston Ave. This wall was proposed simply to replace the existing noise barrier in this area.

JSW-2 cont'd

A noise analysis was performed to see if a soundwall on top of the proposed retaining wall (east of Sepulveda Blvd.) would provide any acoustical benefit (minimum 5 dBA noise reduction) to the residents along Dalkeith Ave. and Thurston Ave. It must be noted that the analyzed soundwall falls outside Caltrans' right-of-way. Thus, if recommended, it will require involvement from the City of Los Angeles, Caltrans and the affected property owners.

According to the analysis, under the Preferred Alternative only about half of residences (10 out of 21) along Dalkeith Ave. and Thurston Ave. would acoustically benefit from having a 16-foot high soundwall on top of the retaining wall. With lower heights of soundwalls very few homes will benefit from this soundwall.

Ron Kosinski *RK*
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606
Phone: (213) 897-4937

RECEIVED
DEC 28 2007

Dear Ron:

As a longtime Sherman Oaks resident, I am terribly concerned about the proposed 405 freeway expansion that will directly affect my beautiful, peaceful neighborhood. In fact, my home appears to be directly threatened by this expansion and, if the expansion were to take place as proposed, my quality of life and property value will be dramatically diminished.

Please take the following points into consideration:

I support the *No Build Alternative 1* in my Sherman Oaks area. I also support the addition of one southbound lane on the 405 between Mulholland to Moraga.

} SLS-1

I also urge building the long promised and overdue sound wall in the Royal Woods area of Sherman Oaks which would greatly improve the solitude of my residence.

} SLS-2

I do not, however, accept or support the need for a northbound car pool lane that requires the taking of any homes or property in the Sherman Oaks or Brentwood Glen areas. Carpool lanes have not been proven to greatly improve traffic flow, and the losing of homes and diminishing of gorgeous neighborhoods to do so is superfluous and life-changing.

} SLS-3

I lastly ask that CalTrans does not move the current sound walls already built in Sherman Oaks or Brentwood.

} SLS-4

I appreciate your attention.

Sincerely,

Scott & Leslie Schafin
15501 Del Gado Dr.
Sherman Oaks, CA 91403
818-905-9839
scott@herbalgroups.com

SLS-1

Your support for Alternative 1 is noted for the record.

SLS-2

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

SLS-3

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

Please also see response to comment AG-7 regarding the benefits of HOV lanes.

SLS-4

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

September 22, 2007

Ronald J. Kosinski
 Deputy District Director
 Division Of Environmental Planning
 Department of Transportation, District 7
 100 South Main Street, MS-16-A
 Los Angeles, California 90012

Janet Schell
 11344 Chenault St.
 Los Angeles, California 90049

Dear Mr. Kosinski,

I am writing to you as a concerned resident of Brentwood Glen about the widening of the 405 freeway on the west side. I strongly oppose Alternative 3 and 3 modified.

These alternatives would destroy the lives and homes of close to 100 residents of Brentwood Glen, destroy a community church, used for religious purposes and much needed community meetings such as Al Anon. The church is a beautiful landmark that cannot be destroyed. The plans 3 and 3a, would further destroy old growth trees, which help the noise level and the noxious gas emissions from the cars. Without the trees to buffer I cannot let my new granddaughter play outside and expose her to harmful gas emissions. Too, I have asthma. Studies clearly show the very harmful effects this change would be for me and for all residents. My days of walking each morning in the neighborhood would be over.

If you proceed with 3 modified, all the cars that park on Church Lane will be forced to park on the side streets which are narrow and already have many cars of residents that have to park on those streets. This change would hamper the trucks of city services and or any trucks that provide services to the residents.

From the Aug. 22nd meeting I understand that the Getty Museum land will be compromised and access to the Getty hampered. This is one of the great treasures of our city. Please, don't destroy or compromise something so beautiful that serves the whole city of L.A.

I understand the need for an HOV lane to relieve congestion but adding a southbound lane does not make sense to me. It will still bottleneck before and after the portion that is widened. It seems to me that adding a southbound lane is just repeating the mistakes of the past. By the time the work would be completed that many more cars will be added to L.A. and we will be right back where we started while destroying monuments, homes and lives.

} JS-1
 } JS-2
 } JS-3
 } JS-4

JS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

JS-2

Your concerns regarding impacts to parking and city services in Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

JS-3

Your concerns regarding impacts to the Getty Center are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

JS-4

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Looking at the big environmental picture i.e. green house gases, adding another lane (southbound) puts more people, more cars and more toxic gases in the air, while not relieving traffic in a substantial or long term way.

} JS-5

I would also ask if an environmental study has been done of the trees, are there any endangered species inhabited in them, i.e. insects? There needs to be a comprehensive study done.

} JS-6


I beg you to think in long-range terms for the future of L.A. Don't we need mass transit? Don't we need more bike paths, conversion of surface streets and toll roads, to name a few.
I believe in the saying " If you build it, they will come."

} JS-7

Please don't devastate our neighborhood when there are other options to solve traffic problems.

Thanking you in advance.

Sincerely,



Janet Schell

JS-5

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

JS-6

Please refer to Section 3.20 of the EIR/EIS for a discussion on State and federally-protected threatened and endangered species.

JS-7

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

DEAR SIR: *MC*
I WISH TO GO ON RECORD AS ONE WHO
IS STRICTLY OPPOSED TO ANY CHANGES
IN THE 405 - INCREASED NOISE AND
TRAFFIC CONGESTION AROUND MORAGA
& BELLAGIO ROADS WOULD BE INTOLERABLE. } MS-1
Sincerely
MARIAN SCHMITZ
1101 CASIANO RD
LOS ANGELES, CA
90049
~~Sept.~~ 28 2007

MS-1

Your support for Alternative 1 is noted for the record.



SS-1

Your information has been added to the project mailing list.

Jane Mintz Schwab
312 Bronwood Avenue
Los Angeles, CA 90049
August 18, 2007

Mr. Ron Kosinski *MK*
Deputy Director, Environmental Planning
Department of Transportation,
District 7
100 S. Main Street
Los Angeles, CA 90012



Dear Mr. Kosinski,

I am writing to express my concerns over the proposed plans for the development of the 405 Freeway between the area of Montana Avenue and Getty Center. I am totally opposed to the partial, or full, acquisition of private property for this project (that is called for in alternative #2 and, especially, #3. I respectfully request that the segment of the 405 between Montana Avenue and Getty Center be redesigned in order to eliminate the costly, disruptive relocation of Sepulveda Blvd.

} JS-1

Conversion of Sepulveda Blvd. into what would become a trench, will destroy the gateway to what is a lovely, historic and productive community. I recognize the importance of alleviating traffic in this area, but not on the backs of the individuals who live here. Redesigning this project is of utmost importance to me because, as a resident of Westwood Hills, my life and the lives of all of my neighbors would be greatly impacted by this plan. Our daily lives, health and welfare would be negatively affected. Traffic on both Wilshire and Sunset Blvds. would be increased, and traffic on Sepulveda would begin to look like a parking lot; congestion, which is already untenable, would become unbearable! Relocation of underground utilities and pipelines would impose a hardship on us all. Community disruption would be massive. Additionally, it is apparent to me that the value of this project in economical terms has a price that is too high in terms of time, money, health, safety and damage to the natural environment.

} JS-2

Alternative #3 should be eliminated. A new DEIR should be prepared fully describing the impacts of the project, including that of moving Sepulveda closer to our community. Progress should not mean destruction!

Respectfully,
Jane Mintz Schwab
Jane Mintz Schwab

CC: Assemblymember Mike Feuer
Mr. Ron Kosinski, Deputy Dir. Environmental Planning, Dept. of Transportation
Supervisor Zev Yaroslavsky
Senator Sheila Kuehl
Mr. Douglas Failing, Director, Dept. of Transportation
Councilmember Jack Weiss

JS-1

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible.

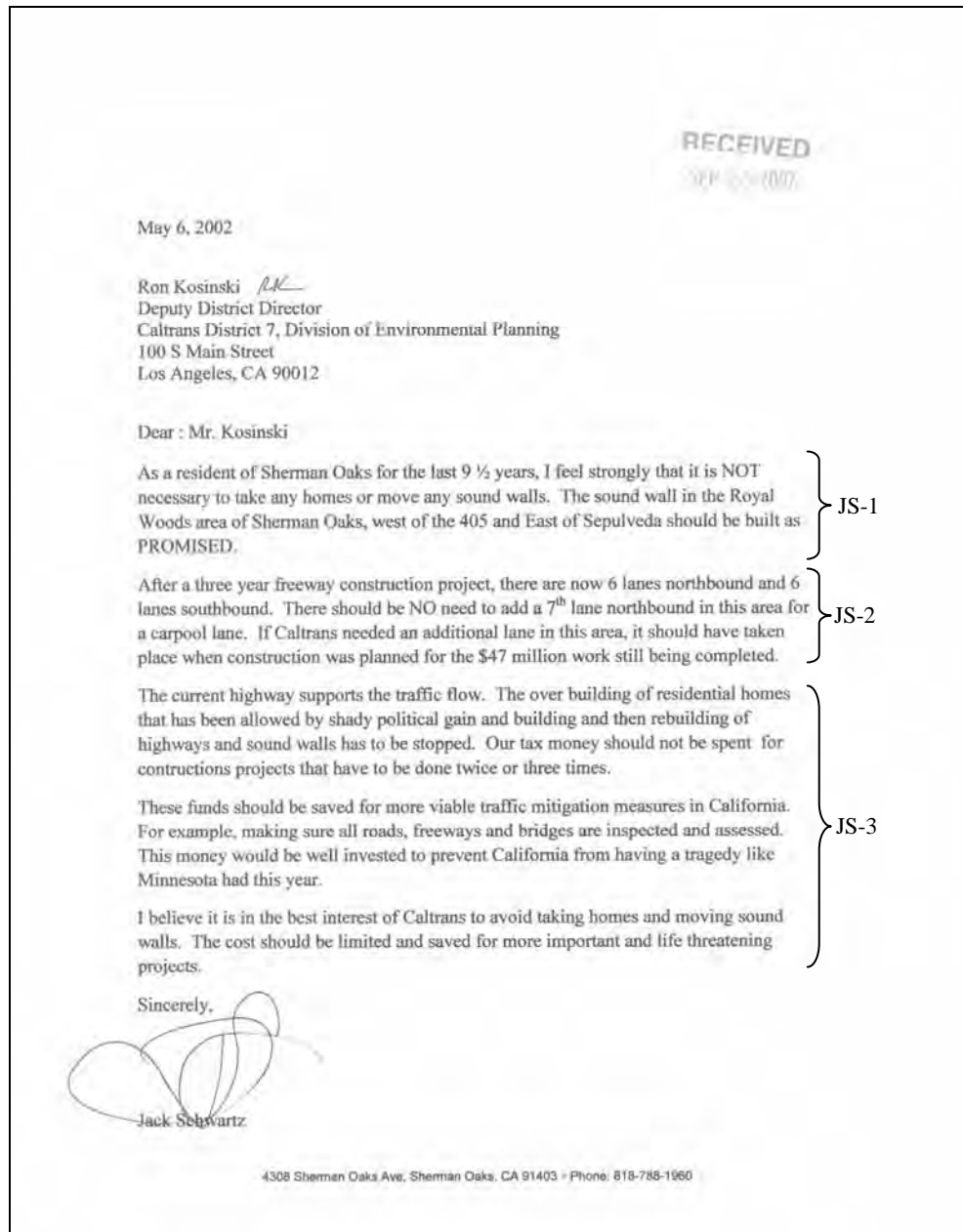
JS-2

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of the realignment of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Please see response to comment BAA-9 regarding utilities and their relocation.



JS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands. The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

JS-2

This project will add a northbound HOV lane from I-10 to US-101 in order to close the HOV gap. Funding was not previously available to complete this gap.

JS-3

Please see response to comment AG-12 regarding land use and zoning patterns.

May 6, 2002

Ron Kosinski *RK*
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S Main Street
Los Angeles, CA 90012

Dear : Mr. Kosinski

As a resident of Sherman Oaks for the last 9 ½ years, I feel strongly that it is NOT necessary to take any homes or move any sound walls. The sound wall in the Royal Woods area of Sherman Oaks, west of the 405 and East of Sepulveda should be built as PROMISED.

After a three year freeway construction project, there are now 6 lanes northbound and 6 lanes southbound. There should be NO need to add a 7th lane northbound in this area for a carpool lane. If Caltrans needed an additional lane in this area, it should have taken place when construction was planned for the \$47 million work still being completed.

These funds should be saved for more viable traffic mitigation measures in California. For example, making sure all roads, freeways and bridges are inspected and assessed. This money would be well invested to prevent California from having a tragedy like Minnesota had this year.

I believe it is in the best interest of Caltrans to avoid taking homes and moving sound walls. The cost should be limited and saved for more important and life threatening projects.

Sincerely,



Julie Schwartz

4308 Sherman Oaks Ave, Sherman Oaks, CA 91403 · Phone: 818-788-1960

RECEIVED
SEP 22 2007

JS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands. The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

JS-2

This project will add a northbound HOV lane from I-10 to US-101 in order to close the HOV gap. Funding was not previously available to complete this gap.

JS-3

Please see response to comment AG-12 regarding land use and zoning patterns.

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 11 2007

Dear Mr. Kosinski:

My name is Steven J. Schweitzer I moved to Brentwood Glen in 2005. My wife and I live at 11351 Chenault Street, we are expecting our first child this year.

I am opposed to Alternative 3 as originally proposed and the modified version of Alternative 3.

The project description in the DEIR is very confusing. Caltrans did not give us enough time to carefully review this very lengthy and highly technical document. I understand and agree that there is a traffic problem on the 405; I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. But The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion.

Besides that it will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen. Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 81 families. The devastating impacts on Brentwood Glen of Alternative 3 or of its modification far outweigh any minimal benefit of Alternative 3 or its modification.

Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community especially our children. The substantial negative impact of the increased noise and air pollution will be greatly increased because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. The beautiful mature trees that act as a visual and sound buffer against the freeway will be removed. Those trees add to our neighborhoods character and charm. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living any where near Church Lane. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions.

Both Alt 3's will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen. The devastating impacts on Brentwood Glen of Alternative 3 or of its modification far outweigh any minimal benefit of Alternative 3 or its modification.

From what I can desifer, Under the original Alternative 3 or its modification, the Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. The proposed three left turn lanes at Sunset and Church Lane will not solve the problem, but only make it worse. I take that route every day and what you are proposing will turn a bad problem into a nightmare for the entire Westside. Why can't Caltrans achieve its goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405.

SS-1

SS-1

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your concerns regarding other impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

Modified Alternative 3 would prohibit parking on Church Lane, which is heavily used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage, the Dier has no solution for this.

I implore you to reconsider the current Alternative 3 proposals as they are inadequate, don't make sense and will cost millions of dollars. They will destroy Brentwood Glen but mostly they do not solve the problem and most likely will make things worse.

} SS-1

Thank you for your time.

Steven J. Schweitzer

11351 Chenault Street

Los Angeles, CA 90049

September 27, 2007

Ron Kosinski
Deputy District Director
Caltrans District 7
Division of Environmental Planning
100 S. Main Street, MS-18A
Los Angeles, CA 90012-3608

RECEIVED
SEP 28 2007

Dear Mr. Kosinski:

I am writing this letter as a resident of Brentwood Glen. I have been living in Brentwood Glen for over 54 years.

I most strongly opposed to the Caltrans DEIR, Alternative 3 and the modified version of Alternative 3. I am against any consideration to move forward on any project to widen the existing lanes and add lanes to approximately seven-tenths of a mile of southbound I-405, along Church Lane between Kiel Street and Chenault Street in Brentwood Glen.

*I support the addition of an HOV lane to the northbound 405 and other measures to relieve congestion, but not at the cost of destroying a neighborhood.

* Caltrans must realize the enormous personal cost to residents of Brentwood Glen and financial cost to Caltrans of hundreds of millions of dollars to construct either Alternative 3 or the 3 Modified far outweigh any theoretical safety benefit of providing marginally wider lanes or any theoretical congestion relief by adding an additional 12-foot lane between Sunset Boulevard and Waterford Street on the 405 Southbound. Both alternatives call for the widening of the southbound lanes of the freeway from 11 feet to 12 feet and widening the median and shoulder along seven-tenths (7/10) of a mile from Kiel Street south to Chenault Street and will have substantial negative impacts on Brentwood Glen.

* Brentwood Glen will be devastated by the destruction of 21 homes and 16 multifamily buildings housing 91 families, many of whom have lived in the Glen for decades.

* Brentwood Glen residents will suffer a substantial negative impact on their quality of life due to greatly increased noise and toxic air emissions.

* The Village Lutheran Church in Brentwood Glen, home to a Lutheran congregation for more than six decades and a Jewish congregation for the past two years, will be removed, displacing members of their respective congregations, non-church activities such as 12-Step programs and depriving the community of its only facility available for residents to meet and negatively impacting the communities character and cohesion.

* Already heavy afternoon traffic on Sunset Boulevard, in both directions, will be far worse as a result of the proposed closing of the 405 southbound on-ramp at Church Lane.

This quiet little neighborhood of Brentwood Glen is unlike any on the westside and most likely any in all of Los Angeles. I still has the feel of a small community of small single family homes before air conditioning, television, double and triple door locks, security systems, armed patrols and gates. To destroy this community by taking homes or the beautiful greenery along Church Lane would be equal to destroying one of the last neighborhoods with a true spirit of community. In Brentwood Glen you can still see neighbors strolling in couples, with their dogs or small children, jogging going from one end of the neighborhood to the other, children on bicycles or playing on the sidewalks or in front yards. We are also fortunate to have the Brentwood Glen Association that for many years has sponsored Brentwood Glen Day with support from the local restaurants.

DS-1

DS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lanes and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your concerns regarding other impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

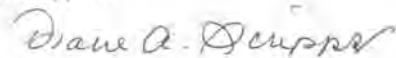
merchants and real estate brokers. Every year it is our honor to have invited guests from our Los Angeles firefighters from fire station 37 and police personnel from the West Los Angeles Division.

Please do not move forward with Alternative 3 or the modified version of Alternative 3.

Thank you for your time and consideration.

} DS-1

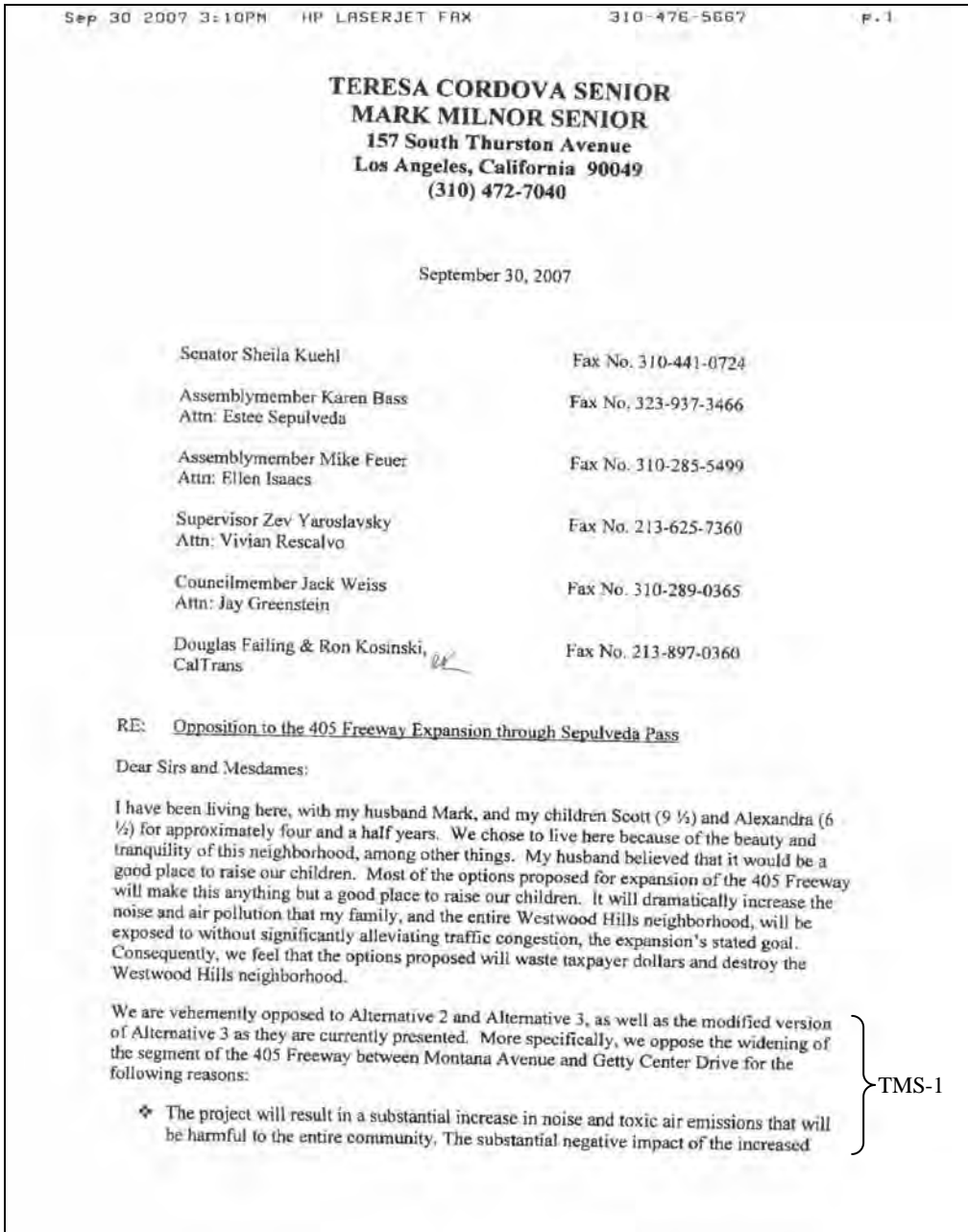
Sincerely yours,



Diane A. Scripps

11413 Bolas Street
Los Angeles, CA 90049
310-471-1240
diane@detormitans.org

cc:
Congressman Henry Waxman
US Senator Barbara Boxer
US Senator Dianne Feinstein
California State Senator Sheila Kuehl
State Assembly Majority Leader Karen Bass
State Assemblymember Mike Feuer
Los Angeles County Supervisor Zev Yaroslavsky
Los Angeles City Councilman Bill Rosendahl



TMS-1

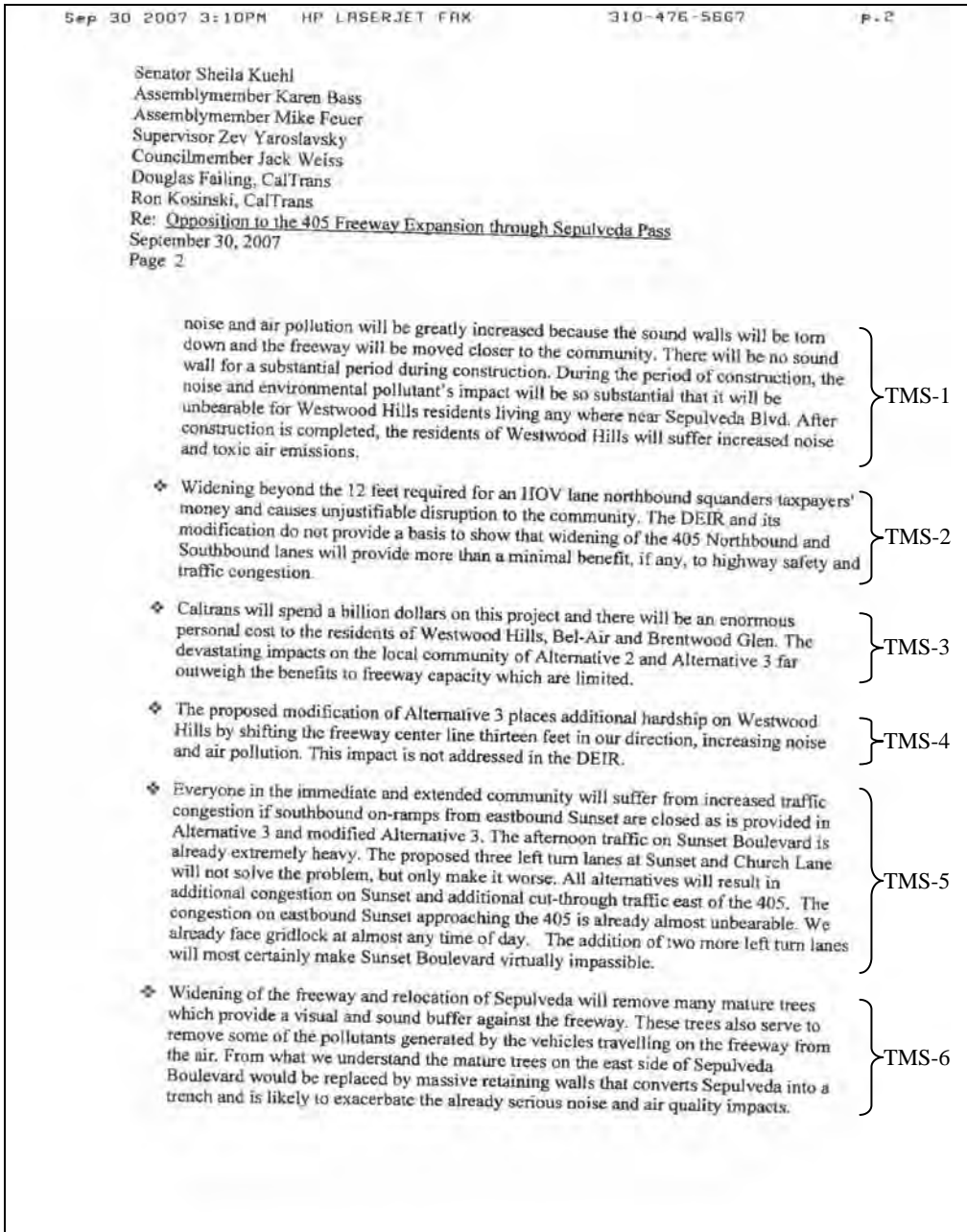
Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

A noise barrier has been proposed along the edge of shoulder on northbound I-405 from south of Montana Ave. to south of Sunset Blvd. This wall, however, provides little or no noise reduction for the residences located well above the freeway along Dalkeith Ave. and Thurston Ave. This wall was proposed simply to replace the existing noise barrier in this area.

A noise analysis was performed to see if a soundwall on top of the proposed retaining wall (east of Sepulveda Blvd.) would provide any acoustical benefit (minimum 5 dBA noise reduction) to the residents along Dalkeith Ave. and Thurston Ave. It must be noted that the analyzed soundwall falls outside Caltrans' right-of-way. Thus, if recommended, it will require involvement from the City of Los Angeles, Caltrans and the affected property owners.

According to the analysis, under the Preferred Alternative only about half of residences (10 out of 21) along Dalkeith Ave. and Thurston Ave. would acoustically benefit from having a 16-foot high soundwall on top of the retaining wall. With lower heights of soundwalls very few homes will benefit from this soundwall.

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.



TMS-2
 Please see response to AG-7 regarding the evidence supporting the benefits of the project.

TMS-3
 Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

TMS-4
 Based upon Caltrans environmental studies, an eventual determination was made that Alternatives 3 and 3 Modified have substantial environmental impacts and require additional analysis and circulation of a Subsequent EIR/Supplemental EIS, before they could be reconsidered.

TMS-5
 Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

TMS-6
 Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of the realignment of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

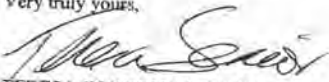
Sep 30 2007 3:10PM HP LASERJET FAX 310-476-5667 p. 3


Senator Sheila Kuehl
Assemblymember Karen Bass
Assemblymember Mike Feuer
Supervisor Zev Yaroslavsky
Councilmember Jack Weiss
Douglas Failing, CalTrans
Ron Kosinski, CalTrans
Re: Opposition to the 405 Freeway Expansion through Sepulveda Pass
September 30, 2007
Page 3

- ❖ The Caltrans project includes widening that doesn't add capacity or materially improve safety, such as buffer zones, huge medians and enlarged traffic lanes. And,
- ❖ Finally, although my husband and I both have post graduate degrees, we found the project description in the DEIR virtually unintelligible. Moreover, Caltrans did not address the negative impacts to our neighborhood; nor, has it given us enough time to carefully review the very lengthy and highly technical document.

Many worthwhile transportation projects are underfunded. Under the circumstances, we believe that Caltrans is *obligated* to seek solutions to traffic congestion that can be accomplished with the greatest benefit for the least cost in terms of dollars and community disruption that We believe that Alternative 2 and Alternative 3, as well as the modified version of Alternative 3 as they are currently presented, will result in little to no benefit, at an immense price to the taxpayers of the State of California, to the residents of the Westwood Hills Community, and to my family, in particular. We hereby *demand* that each of you *act immediately* to downsize this project *to keep this nightmare from becoming reality.*

WE LOOK FORWARD TO YOUR IMMEDIATE RESPONSE AND ACTION!!!!

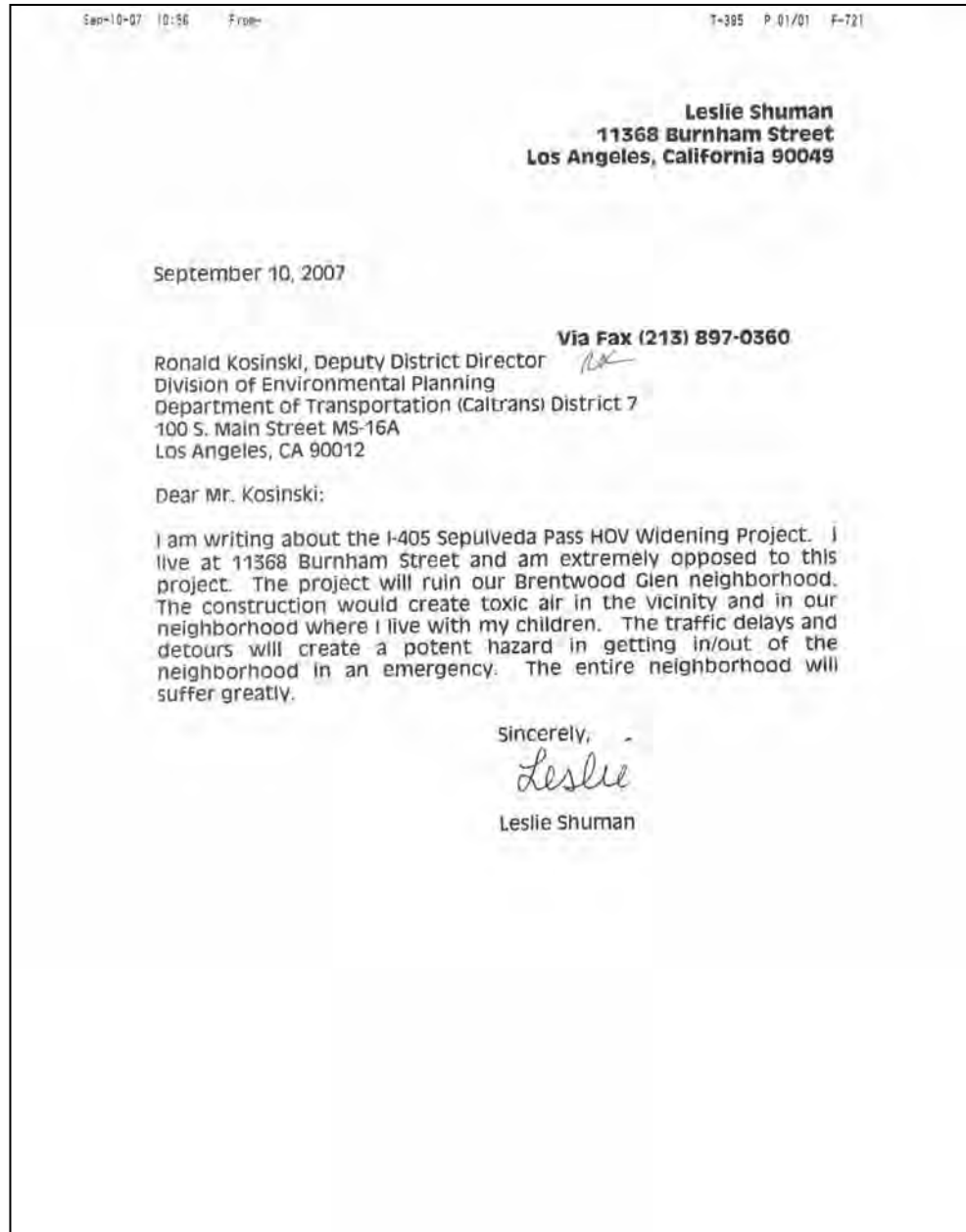
Very truly yours,

TERESA CORDOVA SENIOR

Very truly yours,

MARK MILNOR SENIOR

TMS-7

TMS-7

Please see response to AG-7 regarding the evidence supporting the benefits of the project.



LS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

Please see response to comments LAPD-2 and LAPD-3 regarding emergency response.

September 19, 2007

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

My name is Seymour Siegel and my wife's name is Dorothy Siegel. We have lived in the Brentwood Glen for approximately forty-five years. We have raised our children here. We have also had our grandchildren stay with us for extended periods of time. This neighborhood is unique in Los Angeles. People walk the streets with their children and/or grandchildren and their dogs. People know each other and greet each other. The neighborhood residents have pride in their homes and in the community. Disruption of the community should not be attempted for weak or unsupported reasons.

First, we want to state that we support the northbound HOV lane even though we are not convinced that real data was supplied to support the anticipated gains.

Second, we do not support and are strongly opposed to alternative 3 or alternative 3 modified. We are opposed to any widening of the lanes.

We do not believe that the DEIR shows definitive arguments to support the terrible consequences to Brentwood Glen in increased noise and air pollution (especially in view of the many young susceptible children who live in the Glen). The alternatives will result in the removal of substantial number of mature trees and replace them with a concrete sound wall, making a visual blight. In alternative 3 modified, all parking on Church Lane will be removed, resulting in increased parking on the intersecting streets from the residents on Church Lane or UCLA students.

The project description was continuously changed, and with the issuance of the latest version, we were not given enough time to analyze the numbers in depth. Based on the analysis we did make, it is our belief that the DEIR for the Sepulveda Pass Project was not an adequate study. Conclusions were presented without the data backing them up. There was very little discussion of external studies supporting the positions taken by Caltrans. Consequently, we were not able to make informed judgments about the validity of the conclusions presented. For example:

*Claim of improved mobility by moving twice as many people compared to a regular use lane. I assume that statement refers to the proposed HOV lane in the North direction. The conclusion is based on the assumption that an equal number of cars with two or more people will use the lane as opposed to the pattern for a regular use lane. There is no data given which shows that the pattern projected will occur. Please supply the data.

SDS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

SDS-2

The central concept for HOV lanes is to move more people than more cars. Some HOV lanes carry almost half of the people carried on the entire freeway. Regular "mixed-flow" lanes are never converted to HOV lanes. Rather, HOV lanes are always added to existing facilities. Each vehicle that travels on an HOV lane must carry the minimum number of people posted at the entrance signs. Usually, that means at least two people, or in some cases three people.

When traffic is congested, HOV lanes can carry more people than a general-purpose lane of traffic. HOV lanes are designed to maximize the movement of people. Even when HOV lanes look less congested than general-purpose lanes, they often carry more people.

Please also see response to comment AG-7 regarding the benefits of HOV lanes.

SDS-1

SDS-2

*Claim of decreased commute times for all motorists. No data is given to show the proposed magnitude of the decreased commute times. Using the data in Tables 3.5-15 and 1.3-1, a simple conservative calculation shows that the average motorist using the southbound lane will save fifteen seconds in year 2015 and even less in year 2031. The average motorist using the northbound lane will save only approximately nine minutes in years 2015 and 2031. Not very impressive. Please supply the decreased commute times for the average motorist due to the Project. Also show what are the effects of the new proposed regular lane (in alternative 3 modified) on decreasing congestion and commute times through the US 10 underpass. The bottleneck at this underpass will negate any possible increase in traffic flow north of the underpass. In fact, what is being proposed may aggravate the situation.

SDS-3

*Claim of enhanced safety. I assume this refers to the proposed widening of the lanes on both the Northbound and Southbound lanes. Most accidents on the present 405 are rear-end collisions, not sideswipes. Increasing the widths of the lanes will not increase safety. Please show the data in the literature (i.e., scientific studies) which support this conclusion. I cannot find any.

SDS-4

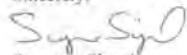
*Claim of decreased air pollution. I cannot understand how moving the cars on the 405 closer to the homes in Brentwood Glen can decrease air pollution. Also, moving more cars through the area is unlikely to decrease air pollution. I know that the argument is made that slower traffic produces more air pollution. This argument requires a detailed balancing of car flows, average speeds, and distance from homes in order to reach a reasonable conclusion. Please supply the models and data used to reach your conclusion that pollution will be reduced.

SDS-5

We live on the west side of Los Angeles. Therefore, we experience the frustrations of the increased congestion due to the influx of commuters from other parts of the city. We would love to see reasonable suggestions about ways to reduce congestion implemented. It is our opinion that both the alternative 3 proposals do not significantly impact this congestion and in fact may increase it unless adequate analysis is performed to understand the unplanned consequences of the Project. The proposed benefits (not counting the unplanned impacts of the Project) are not sufficiently significant in light of the terrible impact in terms of increased noise, air pollution, visual blight, and neighborhood cohesion these alternatives will have on Brentwood Glen and Westwood Hills. Finally, the large costs of alternative 3 are not supported by the small gains envisioned.

SDS-6

Sincerely,


 Seymour Siegel


 Dorothy Siegel

11432 Bolas Street
 Los Angeles, CA 90049

SDS-3

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Please see response to AG-7 regarding the evidence supporting the benefits of the project.

SDS-4

For a discussion of the safety aspects of the project, please see the response to comment ITTO-1.

SDS-5

Please see response to AG-7 regarding the evidence supporting the benefits (including secondary goals (e.g. reducing air pollution)) of the project.

Please also see response to comment EPA-8 through EPA-10 and BGA-9 regarding air quality impact analysis and mitigation during construction.

SDS-6

For a discussion on congestion impacts, please see response to comment HE-11.

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 10 2007

Dear Mr. Kosinski:

My name is Yvette Silveira. My husband and I bought our home in Brentwood Glen two years ago, September 2005. I am pregnant with our first child. One of the main reasons we chose to move to "The Glen" was the unique ability to raise a family in an "Ozzie and Harriet" type of environment in 2007. Any day of the week at almost any hour of the day you can see mothers strolling with their children, seniors walking hand and hand, families on dog walks and joggers all passing by each other. We stop and say hello, we know each others names as well as the names of the dogs. On our block, we live at 11351 Chenault Street, there are 9 children all under the age of 11. Our front lawns are full of bikes, scooters, balls of every size and shape, it's great! As I look out my window right now I can see 3 pre-schoolers running up the street followed by their mothers to greet "little Julia" who has just pulled in to her drive way with her father. Every weekend this past summer someone had a lemonade stand on our corner. This is "The Glen" I want to live in and raise my family.

I am opposed to Alternative 3 as originally proposed and the modified version of Alternative 3. Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families. Even though my house would be spared, this is totally unacceptable. We have joined Ahavat Torah, a Jewish Congregation that meets at the Lutheran church. The reason we joined is because it is with in walking distance to our home (which on religious holidays is very important.) The church has served the community for more than 80 years at that location. Our neighborhood holds events at the church as it has become the central gathering place of the community. Destroying it is totally unacceptable.

Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community especially our children. The substantial negative impact of the increased noise and air pollution will be greatly increased because, under either alternative, the sound wall along side the Glen will be torn down and moved farther west. There will be no sound wall for a substantial period during construction. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living any where near Church Lane. Even after construction is completed, the residents of Brentwood Glen will suffer increased noise and toxic air emissions. If this happens "The Glen" will no longer be the place of choice to raise a family. Actually Alt. 3 will make it the exact opposite; the worst place to raise a family. The children that I can see playing out side my window will have to move inside. This will make them trade playing outdoors to sitting in front of their TV's and becoming couch potatoes kids. While the construction is going on we won't even be able to walk around our block or let our kids or us for that matter, set foot out doors due to all the dangerous conditions of the construction. This is unacceptable.

The project description in the DEIR is very confusing. Caltrans did not give us enough time to carefully review this very lengthy and highly technical document. I understand and agree that there is a traffic problem on the 405; I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. But The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion.

Besides that it will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen. The devastating impacts on Brentwood Glen of Alternative 3 or of its modification far outweigh any minimal benefit of Alternative 3 or its modification in my opinion.

I drive Sunset blvd everyday; I am often at the Sunset and Church intersection 3 or 4 times a day. What I think the DEIR is proposing will only make the horrible existing traffic worse. The impact will be felt all the way to the Palisades.

YS-1

YS-2

YS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

YS-2

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

YS-3

Please see response to comment YS-1 above.

Why can't Caltrans achieve its goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405? It seems that widening only that section will make traffic worse and more dangerous as cars dart in and out of the new widened section. What a nightmare!

} YS-3

I beg you to reconsider the current Alternative 3 proposals as they are inadequate. They do not solve the problem you need solved and could make the problem worse. But most of all these proposals will destroy our neighborhood and our lives.

Thank you for your time.

Yvette Silvera

11351 Chenault Street

Los Angeles, CA 90049

I am enclosing an LA Times article from 2006 that may help you understand Brentwood Glen, it's residents and why I am so passionate about this issue.

From the Los Angeles Times

NEIGHBORLY ADVICE

It's who you know: The neighbors

By Therese Kosterman
Special to The Times

July 9, 2006

When your real estate agent used to be your baby-sitter, you know it's a stable community. In a city known for its transient population, the Westside community of Brentwood Glen stands out for its deep roots and neighborhood ties.

Beginnings

In the early 1920s, the four Ratteree brothers, transplants from the South, bought a walnut orchard between what is now the Veterans Affairs complex on the west and the 405 Freeway on the east, just south of Sunset Boulevard. In the late 1920s and early '30s, streets and sidewalks were poured and the first houses were built.

The majority of original structures in the area were built between 1935 and 1942 to house UCLA faculty. At that time, UCLA had outgrown its Vermont Avenue location and was establishing a new campus in what is now Westwood. The first buildings were completed in 1929 and the university continued to grow rapidly. The 405 Freeway was constructed between 1954 and 1960, effectively isolating what was then known as Ratteree Tract from Westwood. A neighborhood association formed in 1989 and changed the name to Brentwood Glen, known as simply "the Glen" by residents.

What it's about

Pride of ownership and an intense neighborhood loyalty are apparent, even just walking down Beloit Street, the main north-south artery of Brentwood Glen. Parents stroll with their children; residents of all ages walk their dogs, stopping to greet one another. The shady streets and well-kept houses and gardens lend a lazy feel that helps you forget that busy Sunset Boulevard and the rushing 405 are close by.

The Garden Tour is but one of the neighborhood events that bring residents together. There's an annual block party and the occasional blood drive and CPR class.

Insiders' view

You almost have to live here to understand all the neighborhood connections. James Hewitt moved to the neighborhood three years ago with his wife, Rachel Barack, and two young children. Barack grew up in Brentwood Glen. When it was time to move back to Los Angeles from the Bay Area, she wouldn't consider any other area, her husband said.

They recently sold their house in the neighborhood, trading up to a larger home a few blocks away. Hewitt and Barack's house was listed by Lisa Mansfield of Sotheby's International Realty, who also grew up in Brentwood Glen and bought a house close to her parents, who still live there. She used to baby-sit Barack when Barack was a child.

"You hear stories like this all the time," Mansfield said. "It's just that kind of community. Everybody here knows everybody and even knows each other's dogs' names."

Housing report:

The streets on the western side of the neighborhood curve around the hillside that marks the boundary with the VA complex. Thick stands of eucalyptus trees combined with the lush gardens favored by the residents create the feeling of a true glen.

The neighborhood consists of 580 residences, mostly single-family homes and a few duplexes, triplexes and apartment buildings. The majority of the lots are about 5,000 square feet. Many of the homes are of Colonial design and have a solid, traditional look to them. No mansionization here; most homes are original to the tract or tastefully remodeled.

Only a handful of homes are currently for sale, most of them just a few houses in from the 405. On the market is a two-bedroom, two-bathroom, 1,243-square-foot home for \$995,000; a two-bedroom, two-bathroom, 1,300-square-foot house with a pool, a separate studio office and skylights for \$1.39 million; and a three-bedroom, three-bathroom home of about 2,000 square feet for \$1.495 million.

September 13, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

My wife and I have lived in Brentwood Glen for 15 years. We were attracted to it because of its convenient location and its sense of community. Our children have moved on but now we encourage our grandchildren to visit as often as they can. It's a safe, friendly neighborhood with the Lutheran Church on Church Lane as the anchor.

Unfortunately, Alternative 3 and Alternative 3 Modified of the plan to widen the 405 would disrupt the great sense of community. Alternative 3 would remove the church entirely as well as many homes and mature landscaping, and the modified version would remove all the landscaping and leave the Glen exposed for years as the sound wall is removed and eventually replaced. And for what?

Widening the lanes one foot will do nothing to reduce traffic—it will just create a slightly larger parking lot. Because the 405 cannot be widened where it meets the 10, no amount of widening can possibly improve the traffic flow. And the Federal Government can easily continue the variance (for 11 foot lanes) it allowed when the southbound 405 added an HOV lane.

We do not oppose the addition of an HOV lane northbound as it will complete the long-awaited continuous HOV lane from Orange County. But spending the hundreds of millions of dollars it would take to widen a few lanes with no proved benefit seems like a great waste of taxpayers' money as well as the desecration of a church and its community.

HBS-1

HBS-1

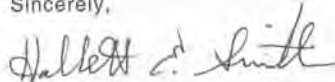
Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Does the DEIR show in any way substantial benefit to the traffic problems that now exist on the 405 and surrounding city streets? Closing the eastbound Sunset Blvd. onramp to the SB 405 and then adding a left turn lane to make three lanes turning left to access the other SB ramp is a recipe for disaster. We have to plan our day to be sure we're off the surrounding streets by early afternoon as Sunset is already in gridlock much of the time. This proposal would make it much worse.

Alternative 3 Modified would remove parking on Church Lane. Currently a city bus travels Church Lane from Sunset to Montana where it turns east. Can a bus make stops on a two lane street with no parking? The residents and visitors and employees need the bus.

In these difficult times of establishing priorities it seems that spending the millions and millions of dollars on a plan that has no real benefit and at the same time wreaks havoc with an established community both in terms of noise and pollution is foolish. Please do not implement either Alternative 3 or Alternative 3 Modified.

Sincerely,



Hallett E. Smith
Barbara I. Smith
11356 Homedale Street
Los Angeles, CA 90049

HBS-2

HBS-2

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your other concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

Teri Solomon
11362 Albata St.
Los Angeles, CA 90049

September 28, 2007

Ronald J. Kosinski
Deputy District Director
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

I have lived in the Brentwood Glen at 11362 Albata Street for 13 years and 5 months. This is a unique community, where people walk the neighborhood themselves and with their animals. The Glen has a small town feeling in a very large city. There are few communities such as ours left.

That you would destroy this tranquility for 7/10th of a mile to widen the 405 southbound is unthinkable. The Alternative 3 and the modified version of Alternative 3, that Caltrans is suggesting, will demolish the beauty of this neighborhood. Therefore I am opposed to Alternative 3 and the modified version of Alternative 3. My reasons are as follows:

The Disruption to the community.

Taking down the new existing wall during the 2 or more years of construction will expose us to extra noise and air pollution (Your track record doesn't portend finishing on time). Our neighborhood has many children. Studies have shown that when you are close to a freeway, especially one under construction, the air pollution causes an increase in lung disorders. Even after the new wall is reconstructed, because of increase in traffic, the problem of noise and air pollution will still be a detriment.

During construction, trucks going in and out of the construction site will cause additional noise, dust and congestion in our streets. By temporarily closing and moving Church Lane the trucks have to use alternative routes. Beloit will be the only north/south street to which cars and trucks will have access in order to drive in and out of the Glen. I live one house from Beloit and the noise will be tremendous during the years of construction.

Our community uses the Church in the Glen for many functions besides religion. The building is an important part of Brentwood Glen and is the only facility available for residents to meet. Other organizations use the Church for activities that are valuable to the city. Without the Church, the character and cohesion of the Brentwood Glen will be severely and negatively impacted.

TS-1

TS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

The emotional effect on the 91 families involved in moving Church Lane to widen the 405 under Alternative 3 cannot even be measured or described. Some of those families have lived in the Brentwood Glen for more than 15 years. It's like destroying a small town by a hurricane or tornado-only this event is not caused by nature but by man. The emotional effect for families who were the 2nd home but now find themselves as the first home next to the freeway is unjust. They will experience additional noise and air pollution and loss of property value with no compensation in sight. Many of them purchased these homes in the last several years and will be finding themselves in a no win situation.

The Cost of Construction

In order to construct Alternative 3 or its modification, Caltrans will have to remove 21 homes and 16 multi-family buildings. The cost will be hundreds of millions of dollars, plus the enormous personal cost to the residents, which I have already mentioned above. Relocating a street is not a cheap choice.

Caltrans may have Federal money allocated for the project but our state will have to bear the rest of the cost. Knowing the financial position of California, our state cannot afford the extra money for Alternative 3 or its modified version or its potential cost overruns. The question becomes a simple one. Is the cost worth moving the bottleneck down the freeway 7/10th of a mile to Wilshire Boulevard where the traffic is already congested?

With all your planning, the work you have already done at the Santa Monica southbound on-ramp to the 405 exemplifies how you often make the situation worse. It takes 10 additional minutes to enter the freeway there. I have used that on-ramp many times.

Your plans for Sunset and Church Lane seem to have the same problem in the working process. Under Alternative 3 or its modified version, the southbound on-ramp at Church Lane and Sunset will be removed. The proposed three left turn lanes at that intersection to the newly proposed Southbound on-ramp north of Sunset will not solve the problem but make it worse like the Santa Monica on-ramp. The traffic on Sunset Boulevard is very heavy in the afternoon. My personal observation from experiencing the unyielding traffic at that intersection tells me that a different plan is necessary.

Other Physical Cost

Our beautiful trees along Church Lane will be destroyed with Alternative 3 or its modification. Some of those mature trees are specimens. They are part of what makes the neighborhood unique and park-like. There will not be enough room for any trees, let alone mature trees, when you move Church Lane. Plants along the tall new wall will not replace the present screen of foliage that acts as a buffer for the freeway in addition to the soundwall we now have.

Alternative 3 or its modification will take away parking on the new Church Lane and will push cars onto our residential streets, which are already filled, causing a parking shortage. There are many workers, etc. that service homes in the area. Where will everyone park?

TS-1

Other Comments

The modification of the DEIR with all Caltrans changes are very confusing and do not substantiate proof for widening the southbound 405. I attended both of Caltrans hearings. I do not feel that you investigated the total situation and problems thoroughly. You only took issues that satisfied and justified your plans. There is no evidence to prove widening lanes increases safety. Where are the statistics? You also did not give the community enough time to digest the whole document once you submitted the changes.

All of these points make me question your goal of adding another lane and widening the southbound 405 between Sunset and Waterford. Why? What are you really gaining besides 4 minutes! I am not willing to sacrifice this lovely community for 4 minutes.

I am well aware of the traffic problem in Los Angeles and know the need for changes. I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. However, Alternative 3 and its modification are negative changes, not positive ones. Besides, all of your plans in Alternative 3 or modifications are just temporary Band-Aids that in a few years will have to be faced again. We are just denying the real solution MASS TRANSIT. Therefore I am opposed to Alternative 3 and its modified version.

Sincerely,



Teri Solomon

TS-2

TS-2

Please see response to comment BAA-13 which explains the history and prudence of the 12-foot traffic lane. While narrower lanes are allowable, on an interim basis, the 12-foot lane is the accepted standard lane width across the United States and within the state of California.

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RE: Caltrans 405N Proposal

Dear Mr. Kosinski:

My name is John Song and I have been living in Westwood Hills for about one year exactly. I moved into the neighborhood with my wife, Mary, and we just had the birth of our baby girl, Anna, in April. We really like the community and our neighbors. Our community is quiet, safe, and clean. This is why I moved into the area and hope that our community can stay the way I had envisioned it. I would like my daughter to grow up in a community like Westwood Hills,

I, personally, and my wife are opposed to the Alternative 2, Alternative 3 and the modified version of Alternative 3 from CalTrans. We are concerned about the substantial increase in noise and toxic air emissions for our family. The freeway will be moved closer to the community and the sound walls will be torn down. I live near Sepulveda Blvd which will make the period of construction almost unbearable due to the noise and environmental impact. I also don't agree with widening beyond the 12 feet required for an HOV lane northbound. The DEIR and its modification do not provide a basis to show that widening of the 405 Northbound and Southbound lanes will provide more than a minimal benefit, if any, to highway safety and traffic congestion.

The widening of the freeway and relocation of Sepulveda will remove many mature trees which provide a visual and sound buffer against the freeway. Trees east of Sepulveda would be replaced by massive retaining walls that converts Sepulveda into a trench and could exacerbate already serious noise and air quality impacts. This will visually detract from our community.

At a time when many worthwhile transportation projects are unfunded, we believe that Caltrans is obligated to seek solutions to traffic congestion that can be accomplished with the greatest benefit for the least cost in terms of dollars and community disruption and should act immediately to downsize this project.

Sincerely,


John Song

JS-1

Please see response to comment AG-7 regarding the evidence supporting the benefits of the project.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of the realignment of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

JS-1

RECEIVED
OCT 02 2007

337 Salkeith Ave
LA CA 90049
Oct. 1, 2007

Ronald J. Kosinski
Dept. of Transportation
100 S. Main St. MS-16-A
LA CA 90012

Dear Mr. Kosinski,
My husband (Richard Spackman) and I
have lived at this address in Westwood Hills
since 1975. One of the main reasons we chose
to live in this area is its accessibility,
especially easy access to the 405 Freeway.
I cannot believe that the proposed
widening of lanes will alleviate traffic
congestion. In fact, I believe that traffic
will be worse with the closing of on and off
ramps. The closing of the Waterford on-ramp
to the southbound 405 has already affected

AS-1
Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

AS-1

as negatively. Sunset traffic is horrendous
and will be worse if southbound ramps
from eastbound Sunset are closed.


The expense of this project and the
enormous personal costs to Westwood Hills
residents make Alternatives 2 and 3 not
good choices.

Please take the time to investigate
other choices that involve less money and
greater benefits!

Sincerely,
Anne Spadman

AS-1

September 25, 2007

Ronald Kosinsky 
Deputy district Director, Caltrans
120 South Spring Street
Los Angeles, Ca. 90012

To Ronald Kosinski,

I have recently purchased a lovely home in The Brentwood Glenn at 11331 Cashmere Street. I work full time in my home as a publisher and writer. Every morning and evening, I walk my dog throughout this delightful family community where neighbors are friendly and supportive. This pleasant tree-lined glen is filled with beautiful gardens, apartment dwellings, single homes of all sizes and styles representing a variety of incomes. It has an atmosphere of care and unity that is often missing in other less diverse neighborhoods. I would hate to see it disrupted or destroyed.

Therefore, I am opposed to Alternative 3 or the modified version of Alternative 3 that Caltrans has proposed because:

1. Implementing Alternative 3 will cause the destruction of 21 homes and 16 multifamily buildings housing 91 families.
2. The Church in the Glen has historic value for a small thriving and concerned community. It has been home to a Lutheran Congregation for more than six decades and a Jewish Congregation for the past two years. As the only community meeting place the Church should not be destroyed.
3. Under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be harmful to the community. The sound wall along side the Glen will be torn down and moved farther west. During the period of construction, the noise and environmental pollutant's impact will be so substantial that it will be unbearable for Glen residents living any where near Church Lane.
4. The DEIR and its modification do not provide a basis to show that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion.
5. It will cost Caltrans hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified, and there will be an enormous personal cost to the residents of Brentwood Glen.

KS-1

KS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

6. Under the original Alternative 3 or its modification, the Southbound onramp at Church Lane and Sunset will be removed. The afternoon traffic on Sunset Boulevard is already extremely heavy. I use these exits constantly and it will only add more delays and difficulties to a GATEWAY passage for accessing Westwood and Brentwood, Pacific Palisades.

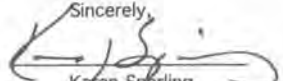
7. Alternative 3 would remove many magnificent mature trees, originally planted by The Tree People, which provide a visual and sound buffer against the freeway. Modified Alternative 3 would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees.

8. Modified Alternative 3 would prohibit parking on Church Lane, which is used by residents and their visitors, as well as UCLA students. Eliminating the existing needed parking will create a parking shortage.

To me, it is not the solution to helping with the traffic concerns of the 405 freeway. It seems completely useless to only widen a short strip from Sunset to Waterford.

I went to every meeting and the project description in the DEIR was basically difficult to interpret. Caltrans also did not give anyone who is concerned and objects to their plan enough time to review highly complex proposals.

I am aware of the concern to assist commuters and traffic congestion on the 405 Freeway. I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. However, the current Alternative 3 proposals do not provide relief to peak congestion times. I definitely oppose these proposals that will cause a devastating effect to this charming community that I have so recently joined and definitely oppose huge unnecessary funds for this project.

Sincerely,

Karen Sperling
11331 Cashmere Street
Los Angeles, Calif. 90049

KS-2

KS-2

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

September 18, 2007

Via Regular Mail & Electronic Mail

Mr. Ronald J. Kosmski *RK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012



Re: Proposed Southbound Expansion of HOV lane of the 405 Freeway

Dear Mr. Kosmski:

I feel it is important to make you aware of my views concerning Caltrans' proposed southbound expansion of the HOV lane of the 405 Freeway. I have been a resident of Brentwood Glen for nearly ten years, having chosen that special area of Los Angeles with my wife to raise our family.

Alternative 3 (either original or modified), as proposed by Caltrans, will uproot numerous families from the community in which my family lives and will forever alter the neighborhood for those whose houses are not demolished. I want Caltrans and all those with input on the final decision-making process to truly understand and appreciate how both the physical and social landscape of many communities will be irreparably harmed if Alternative 3 is adopted. The harm would include, but is not limited to, the forced relocation of numerous families; the complete destruction of a place of worship for many; chaos, congestion and disorder from years of continuous construction; increased noise and pollution; elimination of the well-maintained, community landscaped areas of flowers, trees and foliage; and the elevated health impact on children as the freeway encroaches further into the community beyond its present boundaries. It is my hope, and the hope of everyone in my community, that common sense, combined with wisdom and understanding, will prevail.

After having reviewed the voluminous, technical and confusing DEIR, I have at least the following questions:

- Where in the DEIR is there a showing and a full analysis that widening the 405 Freeway's southbound lanes and adding a mixed use lane will definitively provide a significant benefit to freeway conditions and safety?
- Why will adding an additional lane and/or widening the 405 Freeway's southbound lanes have any impact on traffic flow and safety in light of Caltrans' inability to get a commitment from the Federal government in connection with the area of the 405 Freeway adjacent to the Veterans Administration's property and the inability of Caltrans to address the bottleneck created at the overpass where the 10 and 405 Freeways converge?

No one would argue that Los Angeles has a traffic problem. I use the 405 Freeway every business day to commute to my job in the San Fernando Valley. The 405 Freeway (and freeways like it in Southern California) provides a travel conduit for those of us who live and/or work on the Westside of Los Angeles. But the 405 Freeway, like all the freeways in Los Angeles, serves as a means to an end, assisting our return to the neighborhoods and the communities in which we have chosen to make our homes and raise our families. Each day that I use the 405 Freeway is merely to complete my journey back home. Should Alternative 3 (in its original

SS-1

SS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

Mr. Ronald Kosinski
September 18, 2007
Page 2

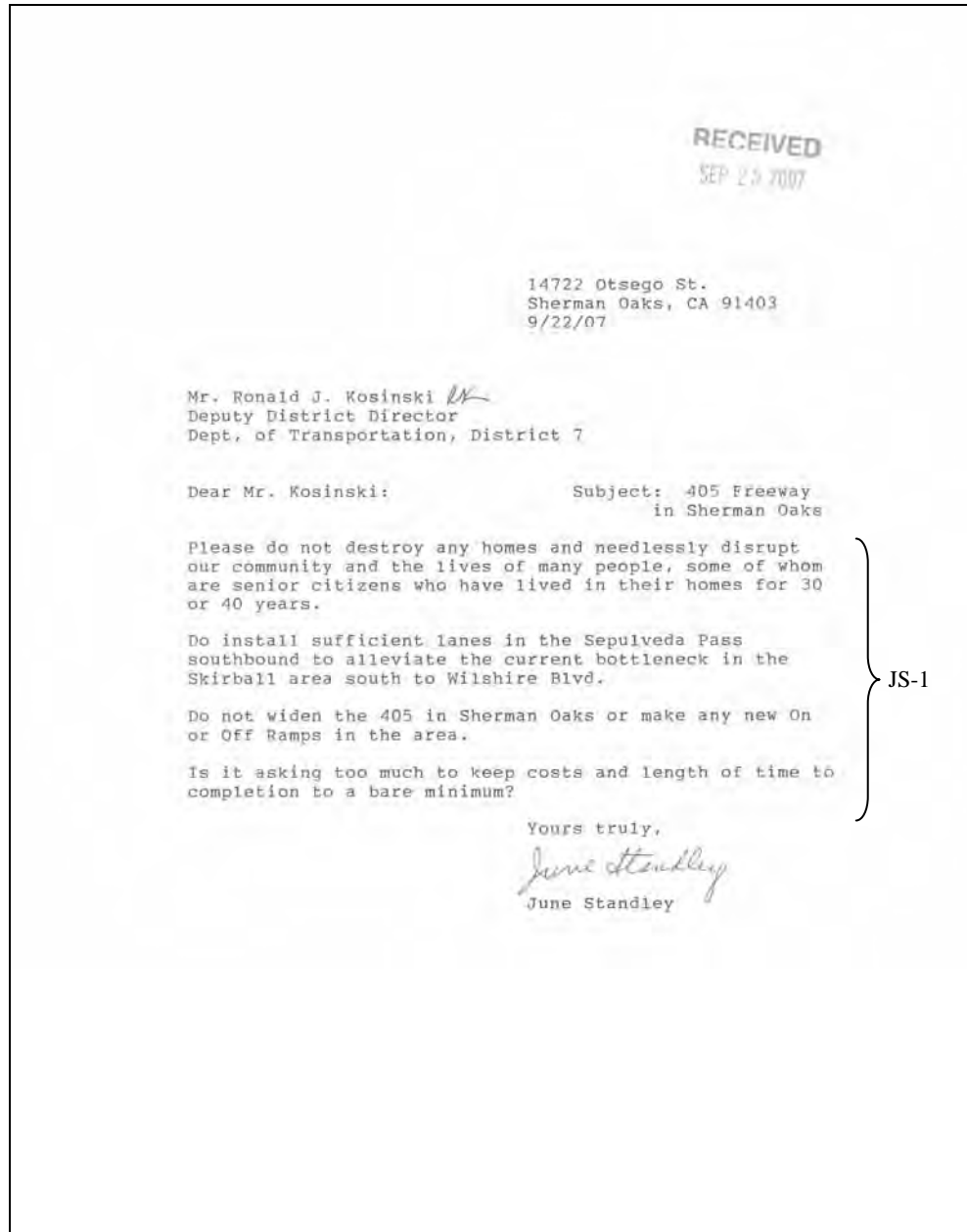
and/or modified form) be adopted, that home and the community my family lives in will forever be altered – thus, negating any potential benefit that could ever be gained by Alternative 3's adoption. When faced with this reality, it is clear that Alternative 3 is no alternative for many residents on the Westside and requires too much of a sacrifice from many residents and communities of the Westside of Los Angeles. } SS-1

Should you have any questions, I would be happy to discuss the issues further.

Sincerely,



Steven Spitz
11369 Burnham Street
Los Angeles, California 90049
(310) 471-8807 (home)
(818) 407-7287 (business)



JS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

This project will be designed and built through a “design-build” procurement method according to Senate Bill 1026. Design-Build is used to minimize the project risk for an owner and to reduce the delivery schedule by overlapping the design phase and construction phase of a project. A more exact timeline of the project will be developed at a later stage.

August 21, 2007



Mr. Ronald J. Kosinski, PL
Deputy Director Caltrans District 7
Division of Environmental Planning

Dear Mr. Kosinski,

I am writing you in regard to the widening of route 405 the Sepulveda Pass Alternative #3 involves taking the church, apartment buildings and homes next to Church Home. This would result in the loss of our home. My wife and I have lived here for 53 years. Our neighbors across the street have also lost their home. They have lived there for over 35 years. The loss of our home would create a great problem for both of us. We would appreciate anything that can be done to save our home. Thank you for your attention.

FS-1

Yours truly,

Frank W. Stangl

11329 CHARNOLD ST.
LOS ANGELES, CALIF 90049

FS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

Mr. Ron Kosinski *rk*
Dept. of Transportation, District 7
100 So. Main Street, MS-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski:

My name is Cami Starkman. I am 20 years old, and I have been a resident of the Brentwood Glen since birth.

Allow me to explain why the destruction of our special neighborhood as we know it could kill my mother, and if not that would break her spirit completely and mine as well. In late January, my father passed away from cancer, dying right herein our Brentwood Glen home, the home that he and my mother bought together, remodelled and perfected together, and raised me in.

Of course, we were and still are utterly heartbroken over the loss of our beloved father and husband, a man who was called "the shining star of the block" by one of our fellow Glen residents, but we gain solace in the fact that every time we enter this house, we still feel his presence here.

Furthermore, the Glen as a whole is a unique neighborhood, full of families, a tight-knit community - something very rare in the vast city of Los Angeles.

When I think of the possibility of having to leave this home - the home I planned on always returning to, on bringing my children to, and remembering my wonderful father in forever - I become hysterical, feeling as though I'm losing my Dad all over again. My mother nor I would be able to handle moving into and creating another home without him there.

If Alternative 3 or Alternative 3 modified comes to fruition, a few blocks of cement will have destroyed the heart of my family. I am begging you, please consider us who have made the Brentwood Glen our home as a major factor in "the greater good of Los Angeles" in your decision making.

Sincerely,



Cami Starkman
11425 Bolas Street
Los Angeles, CA 90049

CS-1

CS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

ed stein
15464 greenleaf street
sherman oaks ca 91403



Ron Kozinski *RK*
Deputy District Director
Caltrans District 7, Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-0685

Dear Ron:

As a concerned citizen of Sherman Oaks I am writing to express my concerns regarding the proposed 405 expansion in Sherman Oaks and Brentwood Glen. There is a substantial amount of confusion regarding the alternatives presented by Caltrans particularly regarding the anticipated outcomes and the impact on communities impacted by construction.

Specifically I support the following:

1. 405 freeway alternative 2 or 3 ONLY from Mulholland to Moraga
2. Keeping all current sound walls in place
3. NO homes or property shall be touched
4. A 0.8 mile long sound wall must be built on the west side of the 405 adjacent to Royal Woods IMMEDIATELY. Caltrans promised this in 2001

It is the responsibility of our elected officials and Caltrans to demonstrate that the funds allocated to this project will bring immediate benefits to justify the costs.

Sincerely,

Ed Stein
Sherman Oaks Homeowner

} ES-1

ES-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

August 15, 2007

Ron Kosinski *ML*
Deputy Director
Division of Environmental Planning
Department of Transportation, District 7
100 S Main Street
Los Angeles, CA 90012

RECEIVED
AUG 16 2007

**Re: May 2007 Draft Environmental Impact Report
Northbound I-405 Sepulveda Pass Widening Project**

Dear Mr. Kosinski:

My husband and I recently purchased a home on South Thurston Avenue in the Westwood Hills area of Los Angeles. We chose this neighborhood not only for its charm, but also because of the friendliness of the neighborhood community. We have an 8 month old baby girl and are happy that she can grow up in such a family-friendly neighborhood. We are concerned, however, about the effects of the above named project on our daily lives and on the community.

We do understand the need for improving congestion on the I-405; however, the proposed Caltrans project is unsatisfactory and warrants improvement. As a South Thurston resident, we strictly oppose Alternative 3 and oppose any version of Alternative 2 that would require Caltrans to partially or fully acquire private property for this project. Moving Sepulveda eastward to make room for a super sized freeway is not only costly, but is also disruptive to our neighborhood contributing to further traffic, noise, and pollution.

We hope that Caltrans will modify the current configuration of Alternative 2 to eliminate the need to relocate Sepulveda. Caltrans can downsize this project by using non-standard lanes, eliminating the "buffer," reducing the median, and adding a single standard width HOV lane to the existing freeway. Downsizing this project would significantly help reduce costs, eliminate the need to relocate underground utilities and pipelines, preserve the community, and would not disturb the health and welfare of the Westwood Hills residents.

Thank you for taking the time to read this and listening to our concerns. We sincerely hope that Caltrans would reconsider relocating Sepulveda eastwards and make modifications so that disruption to our community is minimized.

Sincerely,

Stephan

Berni and Lori Stephan
205 S. Thurston Ave
Los Angeles, CA 90049

[Handwritten signature]

BLS-1

BLS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

September 19, 2007

RECEIVED
SEP 21 2007

Mr. Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street MS - 16 - 4
Los Angeles, CA 90012

Re: Proposed 405 Freeway Expansion, DEIR

Dear Mr. Kosinski:

My husband and I have been residents of Brentwood Glen for eight years. As such, we have enjoyed the small town feeling of the Glen (the "Mayberry RFD" quality, if you will).

We have lived in and around this area since for the past thirty-eight years and can honestly say we enjoy the neighborhood better than any other.

Implementing Alternative 3 and its modified version will cause the removal of 21 homes and 16 multi-family buildings—a total of 91 families, I believe. That is sad – and unwarranted – for 7 or 8 tenths of a mile?

In addition to the families disrupted, the church in the Glen is a fixture and has been the home of a Lutheran congregation for more than 60 years. A Jewish congregation has made use of the church for the past two years. In addition, we hold many neighborhood meetings in a part of the church building; as well as providing space for a 12-step program; and last, but by no means least, it is where we vote. Without the church, the character of the Glen will be severely compromised.

If Alternative 3 or its modification is implemented, there will be a major increase in noise and toxic air emissions. I am sure you are aware of the study showing the harmful effects of auto & truck pollution within yards of a major freeway...the pollution being particularly harmful to young children. The Glen, being a family neighborhood, has an abundance of children. Due to construction, the sound wall will have to be removed and moved further west; and there will in fact be no sound wall during construction, which will only make the pollution and noise worse...even if the residents are not next to Church Lane.

BS-1

BS-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your other concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

- 2 -

The DEIR and its modification do not provide the facts showing that widening of the 405 southbound lanes and adding a mixed-use lane will be of more than a very minimal help to traffic congestion and highway safety.

If the original Alternative 3 – or its modification – is implemented, the southbound onramp at Church Lane and Sunset will be removed. The proposed three left-turn lanes at Sunset and Church Lane will not solve the problem. If anything, it will be worse! I wish you would try to make a right turn – or Heaven forbid – try to cross Sunset Boulevard at Church Lane any time from 2:30 p.m. on...it is almost impossible. The traffic and holdups get worse, of course, as it nears rush hour. The cars all try to squeeze through the light—therefore effectively blocking Sunset -- and the cars are sometimes lined up on Church Lane 5 or more deep. It is now dreadful – and will only be made worse by Alt. 3 and/or its modified version. If there is a traffic control person on hand, they sometimes help...they also sometimes just stand and talk with one another, being no help at all. But can an actual traffic control person be there Monday thru Friday from 2:30 p.m. until 7:00 p.m.?

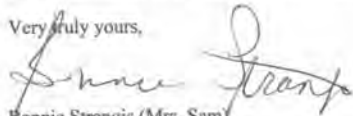
BS-1

Alt. 3 would also remove many fully-grown trees (a crime in itself), which add to the soundproofing. The trees will be replaced by a huge sound wall, with no room left to add new trees.

The DEIR project description is confusing.

Having said all of the above, I can well understand the 405 congestion problem. I cannot, therefore, oppose an addition of a HOV lane to the 405 Northbound and other measures to ease the problem. However, may I say again – the current Alt 3 proposals are inadequate and do not provide congestion relief—particularly when one considers the devastating effect to my neighborhood – and the cost of the project—also devastating!

Very truly yours,



Bonnie Strangis (Mrs. Sam)
11350 Homedale Street
Los Angeles, CA 90049

Calif. Dept. of Transportation
(Caltrans) District 7
Division of Environmental Planning
100 Main St. MS-16A
Los Angeles, CA 90012

Sir/madam:

I wish to bring the wildlife passageway in the I-405 Sepulveda Pass to your attention, as it is presently constructed the passageway is ending at Sepulveda Blvd, which funnels the wildlife directly onto Sepulveda Blvd. Sepulveda Blvd is one of the busiest (and longest) thoroughfares in Los Angeles, and a very dangerous environment for animals.

I would urge you to extend the passageways between the Santa Monica mountains, under/over I-405 and Sepulveda Blvd. This would funnel animal traffic away from dangerous Sepulveda Blvd.

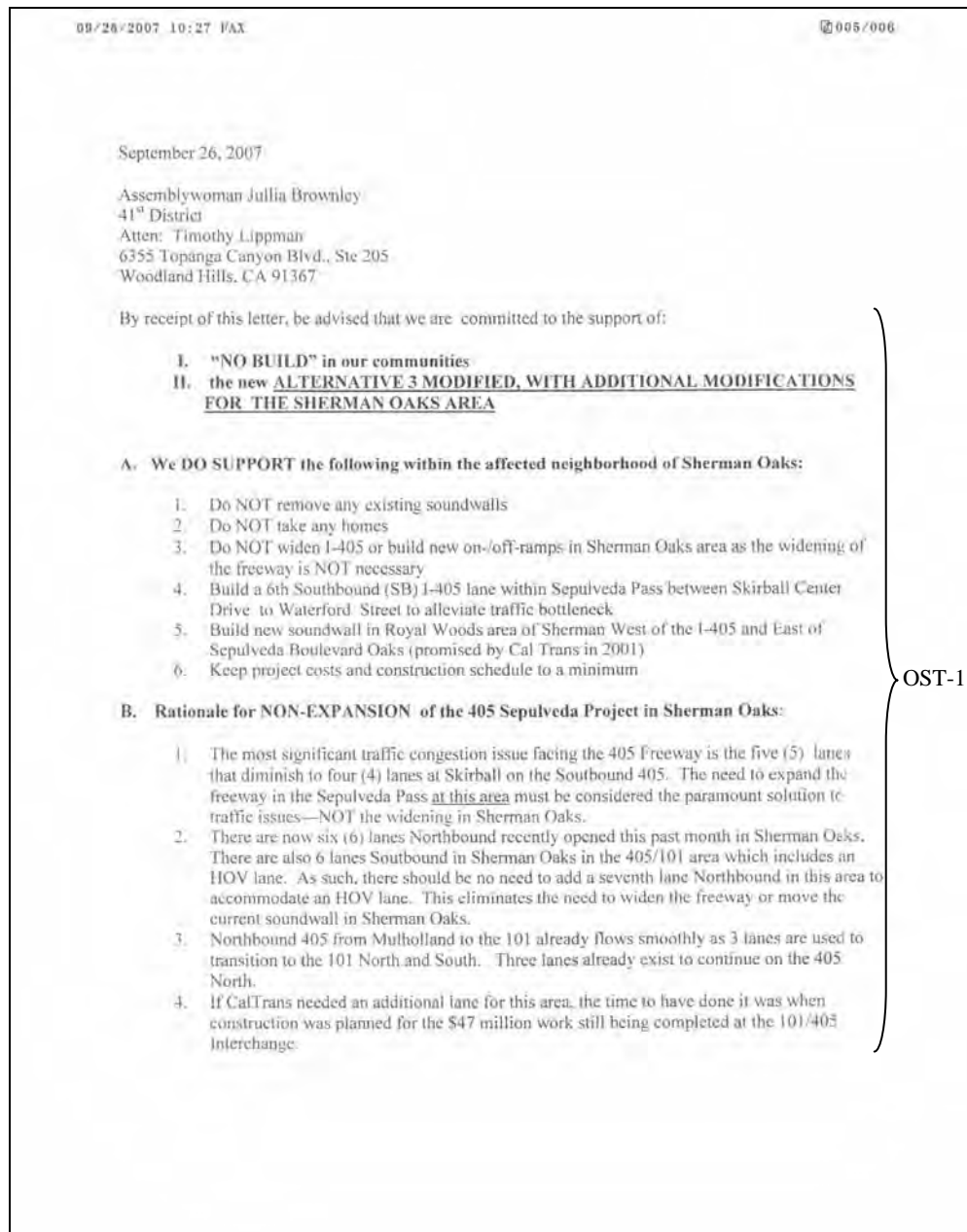
please give my request your immediate attention. As an animal lover and ardent preservationist of wildlife in California, I feel we must act to protect these innocent creatures who only want to live their lives in peace and safety.

Sincerely yours,
Julie Szeide
4501 Penfield Avenue Woodland Hills, CA 91367

JS-1

Several other comments address the wildlife corridors. Please see response to comments SMMC-1, SMMC-3, CC-1, RVA-15, RVA-22 and SC-2.

JS-1



OST-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands. The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

This project will add a northbound HOV lane from I-10 to US-101 in order to close the HOV gap. Funding was not previously available to complete this gap.


Improvements to the I-405/US-101 interchange are proposed and the project is currently in the planning stages.

09/25/2007 10:28 FAX 005/005

5. In order for traffic to flow smoothly down the Northbound 405 Sepulveda grade to the 101, it is wiser and safer to terminate the planned Northbound 405 HOV lane at Mulholland, perhaps marking it with a bold broken white line to allow ingress and egress within the area so traffic can easily transition to the 101 or the 405 without HOV lane restrictions in this area. The HOV lane then can start at the 101 location already defined after the 101 transitions are passed.
6. As such, there is no need to do any construction work to move soundwalls in the Sherman Oaks area—no homes nor property need to be taken from taxpaying homeowners, and no ramps closed or rebuilt. Should any soundwall be demolished for any reason in this area, homes and property would need to be taken as these properties are directly connected to the CalTrans right of way. This will destroy the lives of these homeowners especially if the Project is contested in legal action. This must be avoided at all costs. Leave the soundwalls intact in Sherman Oaks.
7. Avoiding massive construction in this area provides multiple benefits:
 - No need to close on/off ramps thus pushing traffic into adjacent canyons and passes for years during construction
 - Limit the overall time the project will take
 - Save considerable funds for more viable traffic mitigating measure in other areas
8. The Design Build proposal of the project is too open-ended for all communities to live with and provide assurances that the project will be conducted in a timely and cost-effective manner.
9. The current EIR/EIS for the project is greatly diminished in value; no long term cost benefit is clearly defined.
10. The current EIR/EIS projects an incomplete picture—misdiagnosis of traffic patterns, incomplete cost reporting and an environmental impact report that diminishes the hardship to the community leaving them with little choice but to consider legal recourse to protect themselves and their families.
11. When the project was initially envisioned and funding pursued, not one political leader ever intended to see a project developed that would take homes away from families, or face communities with the need to stop the project on legal grounds for such ill planning.
12. CalTrans' track record with delays in both the Palms and Sherman Oaks 101/405 reconstruction projects raises serious concerns for the communities affected by the 405 Sepulveda Pass project as currently proposed.

It is in the best interest of CalTrans, residents, and the travelling public for a project designed that will work for all concerned. This is best achieved with the following priorities in mind:

- Avoid taking homes
- Avoid moving soundwalls
- Limit costs and time of project so impacts are minimized
- Allocate funds for long-term traffic mitigation projects such as rapid transit, public awareness campaigns, business flex-time, carpooling, and mass transit solutions
- Avoid litigation that could terminate or significantly delay the project

Yours truly,

 Owen and Sharon Tang
 15405 Sutton Street
 Sherman Oaks, CA 91403-3809

OST-2

This project will be designed and built through a “design-build” procurement method according to Senate Bill 1026. Design-Build is used to minimize the project risk for an owner and to reduce the delivery schedule by overlapping the design phase and construction phase of a project. A more exact timeline of the project will be developed at a later stage.

OST-3

The design of both proposed alternatives are based on Year 2035 projected traffic figures.

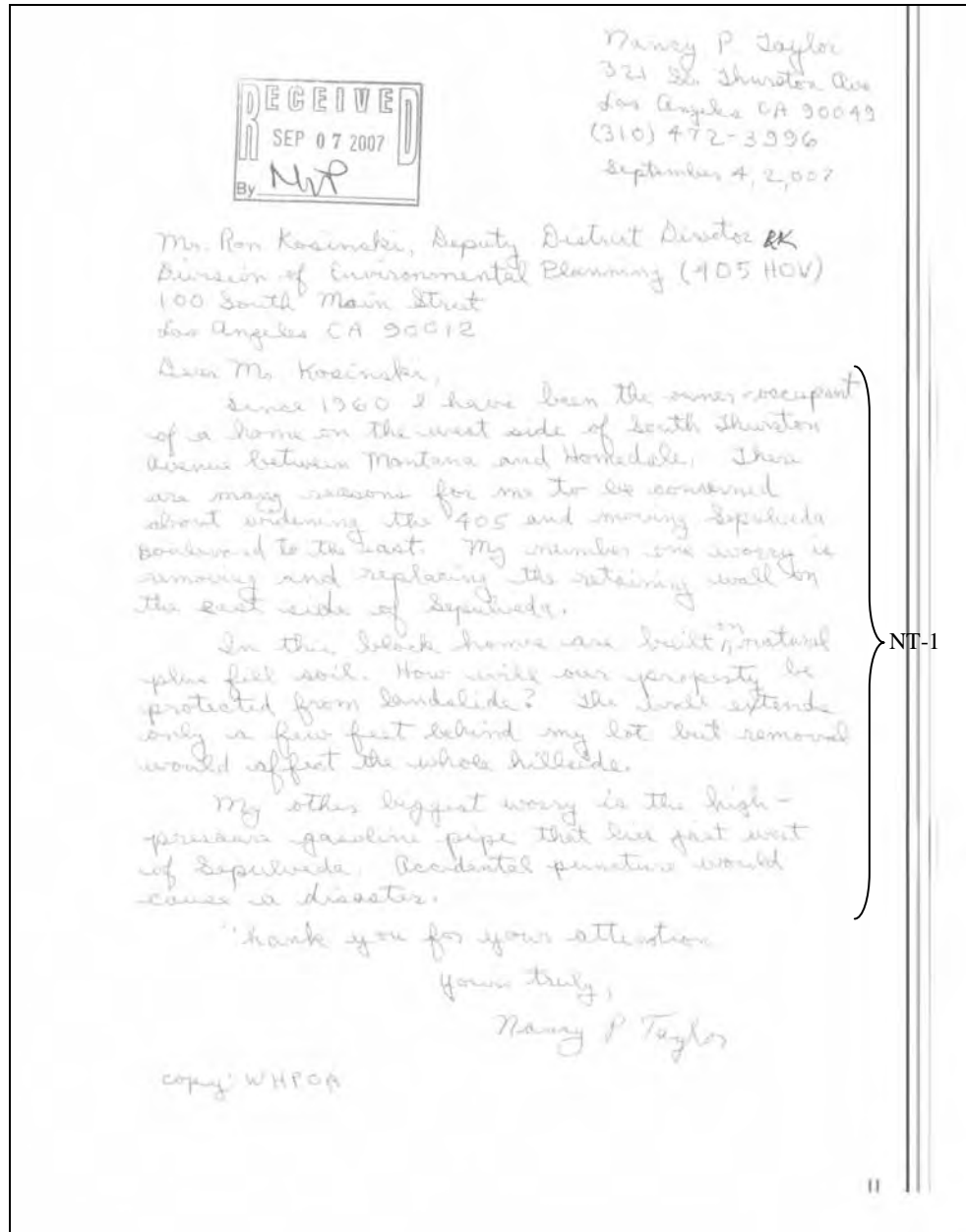
Caltrans has met and coordinated with the representatives of elected officials, local, state and regulatory agencies and organizations to receive their input. As a result, Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

OST-4

As the project construction timeframe/schedule is finalized, a Traffic Management Plan will be formalized, in coordination with LADOT and MTA. The TMP will establish the working perimeters for construction activities to ensure that traffic diversion is minimized. Please also see response to comment LADOT-1 regarding impacts to arterial streets during construction.

OST-5

Please see response to comment OST-1 through OST-6 above.



NT-1

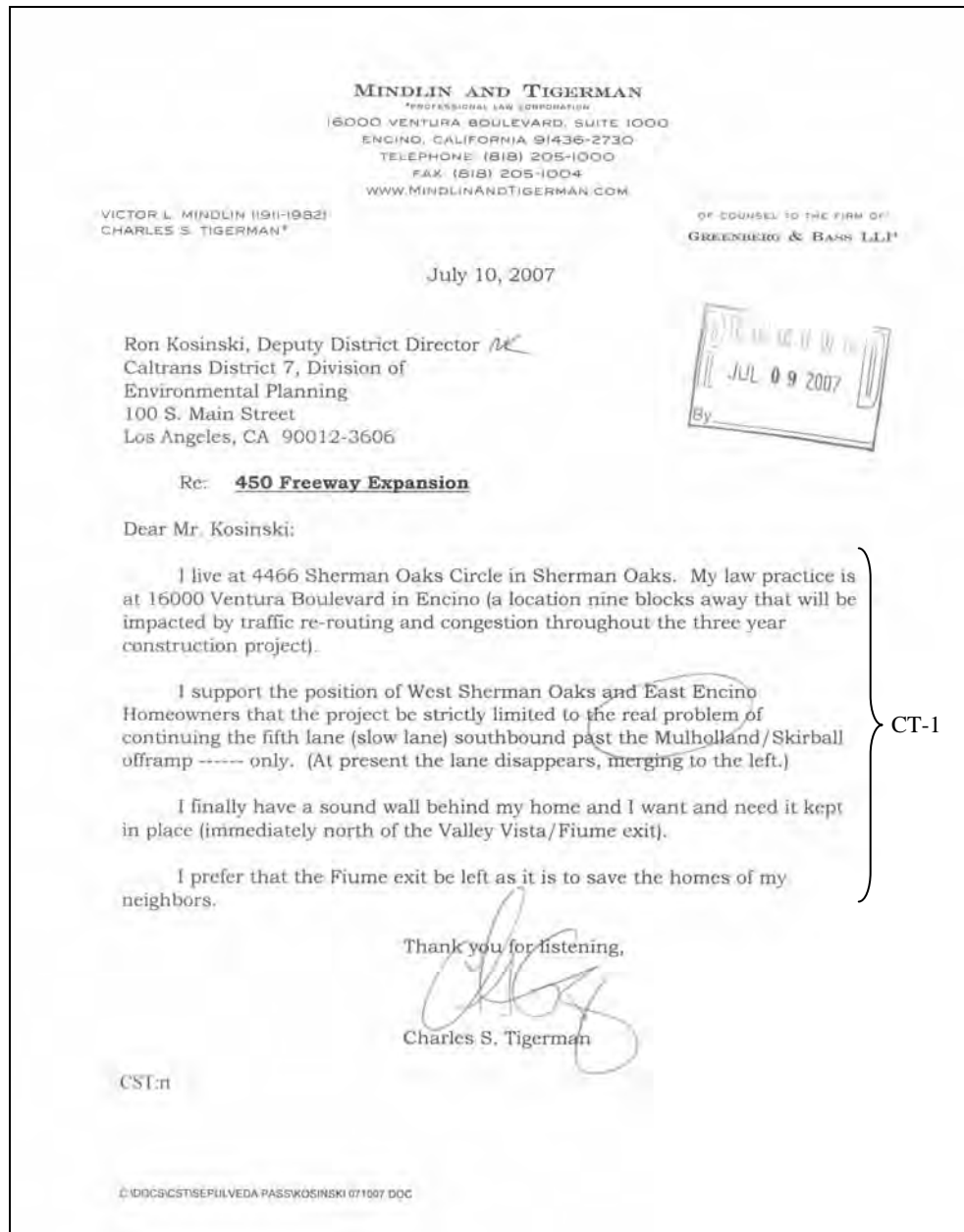
Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible.

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of the realignment of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Please see response to comment BAA-9 regarding utilities and their relocation.



CT-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location. The new soundwall along the Valley Vista off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

7-17-03
Calif Dept of Transport
(Caltrans) DIST #7
DIVISION OF ENVIRONMENTAL PLANNING AND
100 MAIN ST. MS-16A
LOS ANGELES, CA 90012
RE: I-405/SEPULVEDA PASS PROJECT
Please extend the wildlife bridge
over Sepulveda Blvd. This way the
animals & the drivers will be safe. } ET-1
Thank you
Elaine Trognon
6709 CALHOUN AVE
VAN NUYS, CA 91405

ET-1

Several other comments address the wildlife corridors. Please refer to response to comments SMMC-1, SMMC-3, CC-1, RVA-15, RVA-22 and SC-2.

July 12, 2007

RE: I-405 Sepulveda Pass Project

The Sepulveda Pass Widening Project is a positive step towards protecting our urban wildlife. I would like to have the passageways between Santa Monica Mountains extended over or under I-405 and Sepulveda Blvd, funneling the wildlife away from Sepulveda Blvd.

This solution is safer for people as well as for the wildlife.

Sincerely,
Delphine Tivolery

DT-1

DT-1

Several other comments address the wildlife corridors. Please refer to response to comments SMMC-1, SMMC-3, CC-1, RVA-15, RVA-22 and SC-2.

September 28, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

Long on details and snippets of information, but woefully short on substance, your DEIR remains a work in progress. You have a responsibility to inform the public of your plans—a statutory one, let’s hope, so that you can be prevented legally from choosing an Alternative until you’ve put out a proper DEIR. That is, a DEIR from which our citizens can learn what improvement each Alternative makes to 405 traffic flow, and how you expect to achieve that improvement. (Hint: You needn’t discuss Alternative 1.)

1) A case in point: At your 8/22/07 meeting, a handout of yours states that relative to doing nothing, Alternatives 2 and 3, respectively, will eliminate 16060 and 16190 hours of vehicle delay on a typical day in 2031. The mind boggles. How about 2010, 2015, 2020...? And isn’t the uncertainty in such forecasts large compared to the difference between 16060 and 16190 hours, so that, statistically, you can’t say which Alternative has the edge? More important: How many total hours of vehicle delay do you forecast; i.e., does 16,000 hours save the average 101-to-10-and-back driver a minute a day, a half-hour a day—or what? And most troubling: How can you justify disrupting a whole neighborhood, or taking even a single property, to save 130 hours of driving time spread over some 300,000 vehicles—an average of 1.6 seconds per vehicle? That is, if you trust your own forecasts, how can you now be seriously considering Alternative 3 relative to Alternative 2?

Where are these questions answered in the DEIR?

2) On each stretch of the 405 South from the 101 to the 10, the DEIR should tell us how many lanes there will be if and when Alternative 2, or either version of Alternative 3, is completed. Where in the DEIR does that information lie? I don’t see its present 67 maps and 53 aerial photos (more with its 7/22/07 modification) doing the job, which should take just a few pages. Seeking an answer for the stretch from Waterford St. to the 10, I spoke to Mr. Montez of Caltrans by phone. He thought it safe to say that, down to the 10, at least one lane would be added to the 405 South by the time the Sepulveda Pass Project ends. But at least in part, the funding for that lane(s) comes from another project. Where are funds from other projects entering what Caltrans foresees as end results of Alternatives 2 and 3?

JT-1

The design of Alternatives 2 and 3 are based on Year 2035 projected traffic figures. The travel benefits of the project are described in Section 3.5 of the EIR/EIS. An explanation for the methodology used to estimate delay time savings can be found in response to comment AG-6.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

The traffic study supporting the environmental document was completed in July 2006. The findings of this study are incorporated into the environmental document (see Section 3.5).

JT-2

Generally, each alternative would provide an HOV lane and five mixed-flow lanes in each direction, not including auxiliary lanes between some ramps.

The funding for this project was collected via gas taxes and sale of bonds. By law, this funding can only be used for transportation improvement projects. The proposed project has been programmed for funding in the Corridor Mobility Improvement Account (CMIA).

Please also see Chapter 2 of the EIR/EIS which has been revised to show updated cost estimates for all alternatives.

JT-1

JT-2

What's the status of those funds? What really is the total expected cost of the project? Where in the DEIR is this discussed?

JT-2

3) Increased traffic capacity for the 405 can be frittered away at clogged on- and off-ramps. Especially during rush hours, where will 405 traffic be stalled by backups from surface streets? If the answer is, "Noplace," then the DEIR should explain how Caltrans arrives at that answer. At Santa Monica Blvd, say, exiting 405-South vehicles pass from CA to LA roadbeds. Per minute, how many vehicles want to exit there to head east on the boulevard, and how many can the boulevard absorb? Though the DEIR's last 44 pages are devoted to ramps along and near the 405, where is that question answered? Absent an answer, why believe that 405 traffic won't back up from surface streets? Further, with no text introducing those 44 pages (not even to label them as Appendix J, except in some library copies), how do we use them? And, assuming that they do serve a useful purpose, why haven't they (or any of your Appendix pages) been numbered for ready reference by the public? Please don't apologize for not having done that; just do it.

JT-3

The central reason for funding projects like yours is to relieve traffic congestion. So says John Barna, Executive Director of California's Transportation Commission [LA Times, 2/17/07]. That may raise the side issues to which you devote the great bulk of the DEIR. But no depth of coverage of those issues can replace a clear explanation of the traffic congestion relief to be delivered by your various Alternatives (the live ones, not the discarded ones you take care to discuss). In fact, as the side issues crowd in and the central issue is not met head on, critical readers might conclude (in W.S. Gilbert's immortal words from "The Mikado") that they're reading "Merely corroborative detail intended to lend artistic verisimilitude to an otherwise bald and unconvincing narrative."

Further, not to dwell on it, but "unconvincing" also fits your forgetting, somehow, that Alternative 3 would give the 405 South six lanes—not five—from Skirball Center to Waterford St. It's generous of you to lay the blame for that lapse on yourself. However, Caltrans' Fall 2006 "Project Overview and Current Status," a summary of your project, plainly states that Alternative 3 would "Add a Standard Northbound HOV Lane and Standardize Southbound Lanes..." That wording carries over precisely to your DEIR, even as modified on 7/22/07. It does not tell of adding "a Standard Southbound HOV Lane", or any new southbound lane at all. To spring that added southbound lane on us at your 6/11/07 meeting and claim that Caltrans planned six lanes for Alternative 3 all along, is unworthy of you—and hardly respectful of the public.

JT-4

I hope you'll see the wisdom and propriety of revising the DEIR before choosing an Alternative, giving us a DEIR that answers questions like those posed above. And in so doing, please take to heart this saying (cited as a Jewish proverb where I first saw it): "A half-truth is a whole lie."

JT-3

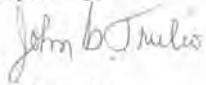
Please see response to comment LADOT-1 regarding impacts to the City's arterial street system.

JT-4

Caltrans never intended to mislead the public at any time throughout the environmental process. The proposed southbound mixed-flow lane was shown in the project engineering plans and cross-section for Alternative 3. However, due to an oversight, it was inadvertently omitted from the project description. Shortly after circulation commenced, an effort was made to inform the public and provide clarification on the addition of a southbound mixed-flow lane from Skirball Center Dr. to Waterford St.

However, it was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Respectfully,



John G. Trulio
P.O. Box 491306
Los Angeles, CA 90049

RALPH R. TURNER
3902 WOODFIELD DRIVE
SHERMAN OAKS, CALIFORNIA 91403

RECEIVED
SEP 25 2007

September 23, 2007

Mr. Ronald J. Kosinski, Deputy District Director *RK*
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, California 90012

Dear Sir:


As a resident homeowner in the Royal Woods area of Sherman Oaks, I would urge you to consider the following key points before finalizing the 405 Sepulveda Pass Project plans:

1. Build the sound wall long promised in the Royal Woods area of Sherman Oaks.
2. Don't move any existing sound walls.
3. Do not take any homes for this project.
4. Do not widen the 405 in Sherman Oaks or build new on or off ramps in the area.
5. Build sufficient lanes in the Sepulveda Pass south bound to alleviate the bottleneck in the Skirball area south to Wilshire.
6. Keep cost, project length to a minimum by following these guidelines.

RT-1

Thank you for your thoughtful consideration.

Very truly yours,


Ralph R. Turner

RT-1

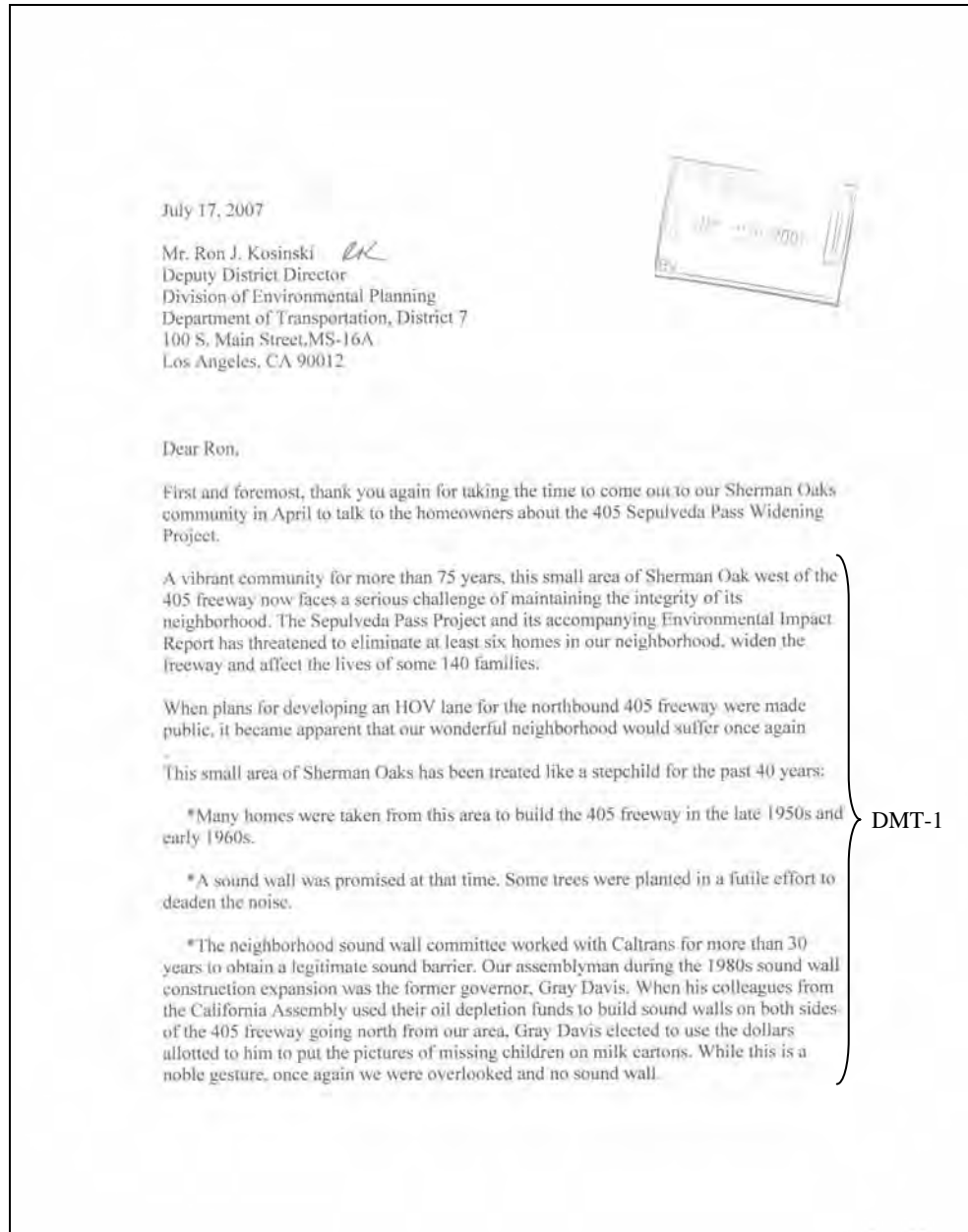
Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location. The new soundwall along the Valley Vista off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.



DMT-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

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The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The “Valley Vista/Sherman Oaks” design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location. The new soundwall along the Valley Vista off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

*It took another 15 years to get the sound wall constructed.

*Prior to the building of the sound wall, the neighborhood also endured years of noise, pollution and dirt with the construction of the southbound 405 HOV lane. In addition to the construction noise on the freeway, often our neighborhood streets were filled with heavy equipment that remained for days.

* And finally, in the past month, two people on the streets designated to have houses taken have had heart attacks. One survived, the other did not. Yes, there also is a high human cost to this project. Let's try to mitigate that.

DMT-1

In the last several months there have a number of newspaper articles as well as the report by the Anderson School at UCLA that carpools have proven to be ineffective in eliminating congestion on freeways. Caltrans, as a matter of fact, has eliminated some carpool lanes on the 134 freeway at the 101.

DMT-2

Now, there is, no doubt, that more southbound lanes on the 405 freeway from Mulholland to Moraga will improve traffic flow, and we support a project that covers that area as long as no homes are involved.

It is more than imperative that we in Sherman Oaks as well as our neighbors in Encino, Bel Air and Brentwood protect our homes and the quality of lives for our selves and for our children who will one day once again live in these homes.

With this in background, we support the following:

1. The "No Build Alternative" in the Sherman Oaks
2. No homes or properties be taken
3. Keeping all sound walls in Sherman Oaks and Brentwood in place
4. The 405 alternatives 2 or 3 only from Mulholland to Moraga
5. The building of a sound wall on the west side of the 405 adjacent to Royal Woods

DMT-3

And most of all, we do not support a northbound HOV lane that requires the taking of any homes or property in the Sherman Oaks area. The HOV lane should have been in the Caltrans plan when they did the very recent monumental construction project linking the northbound 405 to the 101 freeway. This project has taken a number of years to complete and has affected adversely our Sherman Oaks neighborhoods. We can't go through this again!

We need our neighborhoods back. We need to keep our homes. We want some sanity and quality of life.

DMT-2

Please see response to AG-7 regarding the evidence supporting the benefits of HOV lanes and of the project as a whole.

DMT-3

Please see response to comment DMT-1 above.

Caltrans is committed to expediting the completion of this project; thus a "design-build" process has been chosen to fast track the progress of the project.

Thank you for your leadership on this project and your interest in the welfare of the people who live in this Sherman Oaks neighborhood.

Best regards,



Dick and Marcella Tyler
15400 Valley Vista Boulevard
Sherman Oaks, CA 91403
(818) 995-6017

Mary G. Tyler
1600 E. Broadway, #1
Glendale, CA 91205

September 9, 2007

State of California
Dept. of Transportation
(Caltrans) District 7
Division of Environmental Planning
100 Main Street, MS-16A
Los Angeles, CA 90012

Dear Sirs:

Including two wildlife passageways in the I-405 Sepulveda Pass Widening Project is a positive step towards protecting our diminishing urban wildlife. These passageways are necessary to maintain healthy herds by providing a means for ranging animals to move, with ease, between natural landscapes that can sustain them, while providing protection from vehicles on our highways and freeways. Now, with the affects of global climate change, the passageways could become crucial in providing protection to sensitive species from becoming endangered or extinct.

However, there is a huge flaw with the current plan. Instead of extending the passageways between the Santa Monica Mountains on the east, to the Santa Monica Mountains on the west, the passageways will end at Sepulveda Blvd., funneling the wildlife onto Sepulveda Blvd.

I am fully aware that Sepulveda Blvd. is under the jurisdiction of Los Angeles DOT, but, the passageways, as planned, will create a serious safety issue for both humans and wildlife. While most wildlife comes in contact with vehicles, it results in almost certain death for the animals, potential injury or possible death to humans, and costly damage to vehicles. A serious accident could also lead to a potential liability issue for the City of Los Angeles and Caltrans.

The most obvious and best solution is to extend the passageways between the Santa Monica Mountains, over or under the I-405 and Sepulveda Blvd., funneling the wildlife away from Sepulveda Blvd.

It is very important that all governmental agencies involved work together for a solution. Proper studies need to be conducted on wildlife movement patters, species of the wildlife

MT-1

Several other comments address the wildlife corridors. Please refer to response to comments SMMC-1, SMMC-3, CC-1, RVA-15, RVA-22 and SC-2.

MT-1

- 2 -

involved, and numbers and species of roadkill. These studies must be done prior to construction, must be transparent, and available to the public.

I urge Caltrans, Los Angeles Dept. of Transportation and City Councilmember Jack Weiss to meet and work together to solve this serious safety issue. I encourage you to include representation from local environmental organizations. Thank you.

} MT-2

Sincerely,



Mary G. Tyler
A concerned citizen

September 26, 2007

Mr. Ron Kosinski
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

Dear Ron,

Here is one last missive from the Tylers. We would like to take a moment to reiterate what we have indicated in our previous communications as our position regarding the 405 Sepulveda Pass Project. We again want to assert that we do not want any sound walls moved in the Sherman Oaks area; we don't want any homes taken in this project, and we do not want the 405 widened in Sherman Oaks or new on and off ramps built. We realize the importance of this freeway project, but it should not be done at the unwarranted expense of our neighborhood.

Again, we address the high human cost of this project to the more than 140 families in our neighborhood, and we are asking that Caltrans design an alternative plan to keep our area whole.

Most sincerely,

Richard and Marcella Tyler



RMT-1

RMT-1

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

September 29, 2007

Division of Environmental Planning (405 HOV)
California Dept. of Transportation
100 South Main Street
Los Angeles, CA 90012

Re: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND SECTION 4(f) EVALUATION

CASE NO. 5CH #2002011017

Dear Mr. Kozmski:

The Interstate 405 / Sepulveda Pass Widening Project ("Project") proposed will have significant impact on the environment that has not been fully addressed in the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The proposed expansion will **have** a significant cumulative negative impact on emergency response, air quality, water, natural resources, **noise**, geology, energy, population growth, safety, and emergency response for all the students, **faculty**, **residents** and commuters. You must look at the big picture which is what was not done in the first **place**. **A Band-Aid** is not going to do the right job.

The Mulholland Drive educational institutions serve roughly 4,000 students per day. After reviewing the Project, I am expressly concerned about the safety of all the students that attend school in the Institutional Use Corridor (IUC). They will be immediately and severely impacted by this proposed Project during the construction period, estimated at 3-5 years.

Your DEIR/DEIS lacks an adequate description of how the negative impacts are to be mitigated, especially the safety and emergency response to the residents, students, faculty and parent drivers. There is no evacuation plan, emergency response plan, and it appears the DEIR/DEIS does not address, at all, traffic management studies, plans or notification systems for the IUC. It appears the DEIR/DEIR does not address emergency traffic management studies, planned traffic mitigating measures or notification systems for the IUC, the non-local commuters, and the adjacent neighborhoods.

I thank you for allowing me the opportunity to comment on the draft DEIR/DEIS, and I look forward to a response as well as a detailed and comprehensive final DEIR/DEIS, fully in compliance with CEQA, the Mulholland Corridor Scenic Parkway Specific Plan, State and Local Guidelines.

Sincerely,


U.G. Verone
1323 Miller Drive
Los Angeles, Ca 90069

GV-1

September 26, 2007

Ronald Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

RECEIVED
OCT 04 2007

Dear Mr. Kosinski:

There are (sadly) few neighborhoods like Brentwood Glen left in Los Angeles. I know this because I searched high and low for one when I was transferred back to L.A. in 2005.

This is a quaint neighborhood with charming mixed architecture, white picket fences (teeming with roses) and the ever-present sound of children (that's right, children actually outside) riding their bikes and playing catch. We are a community, we have neighborhood BBQ's and community garage sales, and we actually KNOW our neighbors. We are not a bunch of faceless houses that you are contemplating ripping from the fabric of our neighborhood.

I am extremely opposed to Alternative 3 AND the modified version of Alternative 3 for the following reasons:

POLLUTION: The increase in noise and toxic air pollution (emissions) under Alternative 3 or it's modified version are extremely harmful to everyone in our community, and there will be no sound wall for a substantial period while this is under construction and it would make living in the Glen UNBEARABLE due to the increased noise and toxic air emissions.

COMMUNITY: The Church in the Glen has been around for over 60 years and is a huge part of the sense of community here and provides a meeting place for non-church activities such as 12-step programs and community meetings.

ENVIRONMENT: Alternative 3 would rip out our mature trees that currently provide a huge visual and sound buffer from the 405. The modified Alternative 3 would like to replace these beautiful trees with a nasty massive unsightly wall, or any room to replace the trees.

I am not alone in the way I feel, and while I understand there are big problems with traffic congestion, but adding another lane to the 405 Freeway is NOT going to solve the long-term problem. Los Angeles City Planners and CALTRANS needs to look take a hard look at the future and stop the madness of destroying neighborhoods and the few

CVW-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

CVW-1

green spaces left in Los Angeles. I can only hope that every person empowered to vote on this issue has come to our neighborhood and seen for him or herself how devastating this would be to our wonderful community.



Caroline von Weyher
11438 Albata Street
Los Angeles, CA 90049
310-601-6729

UNIVERSITY OF CALIFORNIA, LOS ANGELES
WORKLEY • DAVIS • DIVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO

UCLA
SANTA BARBARA • SANTA CRUZ

THE JOAN PALEVSKY PROFESSOR
OF MODERN EUROPEAN HISTORY

Mr. Eugen Weber
11579 W. Sunset Blvd.
Los Angeles, CA 90049-2048

July 28, 2007

We and our neighbors strongly oppose your plans for the route 405 Sepulveda Pass or the broadening of the freeway or Church Lane destroying one of the most charming part of L.A. and a very active church. Who do you think you are? In any case, you should know that it won't make any difference at peak hours, cars will be bumper to bumper and the rest of the time it will flow normally.

Don't cover the earth with asphalt it is worse than cars when it comes to global warming, and finish what you start, like the 405 south to the airport which after so many years it is still a mess.

EW-1

EW-2

EW-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

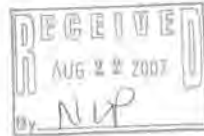
EW-2

Please refer to **Chapter 4** which provides a discussion on climate change.

All you want is more projects so that
you can get more money from the
government!

Sincerely,
J. Weber

August 20, 2007



Dear Mr. Kosinski, *NK*

It has been brought to my attention that Cal Trans is considering a multi-billion dollar project to widen I-405 through the Sepulveda Pass, which even *they* say will do little to alleviate congestion. As a resident of the area, I would like to express my adamant opposition to such a project. My reasons are simply these:

- 1) All emergency response times would be impacted, particularly with work being done on both the Skirball and Mulholland bridges. In a high fire danger area, the cost could be measured not only in loss of property, but also in lives.
- 2) Mulholland Drive is known as "school row" for good reason. There are no less than eight schools on the stretch of Mulholland running from Calneva to Roscomare. The drop-off and pick-up traffic is a problem even now. I cannot stress enough how impossible traffic will become (not to mention the emergency response time problem) if the Interstate Route 405-Sepulveda Pass HOV Project is undertaken.
- 3) The proposed new on and off ramps appear to be badly designed and conceived.
- 4) Finally, and most importantly – given the recent collapse of the commuter bridge in Minneapolis – there is considerable concern about the stability of the two bridges in question during construction.

KW-1

All in all, this project appears to be another political boondoggle, a disaster waiting to happen, and I for one appeal to you as Deputy District Director to call off the dogs on this one and leave well enough alone. I hope you get many more letters like this and they achieve the desired effect.

Sincerely,

Kim R. Weiskopf
Mr. Kim R. Weiskopf
16841 Oak View Drive
Encino, CA 91436

KW-1

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Please see response to comments LAPD-1 through LAPD-4 regarding emergency response during and after construction.

Please also see response to comment **MECA- regarding the IUC...**

Your concerns regarding bridge construction are understandable. However, Caltrans' designers use much higher bridge standards than those in Minnesota due to California's seismic conditions.

11445 Chenault Street
Los Angeles, California 90049

September 27, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation District 7
100 South Main Street MS-16-A
Los Angeles, California 90012

We have lived in Brentwood Glen for sixty-six years. We have watched the relentless increase of vehicular traffic moving through the Sepulveda Pass causing congestion. Corrective actions were taken. The 405 freeway was constructed, requiring encroachment into Brentwood Glen. Property was destroyed and approximately one hundred residents were displaced.

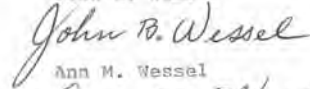
Now, again, we are under siege. Alternative-3 and Alternative-3-modified, if enacted, would encroach further into the Glen. Homes would be destroyed and families displaced. Many large trees that help to counteract air-pollution would be destroyed. The church would be destroyed. Our church is of great importance to the community. It provides diverse religious services and a meeting-place for social and political activities.

We strongly object to the implementation of Alternative-3 and Alternative-3-modified. We recognize the need to accommodate the ever-increasing volume of vehicular traffic. We believe that this can be accomplished by a diversified transportation system instead of the present concentration of vehicles through the Sepulveda Pass. Additional roadways would relieve the load on the 405 freeway.

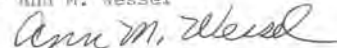
We ask that you withhold action on Alternative-3 and Alternative-3-modified, and search for a solution that is much less harmful to the environment and residents of Brentwood Glen.

Yours truly,

John B. Wessel



Ann M. Wessel



JAW-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.


Your concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

JAW-1

MARSHA POSNER WILLIAMS
15423 Sutton Street
Sherman Oaks, CA 91403
818.259.5739

RECEIVED
SEP 20 2007

September 20, 2007

Mr. Ronald J. Kosinski 
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street, MS-17A
Los Angeles, CA 90012

Dear Mr. Kosinski,

As a Sherman Oaks resident for more than 20 years, I am appalled at the thought of the DOT thinking that widening the 405 freeway in our area and destroying homes will cure the never-ending traffic problems that plague Southern California.

Please do NOT widen the 405 in Sherman Oaks area or build any new on or off-ramps.

I think it's (way past) time to build the long promised Sound Wall in the Royal Woods area of Sherman Oaks.

Do NOT *move* any sound walls.

Do NOT take any existing homes.

DO build sufficient lanes in the Sepulveda Pass *south bound* to alleviate the bottleneck in the Skirball area south to Wilshire.

And finally, keep costs and the project length to a minimum instead of dragging out any plan interminably.

Sincerely,



MPW-1

MPW-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

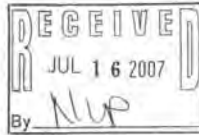
The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Wayne Williams

15217 Sutton Street Sherman Oaks, CA 91405-3809 USA
 Tel: 818.905.8097 Fax: 818.995.6008
wwilliams@earthlink.net



Mr. Ronald J. Kosinski, Deputy District Director *rk*
 Division of Environmental Planning
 Department of Transportation, District 7
 100 S. Main Street, MS-16A
 Los Angeles, CA 90012

Tuesday, July 10, 2007

Dear Ron,

Thank you for spending the time to come out to our community in April of this year, and speaking to our homeowners, and neighbors during the two presentation days presented by CalTrans in the first months of this year.

There have been many considerations presented as to why CalTrans needs to spend all the funds available in order to help alleviate traffic congestion on the 405 Freeway in the Sepulveda Pass which includes Sherman Oaks and Brentwood Glen. Most significant is the desire to place a carpool lane on the northbound side of the 405 freeway in this area. Of course, the other consideration is the desire to expand the southbound 405 lanes from 4 to 5 lanes south of Mulholland to Moraga.

Only one of the two is worth pursuing for both viability and cost benefit. Since CalTrans has shown that NO long term significant traffic improvement will be gained from a Carpool lane addition, this option in our community must be removed. The need to widen the freeway in the Sepulveda Pass from Mulholland to Moraga itself is essential, and would not require the taking of homes or property in the process. This is the only option I wholeheartedly support.

The recent LA Times article and the UCLA Environmental Study have proved the need for a carpool lane on the north bound side of the 405 to be unwise and wasteful of money. It is with strong feelings on my own part, and the support of our community, that I feel it is critical that CalTrans proceed with the necessary work within the Sepulveda Pass and avoid any expansion that would move current sound walls or take any private property. The funds set aside for these areas may have been supported by the voters and politicians, but I'm sure if people had known that homes would be taken at great expense, and communities destroyed, voters would have no doubt responded differently.

CalTrans had plenty of opportunity to plan for and expand the 405 on the East side in Sherman Oaks during the 405-101 Interchange project that is still incomplete. If a carpool lane was truly important and viable why was it not included in that project? Failing to add the room in that projects planning stages should not now allow CalTrans to place the burden on to our community, especially in light of the failures of carpool lanes that have now been exposed. Additionally, the impact of construction and property taking on our community and our quality of life would clearly last for years. That is unacceptable.

The proposed Alternatives 2 & 3 in the Sherman Oaks area were also placed on the current Draft EIR without any statements of environmental impact on the community or critical participation by LADOT. This leaves serious question as to the the legality of the project and opens the door for the community to fight the project on legal grounds. The resulting delays could ground the viable aspects of the project to a halt, and that would benefit no one.

WW-1

WW-2

WW-3

WW-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

WW-2

Please see response to AG-7 regarding the evidence supporting the benefits of the project and HOV lanes.

WW-3

This project will add a northbound HOV lane from I-10 to US-101 in order to close the HOV gap. Funding was not previously available to complete this gap.

Please see response to LADOT-1 regarding the City's arterial street system.

page 2

It is also important to note that a long promised sound wall in the Royal Woods area of Sherman Oaks has yet to be built, and must be included in the final proposal without having to expand the freeway in any way within the community. You know this is not only necessary but long overdue, and must be done without delay, no matter the timeframe of the final 405 project plan.

As such, I hope CalTrans will respond in support of my perspective and do the following:

1. Move forward with the Interstate 405 SEPULVEDA PASS WIDENING Project ONLY between Mulholland and Moraga, whether Alternative 2 or 3.
2. Keep all current Sound Walls in place in both Sherman Oaks and Brentwood Glen.
3. CalTrans must not impact or touch any homes or property in the areas of Brentwood Glen & Sherman Oaks.
4. Immediately build the long over due mile long sound wall in the Royal Woods area of Sherman Oaks.

Thank you for your hard work and support in understanding and acting on our communities behalf.

Sincerely,



Wayne Williams

Board Member / Sherman Oaks Homeowners Association

Member of the West Sherman Oaks / East Encino Homeowners

WW-4

WW-4

While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Wayne Williams

1425 Sutton Street, Sherman Oaks, CA 91405-3809 USA

Tel: 818.905.8097 Fax: 818.995.0888

wwdick@soha.org

Ron Kosinski *RK*
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

Wednesday, August 22, 2007

Dear Ron,


Thank you for your time meeting with our Sherman Oaks Homeowners Association Board members a few weeks ago. We have studied the proposal in the Draft EIR documents, discussed it in detail and come up with our own position document.

Please find attached, the Sherman Oaks Homeowners Associations (SOHA) Position Paper on the I-405 Sepulveda Pass HOV Widening Project. Do consider this the official position of SOHA.

As you know, SOHA is the largest Homeowners Association in Southern California and is directly affected by the project as proposed.

We feel the expansion proposed in the Sherman Oaks area is not acceptable without design modifications providing for no sound walls being moved, or homes taken. We also want to see construction of a sound wall in the Royal Woods area of Sherman Oaks. All of this is explained in our Position Paper which our President Richard Close will also be providing to our legislative representatives.

Sincerely,



Wayne Williams / Board Member / Sherman Oaks Homeowners Association

} WW-5

WW-5

Please see response to comments WW-1 through WW-4 above.

Dennis Woo
3540 Valley Meadow Road
Sherman Oaks, CA 91403
July 24, 2007



Mr. Ron Kosinski *rk*
Deputy District Director
Caltrans District 7
Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

Dear Mr. Kosinski,

I have been a homeowner in the 91043 Royal Woods area of Sherman Oaks for 29 years.

I would like to voice my support and non-support of a several items that you are currently working on and would affect my neighbors and myself.

- I support the *NO BUILD ALTERNATIVE 1* in the Sherman Oaks area.
- I support the *ADDITION OF ONE SOUTHBOUND LANE ON THE 405 BETWEEN MULHOLLAND TO MORAGA.*
- I support the *IMMEDIATE BUILDING OF THE LONG OVERDUE SOUND WALL* in the Royal Woods area of Sherman Oaks.
- **I DO NOT SUPPORT OF SEE THE NEED for a northbound carpool lane that requires the taking of any homes or property in Sherman Oaks or Brentwood Glen.**
- **I DO NOT SUPPORT THE MOVE OF THE CURRENT SOUND WALLS already build in Sherman Oaks or Brentwood.**

DW-1

Thank you for "reading and hearing" my desire for the Royal Woods and Brentwood Glen homes and the impact this has on many families and lives.

Sincerely,

Dennis Woo

DW-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp. The new soundwall along the Valley Vista Blvd. off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Janett Woo
3540 Valley Meadow Road
Sherman Oaks, CA 91403
July 24, 2007

Mr. Ron Kosinski *RK*
Deputy District Director
Caltrans District 7
Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012-3606

RECEIVED
AUG 20 2007

Dear Mr. Kosinski,

I have been a homeowner in the 91043 Royal Woods area of Sherman Oaks for 29 years.

I would like to voice my support and non-support of a several items that you are currently working on and would affect my neighbors and myself.

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- **I DO NOT SUPPORT THE MOVE OF THE CURRENT SOUND WALLS already build in Sherman Oaks or Brentwood.**

JW-1

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Sincerely,
Janett Woo
Janett Woo

JW-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

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The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Betty Yates
14822 Otsego St.
Sherman Oaks, Ca. 91403-1441
9-22-2007

RECEIVED
SEP 26 2007

Mr. Ronald J. Kosinski, Deputy District Director *RK*
Division of Environmental Planning
Dept. of Transportation, District 7
100 S. Main St., MS - 16A
Los Angeles, CA 90012

Dear Mr. Kosinski,

Regarding the widening of the 405 for a car pool lane, I do not believe that any homes should be taken to achieve this.

} BY-1

This situation should have been addressed before the Skirball Center was ever built. It is not fair to those who have lived in this area for years to pay for the incompetence of the government not foreseeing and planning for the future.

The residents of Sherman Oaks do not want any more traffic in our area as the Planning Dept. has done nothing to address this situation in past years; and the traffic here, especially during commute times, is disastrous already.

} BY-2

"If you build it, they will come" is a line from a movie that very much applies to all of Los Angeles. The water, air, and electrical provision problems are already untenable. It's time for the City to plan for the future, not just take knee-jerk reactions once a problem is already in place.

With Regards,

Betty Yates
Betty Yates

BY-1

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BY-2

Please see response to comment AG-12 regarding land use and zoning patterns.

Ronald J. Kosinski *OK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

13 September 2007

Dear Mr. Kosinski,

We have lived in Brentwood Glen for two and one half years, residing at 345 Beloit Avenue. We live here with our eleven year old twin boys and two dogs. When we were looking for a place to live, having relocated here from London, we chose the Glen because it truly is unlike any other neighborhood in Los Angeles. We love the fact it is tucked away, with little traffic. Our boys can walk safely (and do, from their school bus stop at the top of Church Street) and cycle and both my husband and I enjoy taking long walks with the dogs. There is a wonderful sense of community here and it is a very special place to live.

We write to you because we are strongly opposed to both Alternative 3 as originally proposed and the modified version of Alternative 3. There are many reasons we feel this way and I would like to take this opportunity to name but a few.

From what I understand, some 21 homes will be destroyed as well as 16 multifamily dwellings, leaving nearly 100 people without a place to live. I have no doubt the destruction and subsequent construction will take many years and, in the interim, we will have no buffer from the noise and I can only assume the toxic fumes of the 405 freeway will be unbearable.

It is almost too horrible to contemplate the destruction of The Church in the Glen. I am a Lutheran and from what I have been told the church has been home to a Lutheran Congregation for more than sixty years. I know it is also used as a venue for a Jewish Congregation as well as being an important part of the Brentwood Glen community. I personally voted there during the last election and there are often community meetings, such as garden club, held there. It is quite simply the only facility available for residents to meet.

My husband has been a member of AA for fifteen years and the Church serves as a venue for 12-step programs. It is a part of our life and means that my husband can conveniently attend his meetings without being absent for an entire morning during weekends with the family. I cannot stress enough how important it is to have this facility and there is never a time that I don't see it being used. The Church should not be destroyed under any circumstance, as the Glen's tightly knit community will be severely and negatively impacted.

MY-1

MY-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Caltrans has made a point of explaining that the project alternatives would not fully relieve congestion throughout this process. This project will reduce the duration of congestion, especially for carpool and bus patrons.

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your other concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

It must be a fact that under Alternative 3 or its modification there will be a substantial increase in noise and toxic air emissions that will be not only harmful but also downright unbearable to the residents of the Glen. It will take many years to remove and rebuild the sound wall along side the Glen in order to move it farther west and there will be no sound wall for a substantial period during construction. I can only imagine the chaos that will ensue during years of construction and as the community itself is geographically small, we will all be affected.

I have not seen any significant proof that widening the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion. I travel this route daily, during rush hour, as my children attend a school in Culver City and quite frankly while there is traffic it moves at a steady pace. I cannot see the justification Caltrans spending hundreds of millions of dollars to construct Alternative 3 or Alternative 3 as modified given that any improvement will be minimal. In addition, you will be forever ruining a neighborhood.

I also understand that under the original Alternative 3 or its modification, the southbound onramp at Church Lane and Sunset will be removed. I use this every morning and afternoon, as do most of the residents of the Glen. In fact, it is one of the things that make this area of Brentwood so appealing. The afternoon traffic on Sunset Boulevard is horrendous. The proposed three left turn lanes at Sunset and Church Lane will only make it worse.

There are few areas of Los Angeles that still are leafy and green and have mature trees. Yet your proposal would remove many mature trees that provide both a visual and sound buffer against the freeway. You would destroy these trees and replace them with a massive unsightly wall, with no room for replacement trees. How can that be a good solution?

With all the manpower and technical advisors Caltrans has, how is you cannot achieve your goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405? Why must Caltrans destroy one of the most lovely and cohesive neighborhoods in Los Angeles?

Further, the description of the project is almost designed to confuse and we, as residents, have been left very little time to carefully review the long and overly technical document. No attempt was made to make it easy for residents (laymen) to get through the information easily.

I understand that there is a serious concern about traffic congestion on the 405 Freeway. On the face of it, I do not oppose an addition of a HOV lane to the 405 Northbound and other measures to relieve congestion. However, the current Alternative 3 proposals do not provide meaningful congestion relief, especially when balanced against the devastation that will be caused to my neighborhood and the enormous cost of the project.

I hope you will reconsider this most worrying proposal.

MY-1

MY-2

MY-3

MY-2

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

MY-3

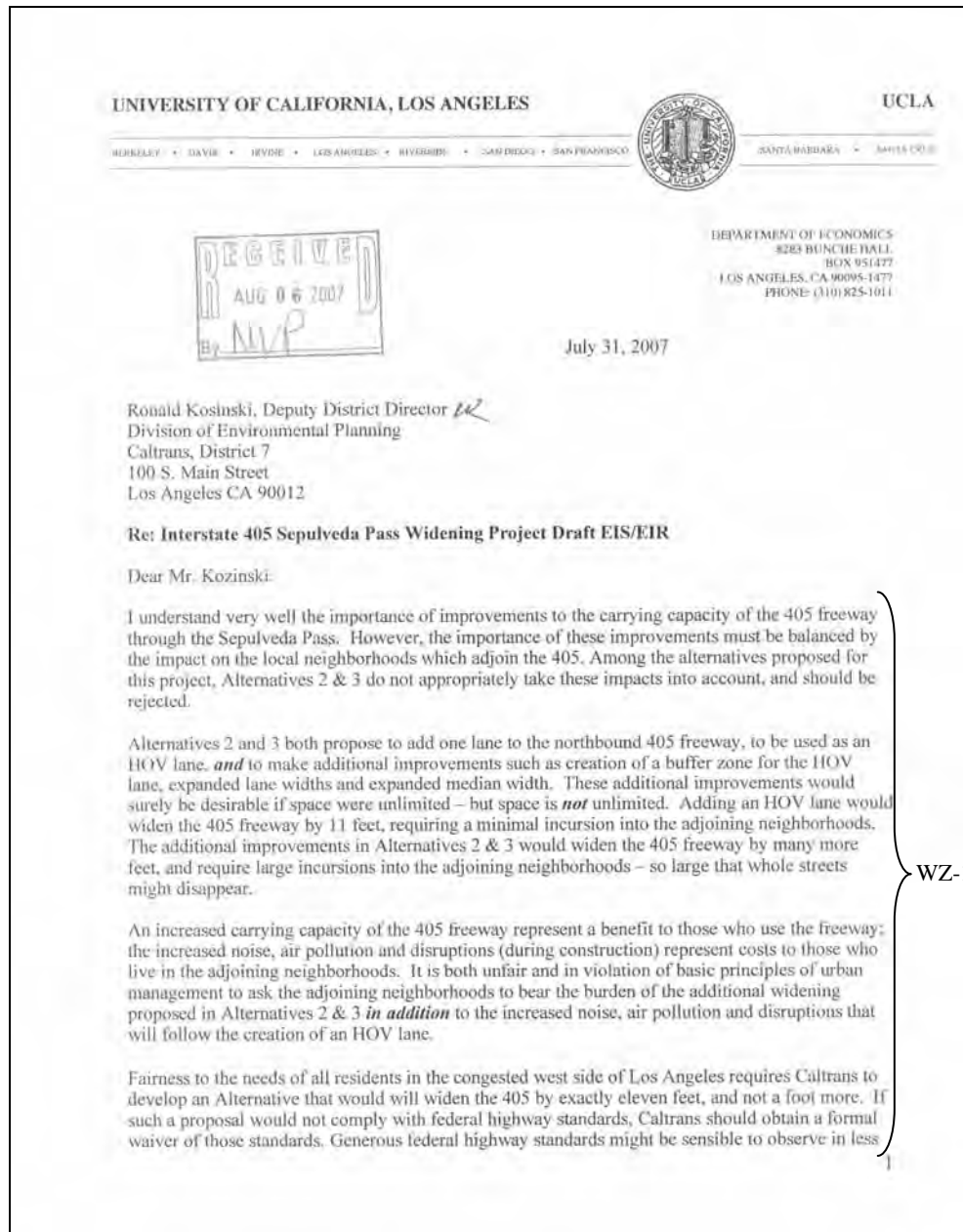
For a more complete discussion of congestion impacts, please see the response to comment HE-11. As is noted in that response, traffic demand is sufficiently high in the Los Angeles basin that available capacity will be sought out shortly after it is made available. However, the proposed I-405 HOV project provides a travel alternative that can sustain higher levels of passenger movement through the corridor, both by HOVs and by buses using the HOV lane. It therefore contributes to an overall increase in people moving capability through the Sepulveda Pass.

Yours sincerely,



Meredith Yates

Mr and Mrs Toby Yates
345 Beloit Avenue
Los Angeles, CA 90049



WZ-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Caltrans and the City of Los Angeles are working together to develop the proposed I-405 project in such a way that it can function effectively in the context of the City's adjacent street system.

For a more complete discussion of congestion impacts, please see the response to comment HE-11. As is noted in that response, traffic demand is sufficiently high in the Los Angeles basin that available capacity will be sought out shortly after it is made available. However, the proposed I-405 HOV project provides a travel alternative that can sustain higher levels of passenger movement through the corridor, both by HOVs and by buses using the HOV lane. It therefore contributes to an overall increase in people moving capability through the Sepulveda Pass.

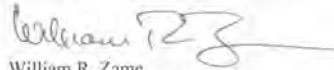
Please see response to comment BGA-7 regarding design exceptions and waivers from the Federal Highway Administration.

congested areas of the country, but they are inconsistent with the balance of interests at stake in this crowded urban area.

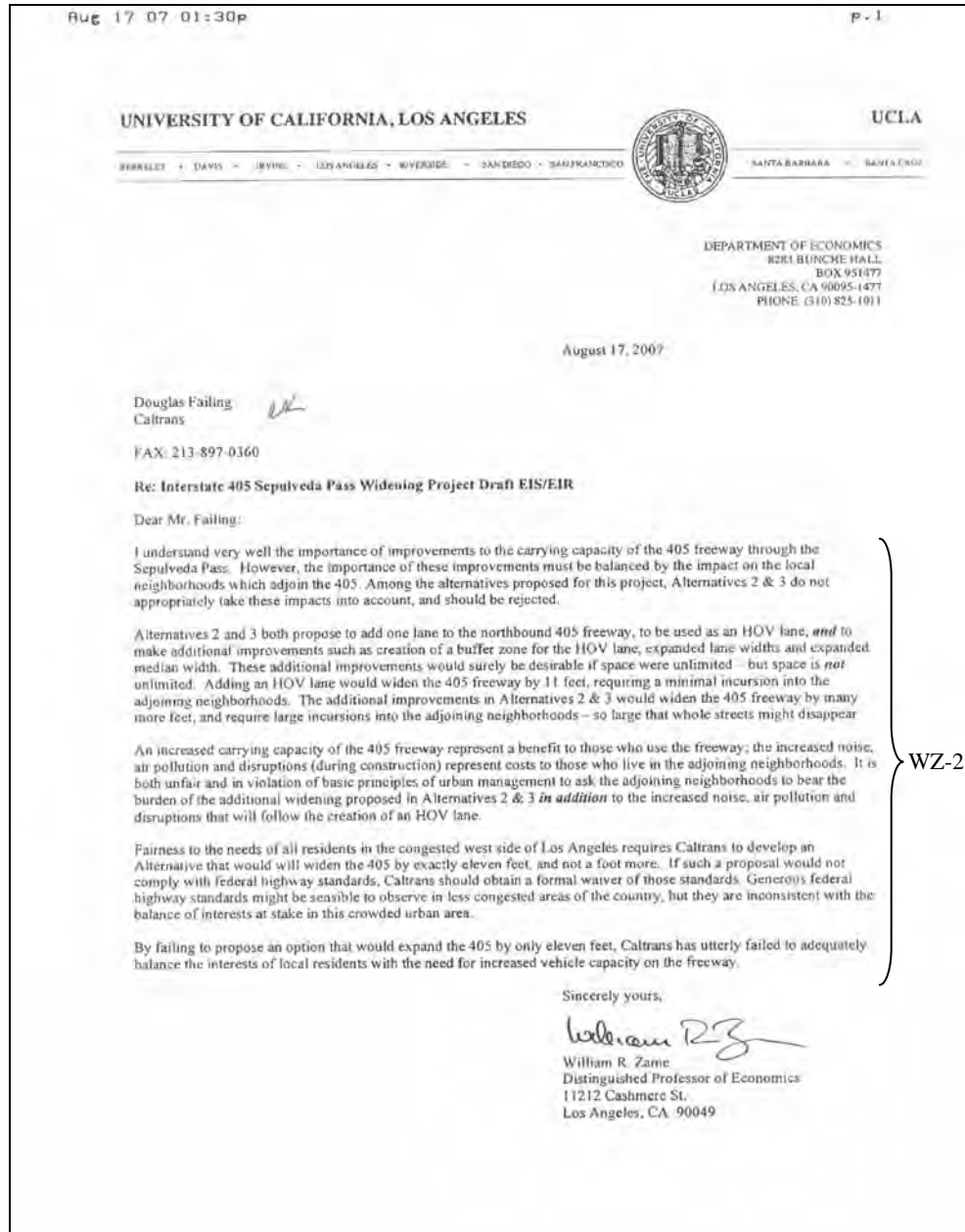
By failing to propose an option that would expand the 405 by only eleven feet, Caltrans has utterly failed to adequately balance the interests of local residents with the need for increased vehicle capacity on the freeway.

} WZ-1

Sincerely yours,



William R. Zame
Distinguished Professor of Economics
11212 Cashmere St.
Los Angeles, CA 90049



WZ-2

Please see response to comment WZ-1 above.

September 25, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 26 2007

Dear Mr. Kosinski:

I have been a resident of Brentwood Glen since 2004. I reside at 11326 Bolas Street, which is on the corner of Bolas Street and Church Lane, so I feel that I bring a unique perspective to the potential freeway expansion, since my home may be taken as a result of this project.

The reason that my wife and I chose Brentwood Glen as the neighborhood to purchase our first home in was primarily because of the fact that the Glen is exactly that, a neighborhood. A place where neighbors say hello to each other and also watch out for one another. A place where walking your dog or child for a leisurely walk is a way of life. A place you are hard-pressed to find anywhere else in the city of Los Angeles.

When we purchased our property, we obviously were very aware that the 405 freeway was located just across the street. We were willing to overlook the obvious noise and pollution that came with the adjacent freeway, because we felt that we had located the perfect house for us. Our home is a 1600 square foot single-story home, which was built in 1940 (before the 405 even existed) by a contractor who built the home as his own. Its Country-English cottage style was perfect for us, and being within the white picket fence amongst our many roses can be just magical at times.

The expansion of the freeway at that time seemed like a remote possibility (I hope it still is). But we did our research. We were told by Caltrans that the potential project was at minimum 12 years away. Also, we knew that IF our home was taken through eminent domain, we would be entitled to many incentives that make it much easier for us to locate a new home. Therefore, we felt confident that the State of California would do everything that they could to make sure that we, as a homeowner who had their lovely home taken to expand a freeway, would be fairly and justly compensated for this huge inconvenience.

However, we would have never imagined that the State of California would propose a very unfair option such as this new modified version of Alternative 3. All of us homeowners along Church Lane purchased our home with full knowledge of the home's current proximity to the freeway. Although we can obviously hear the freeway, over the years the vegetation adjacent to the freeway (especially south of Montana) has allowed the soundwall to become less and less of an eyesore. The trees along Church Lane absorb some of the noise and pollution, and almost camouflage the fact that there is a 10 lane highway right next door.

If this new version of Alternative 3 were to pass, Caltrans' solution is a 30 foot high soundwall which allows no room for additional vegetation similar to what we have now. In addition, due to the fact that there are no trees or plants adjacent to this new soundwall, Caltrans openly concedes that this wall will be a target for graffiti vandals, which would obviously be a huge detriment to the community as a whole.

Also, this modified version of Alternative 3 obviously unfairly impacts homes along Church Lane by significantly reducing the distance of our homes from the freeway. Currently, our homes stand at approximately 47 feet from the existing soundwall. The modified version of Alternative

HAZ-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

HAZ-2

Your other concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

HAZ-1

HAZ-2

3 will reduce this distance to only 24 feet, a 47% reduction! Most of us would not have even considered purchasing our homes if they stood only 24 feet from a 30 foot soundwall prone to graffiti without any vegetation which camouflages the adjacent highway. The original Alternative 3 would have led to the removal of our homes, but it would have also resulted in a new Church Lane that would be realigned to the west at the standard width of today. Under the original Alternative 3, the homes that would be along Church Lane after the project is complete (currently the 2nd homes from Church Lane) would not be 24 feet from the soundwall as we would be, but rather approximately 47 feet, similar to the current distances. Not to mention, this proposal was not even on record when we purchased our home. Had it been on record, we would have never purchased this home. Given this fact, it is very apparent that the modified version of Alternative 3 is unfair to all Church Lane residents affected by this proposal, and we should be fairly compensated.

IF this proposal were to be chosen, homeowners along Church Lane should be given a choice as to whether or not to allow their properties to be seized under eminent domain laws.

Now that I have stressed how unfair the modified version of Alternative 3 is, I must also mention that the original version of Alternative 3 makes no sense to me whatsoever. I understand that the plan with this alternative is to add a lane from the Skirball Center to Waterford Street. Once the 405 reaches VA property, this lane would then disappear. For those of us that drive the 405 on a consistent basis, it is obvious that the gridlock problem does not occur at the Glen, but rather at the 405/10 interchange, where five lanes of traffic turns into three lanes. Another sixth lane at the Glen would not relieve this gridlock. Rather, it may worsen the gridlock by forcing motorists on the right-hand lane to merge to their left once the lane ends at Waterford.

We do understand that the 405 freeway has a major congestion problem. We just do not agree with the solutions that Caltrans has proposed. They do not make sense and are unfair to those of us who live along Church Lane and in this community. Not to mention, these proposals waste hundreds of millions of taxpayer dollars and do not focus on the cause of the back-up on the 405, which is the 405 and 10 interchange. We are not just a number but are people who have made their lives in this neighborhood. We are asking you to do the right thing and reject both versions of Alternative 3.

Thank you for your time.

Sincerely,



Hector and Alicia Zuniga

HAZ-2

HAZ-3

HAZ-3

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Group Letters

June 6, 2007

To: CalTrans
Attn: Doug Failing, Ron Kosinski, Dan Dunn, Andrew Nierenberg, Rene Yin
100 South Main Street
Los Angeles, CA 90012

Cc: Arnold Schwarzenegger, Antonio Villaraigosa, Mike Feuer, Jack Weiss, Julia Browning,
Zev Yaroslavski, Howard L. Berman, Richard Close

RE: 405 Freeway Widening in Sherman Oaks

Ladies and Gentlemen:

At the March 22, 2007 Caltrans meeting, Caltrans representatives informed us that our homes would be needed in the necessary widening of the 405 Freeway to accommodate future increased traffic flow. This would enable the state to have the widest and safest freeway and off-ramps possible. Many of our neighbors assumed that we wanted our homes "saved."

We must set the record straight. **If the 405 Freeway wall is torn down and the freeway comes any closer to our properties, Caltrans must take our properties in full.**

We now understand that there may be a new plan that will take less property overall and therefore may just take portions of our yards. If any plan is designed to save our homes from being taken, you are not saving anyone – not us, the homeowners who will have to live through construction and end up with a 30 foot-high wall inches from our bedrooms. Worse yet, any auto accident that occurs on this section of the 405 during construction could place our families in grave danger. Without an adequate barrier wall between our properties and the freeway, we have no protection against cars or trucks flying into our homes. What is going to stop a large truck at high speeds from running off the road in an accident? Additionally, saving our homes does not save yourself in that the city and state won't get the full potential out of this \$950 million project. Twelve-foot lanes are much safer than 11-foot lanes and adequately wide shoulders make for a safer freeway. In the end, our neighbors lose too in that they won't have the best possibly designed freeway for themselves and their children. If the freeway is not widened to its fullest potential and the city and state suffer in the future, only you are to blame. Saving a few homes is short-sighted on all sides.

You cannot imagine the unbelievable stress we have been under since this process began. **If we all feel that this letter is not taken seriously and is not mutually resolved, in an effort to protect our families we will feel obligated to take legal action.**

DSEEB-1


Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.


The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp.


The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location. The new soundwall along the Valley Vista Blvd. off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.


DSEEB-1


Below are homeowners whose homes were originally slated to be taken who are in agreement with full takes only:


John & Jill Donaty, Catherine age 2,
Adam 5 months
4426 Sherman Oaks Cir.


Mrs. Helen Symons age 80, Jean
15350 Sutton St.


Allen Edelist
4420 Sherman Oaks Cir.


Leticia & Manual Espinosa,
Ruben, 27, Ruben 7, Christopher 6
15367 Valley Vista


Michael & Joy Bergin
Jesse 7, Alana 3
15347 Sutton St.

Jim Hoffbauer & Reuben Carranza
 4244 Sherman Oaks Avenue
 Sherman Oaks, CA 91403

Barbara & Earl Barret
 4237 Sherman Oaks Avenue
 Sherman Oaks, CA 91403

RECEIVED
 AUG 16 2007

August 10, 2007

Ron Kosinski
 Deputy District Director
 Caltrans District 7
 Division of Environmental Planning
 100 S. Main Street
 Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

As residents of the Sherman Oaks community, we are writing to express our greatest support for Caltrans Alternative 1, the "No Build" Option in the Sherman Oaks neighborhood, of the Interstate 405 Sepulveda Pass Widening Project. Alternative 1 will maintain our quality of life, our property values, and limit overflow traffic into our neighborhood and the hillside areas.

} HCB-1

While we recognize that the Sepulveda Pass is a major transit corridor, the premise for expanding the 405 freeway in Sherman Oaks does not make sense in light of Caltrans' own actions related to 134/101. Caltrans proposes to add a north bound carpool lane on the 405 between Freeway 90 and Burbank Blvd to improve traffic flow; however, Caltrans has eliminated portions of carpool lanes on Freeway 134 at the 101 because of the congestion created as drivers approach the major interchange. By eliminating portions of the carpool lanes Caltrans actually improved traffic flow. The intersection of the 405 and 101 is a major interchange. Accordingly then, Caltrans, if they follow their own precedent, should not add a carpool lane at the 405/101 and not expand the 405 freeway in Sherman Oaks.

} HCB-2

We do agree that more southbound lanes on the 405 freeway from Mulholland to Moraga will improve traffic flow both through the Valley and in the Pass. We support the project in this regard so long as no homes or businesses are taken or impacted.

We also support Caltrans building the Sound Wall in the Royal Woods area of Sherman Oaks, west of the 405 and east of Sepulveda Blvd. The 0.8 mile long Sound Wall was promised five (5) years ago and still has yet to be constructed. We also support Caltrans maintaining, in place, all current Sound Walls in the Sherman Oaks and Brentwood areas.

} HCB-3

We strongly support keeping and maintaining all current 405/101 on/off ramps in their current Encino and Sherman Oaks locations.

Why do we support these measures? We support these measures to: maintain our quality of life, limit cost expenditures, create a safer northbound transition without a bottle neck situation at the 101 interchange, and keep current on and off ramps in the area open so traffic does not flow into other communities during what could be a long construction period.

Thank you for your willingness to listen to our concerns!

Sincerely,



Jim Hoffbauer



Reuben Carranza

Barbara Barret



Earl Barret



HCB-1

Your support for Alternative 1 is noted for the record.

HCB-2

The 134/101 interchange required a redesign due to the weaving problems caused as a result of cars exiting the HOV lane to remain on the 101.

Improvements to the I-405/US-101 interchange are proposed and the project is currently in the planning stages.

HCB-3

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that adding a southbound mixed-flow lane and bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands. The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

July 12, 2007

State of California Department of Transportation
(Caltrans) District 7
Division of Environmental Planning
100 Main St, MS-16A
Los Angeles, CA 90012

RE: I - 405 Sepulveda Pass Project

Dear sirs:

Including two wildlife passageways in the I-405 Sepulveda Pass Widening Project is a positive step towards protecting our diminishing urban wildlife. These passageways are necessary to maintain healthy herds by providing a means for ranging animals to move, with ease, between natural landscapes that can sustain them, while providing protection from vehicles on our highways and freeways. Now, with the affects of global climate change, the passageways could become crucial in providing protection to sensitive species from becoming endangered or extinct.

However, there is a huge flaw with the current plan. Instead of extending the passageways between the Santa Monica Mountains on the east, to the Santa Monica Mountains on the west, the passageways will end at Sepulveda Blvd., funneling the wildlife onto Sepulveda Blvd..

I am fully aware that Sepulveda Blvd is under the jurisdiction of another governmental agency, Los Angeles DOT, but, the passageways, as planned, will create a serious safety issue for both humans and wildlife. When most wildlife come in contact with vehicles, it results in almost certain death for the animals, potential injury or possible death to humans, and costly damage to vehicles. A serious accident could also lead to a potential liability issue for the City of Los Angeles and Caltrans.

The most obvious and best solution is to extend the passageways between the Santa Monica Mountains, over or under the I-405 and Sepulveda Blvd, funneling the wildlife away from Sepulveda Blvd.

It is very important that all governmental agencies involved work together for a solution. Proper studies need to be conducted on wildlife movement patterns, species of the wildlife involved, and numbers and species of roadkill. These studies must be done prior to construction, must be transparent, and available to the public.

I urge Caltrans, Los Angeles Department of Transportation and City Councilmember Jack Weiss to meet and work together to solve this serious safety issue. I encourage you to include representation from local environmental organizations. Thank you.

Sincerely,

Yad Track 19155 Arminite St Rosedale CA 91335
Mira Track 19155 Arminite St Rosedale CA 91335
Joe Track 19155 Arminite St Rosedale CA 91335
Ethan Lokant 16530 Ventura #208 Encino CA 91436

and family & friends agree too

TL-1

To mitigate potential cumulative impacts to wildlife, Caltrans, LADOT and the SMMC will collaborate on a study at this location to determine how best to facilitate safe passage of wildlife across Sepulveda Blvd. This study should result in the joint funding of an overcrossing or undercrossing at Sepulveda Blvd. with the Skirball/405 wildlife crossing and west side island area.

Several other comments address the wildlife corridors. Please refer to response to comments SMMC-1, SMMC-3, CC-1, RVA-15, RVA-22 and SC-2.

TL-1

from the desks of
DONALD S. CHANG and MARGARET H. LEE
16601 Park Lane Place
Los Angeles, California 90049

September 17, 2007

Ronald Kosinski, Deputy District Director *RK*
Division of Environmental Planning
Department of Transportation (Caltrans) District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

As residents of Bel Air Knolls, a community located directly off Mulholland Drive, one mile west of the 405 Freeway, we are in favor of Alternative #1—do nothing, maintaining the current configuration of the existing freeway, ramps, and local intersections within the project limits.

} CL-1

Our concerns include the safety issues which this project will pose to the many students who attend schools in the Mulholland Corridor as well as residents who travel the area many times a day. With the narrowing of Mulholland Drive to one lane in either direction during construction of the new bridge over the freeway, we are concerned about the danger posed in case of emergencies like fire, flooding and earthquake. All of these natural disasters have impacted this area in the past. The potential inability of emergency vehicles to access schools and residents, in case of live-saving issues, are a major concern.

} CL-2

We know that our lives will be highly inconvenienced by the traffic jams not only along Mulholland but to the freeway access points during rush hour. This is currently a major problem in our area, with major delays occurring daily. Just with the start of this new year for elementary, middle, and high schools, we have already experienced significant delays along Mulholland Drive without any lane closures on either bridges. The impact of one lane in either direction on the Mulholland bridge and reduced traffic on the Skirball bridge will pose back-ups that will dangerously impact the area.

CL-1

Your support for Alternative 1 is noted for the record.

CL-2

The traffic impacts caused by construction of the bridges at Mulholland Drive, Skirball Center Drive and Sunset Boulevard would be managed by using a staged construction approach. All bridges would have at least one half of their existing lanes maintained through the construction period. In addition, work would be conducted in separate stages to ensure each bridge can serve as an alternate route for the other while it is being constructed. Skirball Center Drive, Mulholland Drive and Sepulveda Boulevard would all be used as alternate routes during construction. Close and continuing coordination will be maintained with the City of Los Angeles Fire Department and Police Department during the entire construction period in order to ensure that adequate access is provided for emergency response to areas in the vicinity of construction activities.

Construction of each of the bridges crossing over I-405 will need to be handled using staged construction methods which will allow traffic circulation patterns to be maintained throughout the construction period and which will management traffic disruption as best as possible.

Construction of the entire project will require careful staging to ensure that traffic patterns can be maintained to the maximum extent practicable. With regard to construction of the ramps, the intent will be to construct all new segments first, each up to the point of encroaching into the existing ramps. Portions of the existing ramps would be removed by the same process, again not yet encroaching into the in-use ramps. Then, when all is ready, ramps will be shut down in a sequential manner, such that access to and from the freeway will still be permitted at an adjacent ramp location. This process should result in the least practicable disruption to normal freeway use, within the context of the construction process.

Caltrans will be developing and following a detailed construction management plan that will have components to address safety and emergency access. Please also see the response to comment BAC-2.

Page 2
Bel Air Knolls

Most significantly, this huge project will likely not have sustained improvement in traffic flow through the Sepulveda Corridor. The stated three minute savings hardly compensates for 3-5 years of construction that will pose serious safety issues to students, faculty, and residents in the area. Although Alternative #1 states to do nothing, it should not mean that the status quo remains. We trust that the DOT will continue to not only maintain but improve the quality of the roads and freeways in the vicinity, and importantly to work with the City to continue to investigate north-southbound mass transit options for a long-term solution. Any improvements with additional lanes, HOV lanes, on-ramp and off-ramp changes will likely be only transient as the City of Los Angeles continues to have rapid growth into the future.

CL-3

Sincerely,



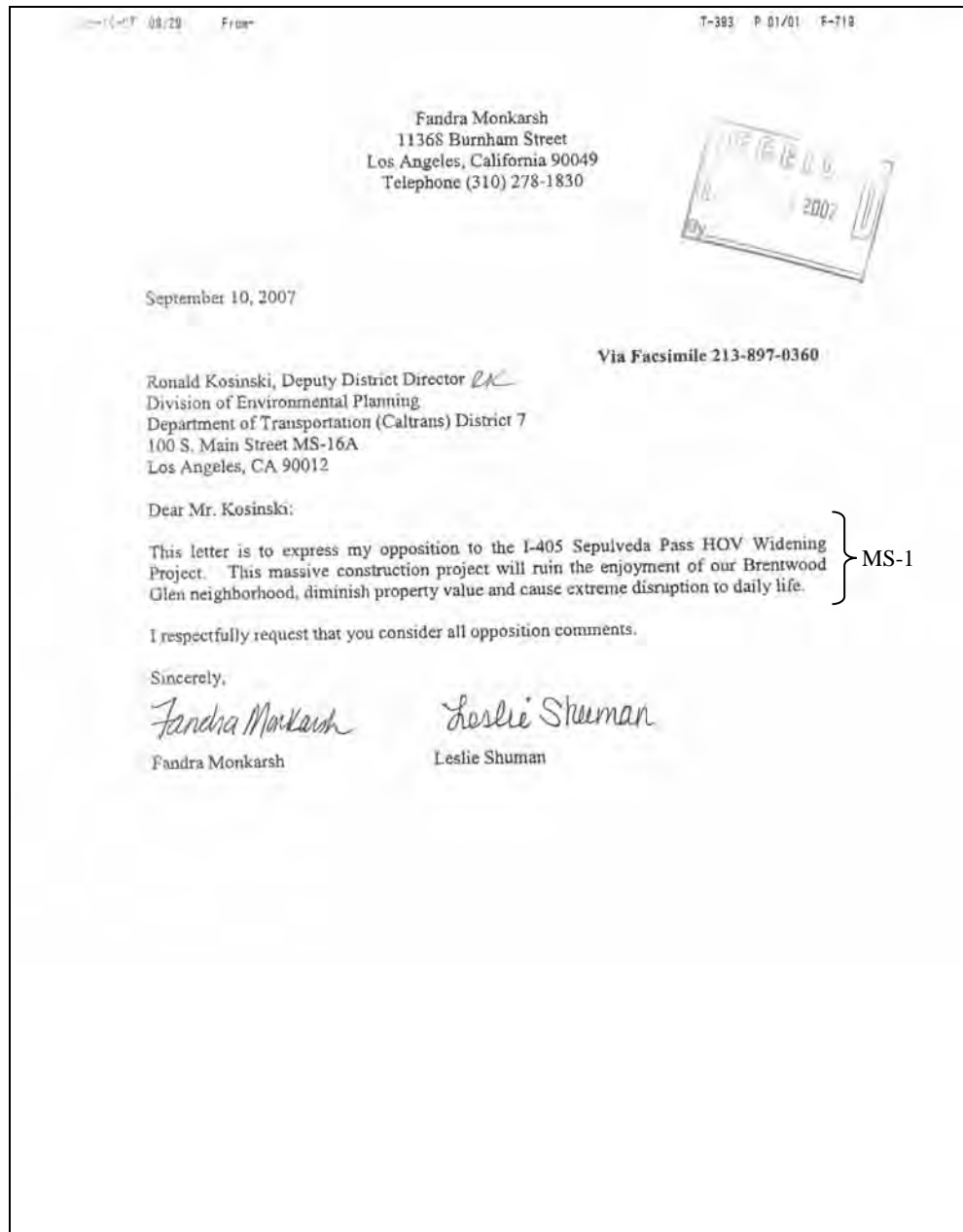
Margaret H. Lee, MD



Donald S. Chang, MD, MPH

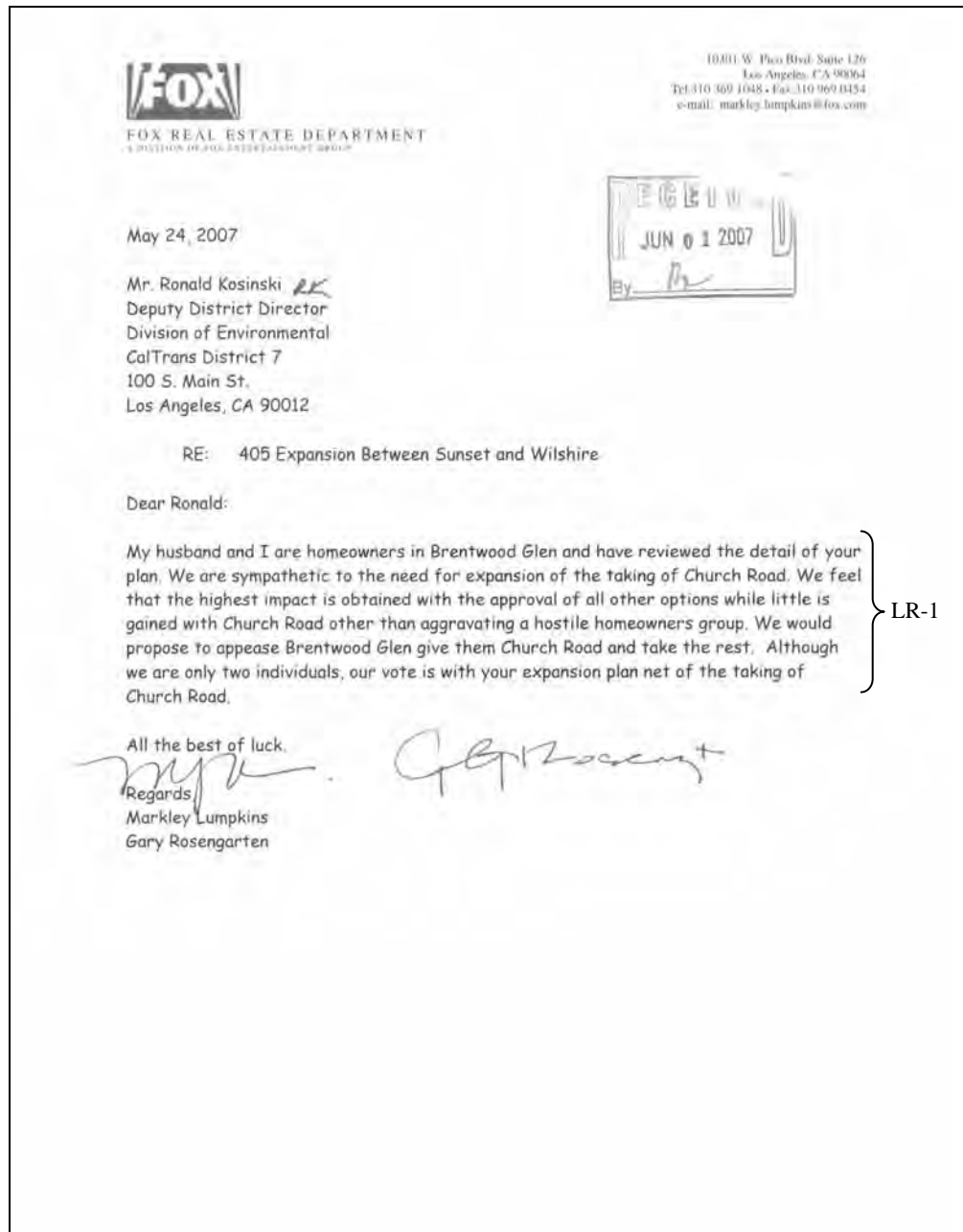
CL-3

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.



MS-1

Your opposition to the I-405 Sepulveda Pass HOV Widening Project is noted for the record.



LR-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Victor Sohagi
Yvette Melvin
11344 Denair Street
Los Angeles, CA 90049
310-471-4124

September 16, 2007

RECEIVED
SEP 17 2007

Mr. Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

Dear Mr. Kosinski:

We have lived at our home in Brentwood Glen for the past five years. During this time we have grown to love and appreciate the hominess and small town feeling of our neighborhood. While many of our friends tell us they don't even know their neighbors, we feel fortunate to call many of our neighbors good friends.

We have been observing with keen interest Caltrans' various proposals to widen the 405 freeway in our neighborhood and have attended many of the informational meetings hosted by Caltrans. First, please understand that we are not "NIMBYs". When we purchased our home here, we were well aware that, at some time, there might be interest in widening the freeway. Although we reside quite closely to the 405 we feel we have a valuable property in a prime part of Los Angeles and feel very fortunate for that.

However, as citizens who are concerned about the future of Southern California, we strongly believe that widening the freeway will do more harm than good. For the various reasons to follow, we are in opposition to Alternative 3 and its modified version.

There are obviously a number of significant local impacts on our community including the destruction of 21 homes and 16 multifamily buildings and the destruction of the Church in the Glen that is currently the only facility available for residents to meet. Should the Church be destroyed, it would severely affect the character of our community.

Under Alternative 3 and its modified version, there will be a substantial increase in noise and air pollution because, under both plans, the soundwall will be removed and replaced further west. The DEIR and its modification do not convince us that the widening of the 405 and the addition of a mixed use lane will provide any significant benefit to highway safety or ease traffic congestion. Both Alternative 3 and its modification will cost millions of dollars to build and will not provide sufficient traffic relief on the 405.

SM-1

SM-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your other concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Alternative 3 will remove many of the mature trees that line Church Lane. About a year or two ago, a truck hit a low hanging branch on one of the mature trees along Church Lane near our street. Shortly thereafter, city workers removed the tree. The increase in noise at our house was unbelievable. Removing these trees will cause an enormous increase in noise pollution in our neighborhood.

It is difficult for us to understand why Caltrans cannot achieve its goals without adding an additional lane from Sunset to Waterford or widening the Southbound 405. It is also difficult to understand the various project descriptions, especially when they continue to change. Initially, we were told that the southbound project did not add any lanes, and then in the next meeting, at Skirball, we were told that the plan did contain the addition of a lane.

And finally, even if Caltrans were to widen the freeway through our neighborhood and we were to experience some traffic relief, in three to five years we would be right back to needing to widen the freeway again. We believe now is a good time to stop spending millions of dollars on short term fixes that will only increase pollution, noise, greenhouse gasses and our dependence on foreign oil and to begin developing a comprehensive plan that will meet our transportation needs in a sensible and thoughtful manner without imposing on the neighborhoods it is intended to serve.

As native Californians and life long residents of this city, we are extremely concerned and aware of the need to ease traffic congestion. We do not oppose the addition of an HOV lane to the 405 Northbound. However, Alternative 3 and its various proposals will not, in our opinion provide adequate relief, especially when weighed against the cost to the neighborhood and the enormous cost of the project.

Thank you for your consideration.

Sincerely,


Victor Sohagi and Yvette Melvin

SM-1

September 23, 2007

Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 23 2007

Dear Mr. Kosinski:

We have lived in Brentwood Glen at 11343 Bolas Street for over 3 years. In that time, we have really enjoyed the serenity and beauty of this small, quiet neighborhood. Much of the serenity and beauty of the neighborhood is provided by the gorgeous mature trees and lovely landscaping throughout the neighborhood and most definitely including that between the east side of Church Lane and the west side of the 405 freeway. We truly believe that this seemingly small part of Brentwood Glen is integral to keeping the neighborhood beautiful and quiet, despite the proximity of the 405 freeway and surrounding busy city streets (Sepulveda Blvd and Sunset Blvd). Furthermore, we feel strongly that transportation options in Los Angeles must include mass transit, and every alternative presented in the current DEIR fails to address this need.

As such, we are vehemently opposed to both Alternative 3 as originally proposed, as well as the modified version of Alternative 3.

We are opposed to Alternative 3 (original) for the following reasons:

- It will cause the destruction of 21 homes and 16 multifamily buildings (30 of which are in Brentwood Glen), resulting in the displacement of 91 families and the severe disruption of Brentwood Glen's character and cohesion.
- It will cause the destruction of the Village Church, an important part of Brentwood Glen that provides many community service functions that cannot be replaced in the neighborhood. Thus, destruction of the Church would severely disrupt Brentwood Glen's character and cohesion.
- It will cause the sound wall on the east border of the Glen to be torn down and moved farther west (almost 30 feet) and closer to the neighborhood, resulting in a substantial increase in noise and toxic air emissions that will be harmful to the community and severely disrupt Brentwood Glen's character and cohesion.
- It will cause the destruction of the existing landscaping between the east side of Church Lane and the sound wall. The existing landscaping currently contains beautiful mature trees and lush, diverse plantings that provide beauty, shade, and sound protection from the 405 freeway. Alternative 3 does not allow room for replacement trees or landscaping (as depicted in Figures 3.6-9, 3.6-10, and 3.6-11 of the DEIR). Thus, destruction of the existing landscaping would permanently disrupt Brentwood Glen's character and beauty.
- It will cause the destruction and loss of Church Lane, the primary north-south artery of the neighborhood. Loss of Church Lane (and the parking spaces on the west side of Church Lane) would result in an inadequate amount of parking spaces in the neighborhood, which would further increase traffic congestion problems in the neighborhood due to losing its primary north-south artery. Thus, loss of Church Lane would also severely disrupt Brentwood Glen's character and cohesion.
- Furthermore, during much of the 4.5-year construction period (mid-2009 to late-2013), there will be no sound wall at all. Therefore, during the period of construction, the impact from the noise and environmental pollutants will be so substantial that it will be unbearable for Glen residents living anywhere near the current Church Lane.
- Finally, the critical lack of public mass transit for the city is not addressed by this Alternative. For example, the current Alternative 3 cost estimate of \$911 million could provide the initial capital outlay for one thousand three hundred and eighty-two 60-BRT buses (<http://www.compositesworld.com/news/cwweekly/2006/August/cw110651>), among the

LD-1

LD-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Your other concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

Please see response to HE-11 and WNC-2 regarding Caltrans' commitment to improving future transit linkages using the highway system.

largest CNG buses available for metropolitan usage! No comparison of a similar allocation of funds to mass transit to reduce traffic congestion and improve air quality has been provided.

We are opposed to the modified version of Alternative 3 for the following reasons:

- It will cause the sound wall on the east border of the Glen to be torn down and moved farther west (distance not provided in DEIR) and closer to the neighborhood, resulting in a substantial increase in noise and toxic air emissions that will be harmful to the community.
- It will cause the destruction of the existing landscaping between the east side of Church Lane and the sound wall. The existing landscaping currently contains many mature trees and diverse, lush plantings that provide beauty, shade, and sound protection from the 405 freeway; Alternative 3 does not allow room for replacement trees or landscaping (as depicted in Figures 3.6-9, 3.6-10, and 3.6-11 of the DEIR). Thus, destruction of the existing landscaping would also permanently disrupt Brentwood Glen's character and beauty.
- It will cause the loss of parking spaces on the west side of Church Lane, which would result in an inadequate amount of parking spaces in the neighborhood and cause traffic congestion problems in the neighborhood. Thus loss of parking spaces on the west side of Church Lane would severely disrupt Brentwood Glen's character and cohesion.
- Furthermore, during much of the 4.5-year construction period (mid-2009 to late-2013), there will be no sound wall at all. Therefore, during the period of construction, the impact from the noise and environmental pollutants will be so substantial that it will be unbearable for Glen residents living anywhere near the current Church Lane.
- Finally, the critical lack of public mass transit for the city is not addressed by this Alternative. For example, the current Alternative 3 cost estimate of \$911 million could provide the initial capital outlay for one thousand three hundred and eighty-two 60-BRT buses (<http://www.compositesworld.com/news/cweekly/2006/August/cw110651>), among the largest CNG buses available for metropolitan usage! No comparison of a similar allocation of funds to mass transit to reduce traffic congestion and improve air quality has been provided.

LD-1


We do not believe that the DEIR and its modification, or any other information presented to us thus far, have demonstrated that widening of the 405 Southbound lanes and adding a mixed use lane will provide more than a minimal benefit, if any, to highway safety and traffic congestion.

In addition, the project description in the DEIR was very confusing and difficult to follow. Much information was missing. The lack of documentation and estimate of environmental and cost impacts for the modified version of Alternative 3 make it impossible to fully evaluate the modified version of Alternative 3. No cost estimates were provided in the DEIR for the modified version of Alternative 3. Also, the figures that depict the Alternatives do not show the modified version of Alternative 3 at all (Figure S-4 and Figure 2.2-1). The speakers at the hearings provided conflicting and inaccurate information. For example, the sudden modification of Alternative 3 to include an additional southbound lane was very disconcerting. We have been given insufficient time to carefully review and evaluate the DEIR, given its length, highly technical content, and incompleteness. The circulation of a clear and complete DEIR with an additional public hearing and comment period is necessary for proper evaluation of the Alternatives.

LD-2

We do acknowledge that there are serious traffic congestion problems on the 405 Freeway. However, we strongly believe that the current Alternative 3 and modified Alternative 3 proposals are inadequate solutions to the traffic congestion problems, and do not justify the enormous cost of the project or the devastation that will be caused to Brentwood Glen. The solution to alleviating traffic congestion problems on the 405 Freeway must involve reducing the number of vehicles on the road by providing viable alternative forms of transportation such as mass transit.

Sincerely,


Kiersten Lo and Eric Drucker (11343 Bolas Street)

LD-2

The comment period for the I-405 Sepulveda Pass Widening Project Draft EIR/EIS was extended to October 1, 2007 completing a 133-day public review period which commenced on May 22, 2007. CEQA and NEPA require up to 60 days.

The development of a project of this magnitude oftentimes results in changes in the design, most often in direct response to concerns regarding impacts, in order to make the project better. Such has been the case with the I-405 project, which has been evaluated, adjusted, modified and altered, to become the best project Caltrans can propose, given the constraints that must be accommodated.

Please also see response to comments BAA-11 and AG-4 regarding the project description refinements and the development of Alternative 3 Modified.

Cori Solomon and Ken Bornstein
11338 Bolas St.
Los Angeles, CA 90049

September 23, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, CA 90012

Dear Mr. Kosinski,

My husband and I have been residents of the Brentwood Glen for 21 years. Being a Real Estate Agent in the area, I have always enjoyed the sense of community that is exemplified in the Brentwood Glen as opposed to other neighborhoods in the area. Both my husband and I have a sense of loyalty to the Brentwood Glen and we intend on living here for many years to come.

Our commitment to this neighborhood makes us question the viability of Caltrans proposed Alternatives for The Interstate 405 Sepulveda Pass Widening Project to the extent that we oppose Alternative 3 and the modified version of Alternative 3. Our reasons are listed below.

} SB-1

We have attended all public meetings and the public hearing presented by Caltrans plus additional meetings where you were the featured speaker. Cori, being a Brentwood Glen Board Member has met with elected officials on this matter as well. We were appalled by the lack of information and inconsistencies provided by Caltrans officials at these meetings and in the DEIR and its modified version. Supportive evidence was missing. In doing our own research, we question if in fact the DEIR follows the requirements of disclosure under CEQA.

It is our understanding that CEQA requires full public disclosure, all facts are to be included in the DEIR and Caltrans is to provide supportive evidence to substantiate said facts with actual statistics and analysis. The DEIR released in May has many inconsistencies including picturing an additional lane on the southbound side of the Freeway with no mention of it in the body of the DEIR. The modifications released in July also have many inconsistencies. It includes an additional southbound mixed-use lane but leaves aspects of its creation open to the interpretation on the part of Caltrans and again does not contain substantial evidence to support Caltrans' findings and examples.

} SB-2

This unsubstantiated evidence is further noted by the widening of all lanes from 11' to 12'. Supposedly the Federal Government considers 12' lanes safer. Nowhere has

SB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

SB-2

The development of a project of this magnitude oftentimes results in changes in the design, most often in direct response to concerns regarding impacts, in order to make the project better. Such has been the case with the I-405 project, which has been evaluated, adjusted, modified and altered, to become the best project Caltrans can propose, given the constraints that must be accommodated.

Please also see response to comments BAA-11 and AG-4 regarding the project description refinements and the development of Alternative 3 Modified.

Please see response to comment BGA-7 regarding design exceptions and waivers from the Federal Highway Administration.

Caltrans provided documentation showing increased safety in our area or any other by having 12' lanes. Even State Assembler Mike Feuer pointed this out at the public hearing. Your traffic statistics and analysis show that there are more rear end accidents but that the accidents are not caused by the width of the lanes. Allegedly there is a waiver by the Federal Government exempting our area from the 12' lanes. Since the Federal Government several years ago felt there was no greater risk of accidents, why can we not continue that waiver with the upcoming proposed project?

SB-2

The DEIR states a cost of approximately 900 million dollars to accomplish Alternative 3 as a design build option. This figure is based on 2006 figures. Anyone who has ever undergone construction knows that design build is the most expensive way to proceed forward with a project because of excessive cost overruns. Therefore not only has Caltrans not estimated the cost in 2009 and beyond dollars but has not taken into account any overrides dues to this design build concept. Does the state at this time or in the future have the means to fund such an undertaking with the potential of extensive cost overruns?

SB-3

In Alternative 3 there are approximately 91 families displaced by the taking of homes and apartment buildings. The majority of the residents are elderly people who have lived in the area for well over 25 years. These senior citizens may not be able to undertake the emotional stress of such a move. The DEIR says that those in apartment buildings will be relocated into the same area or very similar areas. Most of the apartment buildings fall under rent control. As stated earlier, as a real estate agent, Cori knows that there is no way residents residing in the apartment buildings can be relocated into Brentwood or the adjacent areas. The current rents are vastly higher.

The church is the foundation of this neighborhood. It is the gathering place for our community as well as the home to a Lutheran and Jewish Congregation. In addition to the religious services the church provides classes, meetings and various community activities, which are benefited by all those living in the neighborhood. If the Church is destroyed as proposed under Alternative 3 there will be a big hole in this community.

SB-4

The modified alternative 3 would prohibit parking on Church Lane, which is used by residents or their visitors, especially those in the apartment buildings on Church Lane because these buildings only provide one parking place no matter how many people live in each unit. Those attending UCLA and visiting the Getty frequently park on Church Lane. The parking shortage will move onto our all ready crowded residential streets.

Both Alternative 3 and modified Alternative 3 increase traffic on our local thoroughfares. It will be literally impossible for anyone in our community to get home due to the increased traffic. We will be landlocked in our neighborhood. Cori travels numerous times throughout the days both east and west on Sunset Boulevard and north and south on Sepulveda Boulevard. The traffic between 3 and 5 is already helasiois. Currently during these hours it can take anywhere from 20 -30 minutes to get from Bundy and San Vicente or Bundy and Sunset to our home in the Brentwood Glen. This is a distance of at most 3 miles. Closing the southbound ramp on Sunset and redirecting the traffic with 3 left turn

SB-3

Construction costs are expected to rise about 20% through the middle of construction (year 2011). Sufficient funds already exist for Alternative 2. Estimates for right-of-way for the Preferred Alternative are already escalated to reflect costs at the time of acquisition in 2010.

SB-4

Please see response to comment LADOT-8 regarding the improvements for the Sunset Blvd. interchange. The closure of the I-405 southbound on-ramp from eastbound Sunset Blvd. is only included in Alternative 3, and therefore does not create any impacts in Alternative 2.

Your other concerns regarding impacts to Brentwood Glen are associated with Alternatives 3 and Alternative 3 Modified, which have not been identified as preferred.

lanes north onto Church Lane for the proposed new southbound on-ramp will increase the traffic and travel time to our area and the freeway by 10 – 15 minutes for that same 3 mile distance. This will also create an impossible situation for those residents of the condominiums North of Sunset on Church Lane. In addition, there are 4 schools on Sunset that dismiss students during those hours and will be affected by this change. With the increased traffic backing up on Sunset well past Bundy Drive, the emergency response time for the local fire station at Gretna Green and Sunset will be impaired.

With the close of Montana off-ramp in all proposed alternatives there is no mitigation of traffic on Sepulveda. For those who travel North on Sepulveda from Wilshire to get home there will be added time due to increased traffic on the local streets. Again homeowners in the Brentwood Glen can figure on adding an additional 10 – 15 minutes to their commute time.

None of the proposed alternatives address the problem of accessing the freeway going north if you are traveling west on Sunset Boulevard. One must travel down Sepulveda Way and go north on Sepulveda to either enter the 405 at either Moraga or Getty Center. Sepulveda Way is very dangerous and narrow. With increased traffic on Sepulveda due to the closure of Montana off-ramp it will be almost impossible to merge from Sepulveda Way onto Sepulveda. On September 11, 2007, Cori was rear ended because she had to stop suddenly to allow a vehicle that decided to merge without looking into the far right lane where traffic coming down the Sepulveda Way incline are supposed to proceed onto Sepulveda Boulevard. It is imperative that Caltrans address this issue of freeway access for those traveling West on Sunset and work with LADOT to improve safety at the junction of Sepulveda Way and Sepulveda Blvd.

Lastly the most important issue, which would reduce congestion and safety, the junction of the I-405 and the I-10, is not addressed in either Alternative 3 or its modification of the DEIR. Caltrans can make all the changes in the world to the I-405 but if the junction of the I-405/I-10 is not tackled, there will never be any relief in traffic. The freeway bottlenecks as it approaches the junction of the I-405/I-10 by reducing to 3 lanes. This exacerbates stop and go traffic, backs up into all communities north of this junction including the Brentwood Glen and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 meet.

We thought part of the idea of The Interstate 405 Sepulveda Pass Widening Project was to make our highways safer and decrease the amount of accidents. Modified Alternative 3 will only increase the accidents and make our freeways more dangerous than they already are.

SB-4

SB-5

SB-6

SB-5

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

SB-6

Please see response to AG-7 regarding the evidence supporting the safety benefits of the project.

Although we realize that traffic congestion is of utmost concern and we are not against the addition of a northbound HOV lane, we **oppose** both Alternative 3 and the modified Alternative 3 because they are inadequate solutions with unjustifiably enormous costs and a plethora of negatives outweigh the somewhat meager benefits that might or might not exist. } SB-6

Sincerely,



Cori Solomon



Ken Bornstein

Cc: Congressman Henry Waxman
U.S. Senator Barbara Boxer
U.S. Senator Dianne Feinstein
California State Senator Sheila Kuehl
State Assembly Majority Leader Karen Bass
State Assembly Member Mike Feuer
Los Angeles County Supervisor Zev Yaroslavsky
Los Angeles City Councilman Bill Rosendahl
Los Angeles Mayor Antonio Villaraigosa

September 23, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
SEP 28 2007

Dear Mr. Kosinski:

My wife and I have been a 17 year resident of Brentwood Glen and reside at 11451 Berwick Street, Los Angeles 90049.

While we support the completion of the HOV lane in the remaining north flowing portion of the 405, we believe that it can be accomplished without the extreme costs and negative impact of the current Caltrans proposals. We believe that it can be completed without excessive enlargement of the freeway width and the resulting disruption to the adjacent communities in the current proposals.

We are committed residents because Brentwood Glen has a unique community spirit and quality of life, which would be irreparably harmed by your proposals that require relocation of the sound wall west into Church lane.

We are apposed to any widening of the 405 that impacts on adjoining residences in the proposed project area and particularly as it effects our community of Brentwood Glen

No homes should be taken nor should our only community resource facility, the Church in the Glen. This proposed action is totally unacceptable and we will fight it with every available legal means.

The impact on the neighborhood will be devastating during any construction phase requiring a change in the sound wall alignment. The current construction projects on the 405 have demonstrated an extended project time frame with much of the actual construction being carried out in the evening hours when it will have maximum impact on our lives. There is no acceptable mitigation for exposure of our community to freeway and construction noise and the resultant pollution and it is not acceptable nor justified when other less intrusive and damaging alternatives have not been fully discussed or proposed. The freeway sound wall should not be moved west into the Glen.

The character of the Glen will be irreparably harmed by the elimination of over 950 trees and the landscape buffer zone, which is proposed by Caltrans. There is no mitigation possible and many mature trees planted over 40 years ago will be removed with no hope of replacement within our lifetime. The unique character of the Glen will be profoundly damaged if these proposals are implemented and we will fight these proposals with every legal means available.

The DEIR is totally inadequate in addressing the impact of the proposals and neither adequately describes the impact nor demonstrates reasonable mitigation. It is not acceptable to dismiss acknowledged negative impact by suggesting that this problem will be mitigated during construction without full disclosure of what is proposed. All this demonstrates is the lack of full review of the potential negative impact.

LR-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

LR-2

Caltrans has carefully considered impacts associated with the project and has developed minimization strategies where possible and mitigation measures where minimization is not possible. Individual mitigation measures, applicable to each environmental analysis category can be found in Chapter 3. Chapter 6 contains a summary of the mitigation commitments accompanying the project.

LR-1

LR-2

The DEIR does not adequately describe the actual design of the proposals in order to fully understand the potential impact and required mitigation.

LR-2

The DEIR does not adequately describe the impact of proposed changes to the on and off ramps to the freeway on the feeder boulevards critical to local traffic in the neighborhood and in the surrounding communities. Caltrans has acknowledged that they are primarily interested in increasing freeway capacity, and the proposals do not adequately address the collateral damage of proposed strategies to change current on and off ramps that directly impact on Sunset Boulevard, Montana, Wilshire Boulevard and Sepulveda. These proposals to close on and off ramps will further compromise already critically stressed traffic capacities and flow and impact on metro-rapid transit bus routes serving the west side of Los Angeles.

LR-3

The DEIR and subsequent materials provided by Caltrans to support the requirement to increase the lane widths of the current freeway do not substantiate the claim that this requirement will improve traffic safety. Requiring that all freeway dimensions are conforming to national Interstate freeway widths is both counter to existing conditions throughout the Los Angeles metro area and ignores that available waiver procedures allow for 11 vs. 12-foot lane widths. The negative impact of this position has not been justified by the unsupported claim of increased safety for the wider lanes.

LR-4

The DEIR has not demonstrated the traffic necessity to add an additional lane to the southbound 405 in the .7 mile from sunset to Waterford. In any event below Waterford it will be necessary to reduce the freeway width because of the limitations of the 405 / 10 interchange which is restricted to three lanes. Independent traffic engineer consultants have clarified that the thru capacity of the freeway cannot be improved by this strategy and Caltrans has acknowledged that the construction and requirements for widening will have negative impact on Brentwood Glen.

We support our neighboring communities adjoining the proposed project area in opposition to these proposals:

We appose Alternative three and three modified.

We appose Alternative 2 as it currently described because it does not consider alternatives that would allow for HOV construction without major environmental damage to adjacent communities.

Charles A Lagreco,

Marta Rallis

11451 Berwick Street
Los Angeles, California 90049

CC: Brentwood Glen Association

LR-3

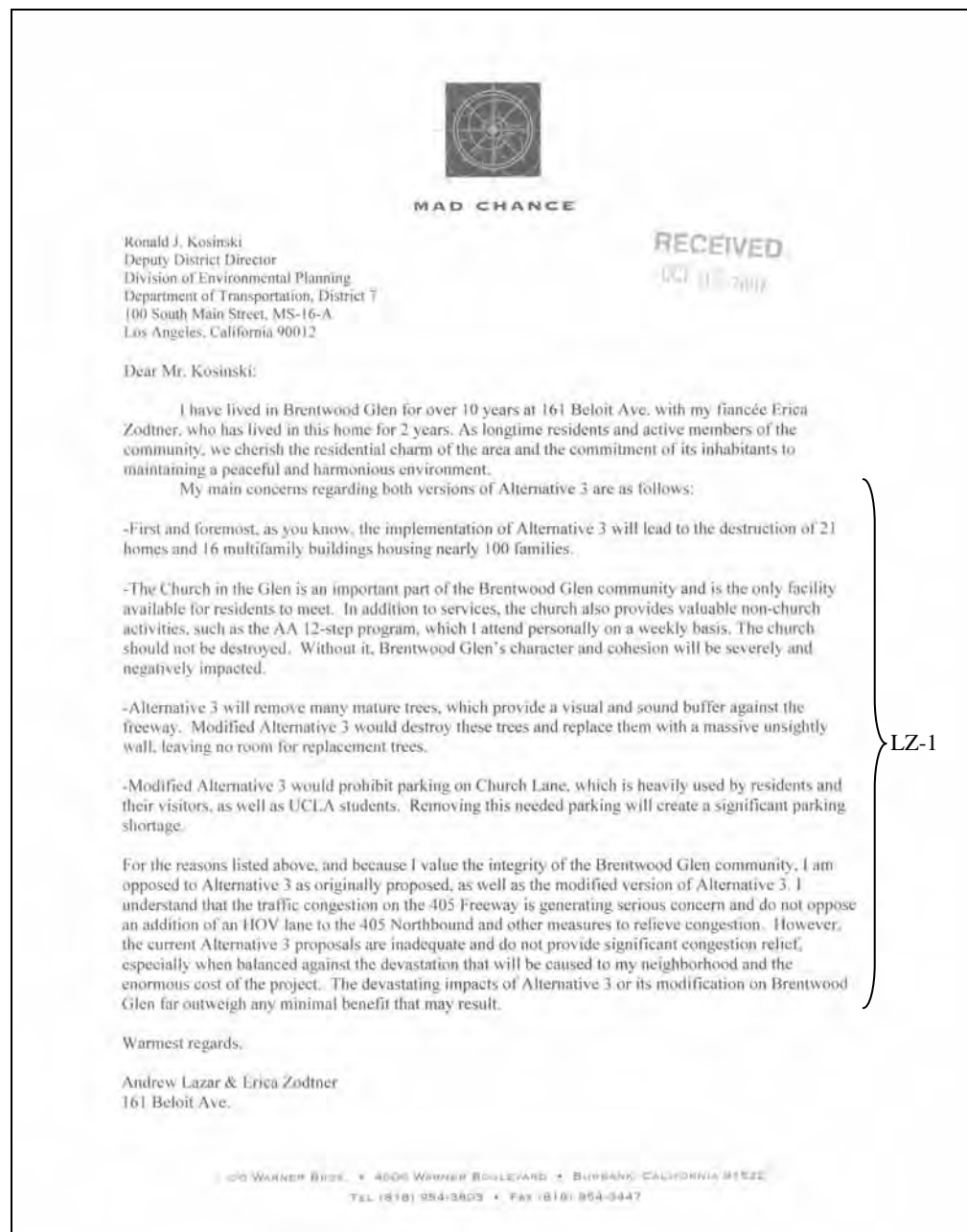
Please see response to comments LADOT-1 and LADOT-8 regarding coordination with the City to reduce traffic-related impacts to the City's arterial street system.

LR-4

Please see response to AG-7 regarding the evidence supporting the safety benefits of the project.

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.



LZ-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

LZ-1

September 28, 2007

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16-A
Los Angeles, California 90012

RECEIVED
09/28/07

Dear Mr. Kosinski:

My partner and I have been 10 year residents of Brentwood Glen and reside at 11450 Berwick Street, Los Angeles 90049. I have to completely agree with everything our neighbor Chuck Lagreco has expressed in his letter as written below. The only additional concern I would have is regarding the crime element that we would be exposed to with such a huge construction job in our little neighborhood.

While we support the completion of the HOV lane in the remaining north flowing portion of the 405, we believe that it can be accomplished without the extreme costs and negative impact of the current Caltrans proposals. We believe that it can be completed without excessive enlargement of the freeway width and the resulting disruption to the adjacent communities in the current proposals.

We are committed residents because Brentwood Glen has a unique community spirit and quality of life, which would be irreparably harmed by your proposals that require relocation of the sound wall west into Church lane.

We are apposed to any widening of the 405 that impacts on adjoining residences in the proposed project area and particularly as it effects our community of Brentwood Glen.

No homes should be taken nor should our only community resource facility, the Church in the Glen. This proposed action is totally unacceptable and we will fight it with every available legal means.

The impact on the neighborhood will be devastating during any construction phase requiring a change in the sound wall alignment. The current construction projects on the 405 have demonstrated an extended project time frame with much of the actual construction being carried out in the evening hours when it will have maximum impact on our lives. There is no acceptable mitigation for exposure of our community to freeway and construction noise and the resultant pollution and it is not acceptable nor justified when other less intrusive and damaging alternatives have not been fully discussed or proposed. The freeway sound wall should not be moved west into the Glen.

The character of the Glen will be irreparably harmed by the elimination of over 950 trees and the landscape buffer zone, which is proposed by Caltrans. There is no mitigation possible and many mature trees planted over 40 years ago will be removed with no hope of replacement within our lifetime. The unique character of the Glen will be profoundly damaged if these proposals are implemented and we will fight these proposals with every legal means available.

The DEIR is totally inadequate in addressing the impact of the proposals and neither adequately describes the impact nor demonstrates reasonable mitigation. It is not acceptable to dismiss acknowledged negative impact by suggesting that this problem will be mitigated during construction without full disclosure of what is proposed. All this demonstrates is the lack of full review of the potential negative impact.

FS-1

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FS-2

Caltrans has carefully considered impacts associated with the project and has developed minimization strategies where possible and mitigation measures where minimization is not possible. Individual mitigation measures, applicable to each environmental analysis category can be found in Chapter 3. Chapter 6 contains a summary of the mitigation commitments accompanying the project.

FS-1

FS-2

The DEIR does not adequately describe the actual design of the proposals in order to fully understand the potential impact and required mitigation.

FS-2

The DEIR does not adequately describe the impact of proposed changes to the on and off ramps to the freeway on the feeder boulevards critical to local traffic in the neighborhood and in the surrounding communities. Caltrans has acknowledged that they are primarily interested in increasing freeway capacity, and the proposals do not adequately address the collateral damage of proposed strategies to change current on and off ramps that directly impact on Sunset Boulevard, Montana, Wilshire Boulevard and Sepulveda. These proposals to close on and off ramps will further compromise already critically stressed traffic capacities and flow and impact on metro-rapid transit bus routes serving the west side of Los Angeles.

FS-3

The DEIR and subsequent materials provided by Caltrans to support the requirement to increase the lane widths of the current freeway do not substantiate the claim that this requirement will improve traffic safety. Requiring that all freeway dimensions are conforming to national interstate freeway widths is both counter to existing conditions throughout the Los Angeles metro area and ignores that available waiver procedures allow for 11 vs. 12-foot lane widths. The negative impact of this position has not been justified by the unsupported claim of increased safety for the wider lanes.

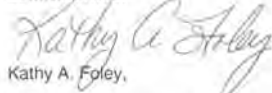
The DEIR has not demonstrated the traffic necessity to add an additional lane to the southbound 405 in the .7 mile from sunset to Waterford. In any event below Waterford it will be necessary to reduce the freeway width because of the limitations of the 405 / 10 interchange that is restricted to three lanes. Independent traffic engineer consultants have clarified that the thru capacity of the freeway cannot be improved by this strategy and Caltrans has acknowledged that the construction and requirements for widening will have negative impact on Brentwood Glen.

FS-4

We support our neighboring communities adjoining the proposed project area in opposition to these proposals:

We appose Alternative three and three modified.

We appose Alternative 2 as it currently described because it does not consider alternatives that would allow for HOV construction without major environmental damage to adjacent communities.


Kathy A. Foley,


Susan M. Steen

11450 Berwick Street
Los Angeles, California 90049

CC: Brentwood Glen Association

FS-3

Please see response to comments LADOT-1 and LADOT-8 regarding coordination with the City to reduce traffic-related impacts to the City's arterial street system.

FS-4

Please see response to AG-7 regarding the evidence supporting the safety benefits of the project.

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

Petitions & Formletters

July 12, 2007

State of California Department of Transportation
(Caltrans) District 7
Division of Environmental Planning *RK*
100 Main St, MS-16A
Los Angeles, CA 90012

RE: I-405 Sepulveda Pass Project

Dear sirs:

Including two wildlife passageways in the I-405 Sepulveda Pass Widening Project is a positive step towards protecting our diminishing urban wildlife. These passageways are necessary to maintain healthy herds by providing a means for ranging animals to move, with ease, between natural landscapes that can sustain them, while providing protection from vehicles on our highways and freeways. Now, with the affects of global climate change, the passageways could become crucial in providing protection to sensitive species from becoming endangered or extinct.

However, there is a huge flaw with the current plan. Instead of extending the passageways between the Santa Monica Mountains on the east, to the Santa Monica Mountains on the west, the passageways will end at Sepulveda Blvd., funneling the wildlife onto Sepulveda Blvd.

I am fully aware that Sepulveda Blvd is under the jurisdiction of another governmental agency, Los Angeles DOT, but, the passageways, as planned, will create a serious safety issue for both humans and wildlife. When most wildlife come in contact with vehicles, it results in almost certain death for the animals, potential injury or possible death to humans, and costly damage to vehicles. A serious accident could also lead to a potential liability issue for the City of Los Angeles and Caltrans.

The most obvious and best solution is to extend the passageways between the Santa Monica Mountains, over or under the I-405 and Sepulveda Blvd, funneling the wildlife away from Sepulveda Blvd.

It is very important that all governmental agencies involved work together for a solution. Proper studies need to be conducted on wildlife movement patterns, species of the wildlife involved, and numbers and species of roadkill. These studies must be done prior to construction, must be transparent, and available to the public.

I urge Caltrans, Los Angeles Department of Transportation and City Councilmember Jack Weiss to meet and work together to solve this serious safety issue. I encourage you to include representation from local environmental organizations. Thank you.

Sincerely,

P-1

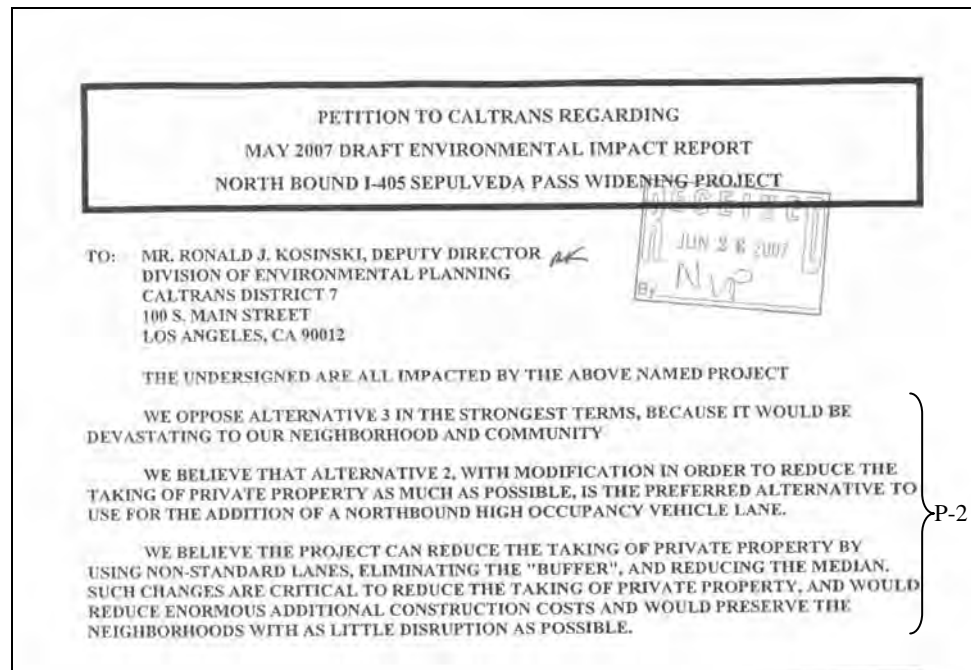
The persons listed below submitted the letter shown on the left:

- Christine Gustafson
- Linda Gustafson
- Anita Gustafson
- Randall L. Gustafson
- Tamara Merry
- Bonnie L. Massie
- Patricia S. (sic)
- Barry F. (sic)
- Judith McHenry
- Dolores J. A. (sic)
- Warren Falk (sic)
- Edgar Edinger
- Stephanie Hansen

P-1

Caltrans will work with the City of Los Angeles, the Santa Monica Mountains Conservancy and other interested parties to secure multi-agency funding for a wildlife crossing under or over Sepulveda Blvd., south of Skirball center Dr.

Several other comments address the wildlife corridors. Please refer to response to comments SMMC-1, SMMC-3, CC-1, RVA-15, RVA-22 and SC-2.



The following persons signed the petition shown on the left:

- | | |
|------------------------|------------------------|
| Margot Barron | Alan J. Ardell |
| Thomas Barron | Mery Ardell |
| Hilary Maybank | Nicholas Brecha |
| Bayard Maybank | Catia Sternim |
| Marla Feldmar | Bill Butler |
| Shawna Feldmar | Daniel Davis |
| Nellie Siegel | Michelle Tan |
| Barbara Gruber | June Martin |
| Andrea Feldmar | R. H. Spackman |
| Ulysses S. Griggs, Jr. | John D. Erwin |
| Diane Griggs | Ann H. Erwin |
| Denise Griggs | Louis D. Schlanger |
| Stella March | Rita Schlanger |
| Mildred Roth | Ed Schweitzen |
| Joella March | Barbara Schweitzen |
| Ronald Chiu | Joseph A. Balbona, Jr. |
| Teresa Chiu | Ted Sweetser |
| Virginia Mersch | |

P-2

Please see response to comment BGA-7 regarding design exceptions and waivers from the Federal Highway Administration.

PETITION TO CALTRANS REGARDING
MAY 2007 DRAFT ENVIRONMENTAL IMPACT REPORT
NORTH BOUND I-405 SEPULVEDA PASS WIDENING PROJECT

TO: MR. RONALD J. KOSINSKI, DEPUTY DIRECTOR *rk*
DIVISION OF ENVIRONMENTAL PLANNING
CALTRANS DISTRICT 7
100 S. MAIN STREET
LOS ANGELES, CA 90012

RECEIVED
AUG 17 2007

THE UNDERSIGNED ARE ALL IMPACTED BY THE ABOVE NAMED PROJECT
WE OPPOSE ALTERNATIVE 3 AS IT WOULD BE DEVASTATING TO OUR
NEIGHBORHOOD AND COMMUNITY.

WE OPPOSE ANY VERSION OF ALTERNATIVE 2 THAT WOULD REQUIRE
CALTRANS TO ACQUIRE PRIVATE PROPERTY DIRECTLY OR BY EASEMENT.

WE BELIEVE THAT CALTRANS SHOULD MODIFY THE CURRENT
CONFIGURATION OF ALTERNATIVE 2 TO ELIMINATE THE NEED TO RELOCATE
SEPULVEDA. DOWNSIZING THE PROJECT BY USING NON-STANDARD LANES,
ELIMINATING THE "BUFFER", REDUCING THE MEDIAN AND ADDING A SINGLE
STANDARD WIDTH HOV LANE TO THE EXISTING FREEWAY WILL REDUCE
PROPERTY TAKING, REDUCE ENORMOUS ADDITIONAL CONSTRUCTION COSTS
AND DISRUPTION AND PRESERVE THE NEIGHBORHOODS.

WE BELIEVE THAT CALTRANS MUST INSTALL SOUNDWALLS AS NEEDED
TO PROTECT HOMES LOCATED DIRECTLY ABOVE THE FREEWAY FROM NOISE
ASSOCIATED WITH THE WIDER ROADWAY AND PROVIDE AN ADEQUATE
LANDSCAPE BUFFERING TO PRESERVE THE EXISTING AESTHETIC CHARACTER
OF HOMES ADJACENT TO SEPULVEDA.

P-3

The following persons signed the petition shown on the left:

Dominic Sandifer
Eve Moore
Pattie L. Pierce
Dan Gutierrez
Nancy P. Taylor
B. Doshi
Kevin Cook
Bob Pettit
Melissa Ysasaga
Steve Michels
John Saade
Coe Thelma Barshop
Nathan Barshop

Debra Schrerer
Samuel Halper
Doris Brownstein
Sylvia Ruth Halper
Nancy Etz
Mortimer Moore
Joan Jackson
Jeffrey Jackson
Geraldine Panama
Charles Panama
Virginia Clark
Norman Wike (sic)
Melanie Ziegler

P-3

Please see response to comment P-2 above.

A noise barrier has been proposed along the edge of shoulder on northbound I-405 from south of Montana Ave. to south of Sunset Blvd. This wall, however, provides little or no noise reduction for the residences located well above the freeway along Dalkeith Ave. and Thurston Ave. This wall was proposed simply to replace the existing noise barrier in this area.

A noise analysis was performed to see if a soundwall on top of the proposed retaining wall (east of Sepulveda Blvd.) would provide any acoustical benefit (minimum 5 dBA noise reduction) to the residents along Dalkeith Ave. and Thurston Ave. It must be noted that the analyzed soundwall falls outside Caltrans' right-of-way. Thus, if recommended, it will require involvement from the City of Los Angeles, Caltrans and the affected property owners.

According to the analysis, under the Preferred Alternative only about half of residences (10 out of 21) along Dalkeith Ave. and Thurston Ave. would acoustically benefit from having a 16-foot high soundwall on top of the retaining wall. With lower heights of soundwalls very few homes will benefit from this soundwall.

August 2, 2007

TO:

Senator Sheila Kuehl	Supervisor Zev Yaroslavsky
Assemblymember Karen Bass	Councilmember Jack Weiss
Assemblymember Mike Feuer	Douglas Failing, CalTrans
	Ron Kosinski, CalTrans

RE: OPPOSITION re: 405 Freeway Expansion through Sepulveda Pass

Dear Sirs and Mesdames:

While I do not oppose the general concept of adding a lane to the northbound 405 Freeway through the Sepulveda Pass, I am writing to urge each of you in the strongest possible way to do the following regarding the current DEIR and the various proposals being floated:

1. New DEIR & Reschedule Hearing. Immediately require CalTrans to prepare and circulate a new DEIR that describes the project and its impacts fully, including all the impacts of its proposal to move Sepulveda Blvd. eastwards. The current DEIR is woefully and fatally incomplete, as described in more detail in the letter from Ms. Carole Magnuson on behalf of the Westwood Hills Property Owners Association and other commentators, all of which are incorporated herein by this reference. Further, since issuance of the current DEIR, CalTrans has verbally presented additional relevant matters that are nowhere disclosed in the current DEIR.

} P-4

This also requires CalTrans to immediately cancel the hearing currently scheduled for August 22, 2007, and reschedule such a hearing to a future date after issuance of an appropriately revised DEIR.

2. Eliminate Alternative 3. Alternative 3 should be eliminated in its entirety.

3. Seek Federal Waiver. Require CalTrans to seek waivers from any federal highway standards so as to enable the northbound 405 HOV lane to be added within CalTrans' existing rights of way. The resulting lane configurations would be similar to those currently in existence for many stretches of the 405 Freeway through other densely settled urban areas.

} P-5

4. No Taking of Private Property; Preserve Neighborhoods. CalTrans should re-engineer its proposals so as to eliminate the need to take any private property, including any subsurface easements, and so as to preserve the quality of life in the surrounding residential neighborhoods.

Thank you for your prompt and effective attention to this matter.

Very truly yours,

The following persons signed the letter shown on the left:

Tina Gittelson	Lois Shickman	Kim – 251 S. Thurston Ave.
Sherie L. Morrison	Mary Ellen and Christopher Eichler	Melanie B. H. – 4324 Par Five Court
Greg Hayes	Aileen Breslow	L. H. Cook – 251 S. Thurston
Alexa Wachtel	Andrea Ghez	Judith Stein
D. Wachtel	Tom LaTourrette	Randi Blumenfeld
Sofia Wachtel	Faith Gomberg	Stephen L. Raucher
M. Wachtel	Kenneth Steinsapir	Dr. Hans von Leden
Scott A. Senior	Anthony B. Richmond	Ronald Rosenfeld
Alexandra Nicole Senior	Norman Edelstein	Priscilla Rosenfeld
Teresa Cordova Senior	Catherine A. Sarkisian	Scott H Whittle
Bayard & Hilary Maybank	Ashok Mukhey	Terry A Tegnazian
Sandra Nimoy	Mark M. Senior	
Paige Hayes	Rachelle Lewenfus	
Rita and Paul Freeman	Gabriel OliensisJeff Jackson	
Deborah and Howard Nussbaum	Joan L. Jackson	

P-4

No new substantial evidence establishing significant impacts not previously disclosed or reasonable alternatives not previously considered has been presented. As a result, recirculation of the environmental document is not required or warranted.

P-5

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

Please see response to comment BGA-7 regarding design exceptions and waivers from the Federal Highway Administration.

**PETITION REGARDING THE PROPOSED
INTERSTATE 405 / SEPULVEDA PASS WIDENING PROJECT**

TO: Ron Kosinski, Deputy District Director
Division of Environmental Planning (405 HOV)
California Dept. of Transportation
100 South Main Street
Los Angeles, CA 90012

RECEIVED
SEP 28 2007

Re: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND SECTION 4(f) EVALUATION

CASE NO. SCH #2002011017

Dear Mr. Kosinski:

The Interstate 405 / Sepulveda Pass Widening Project ("Project") proposed will have significant impact on the environment that has not been fully addressed in the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The proposed expansion will have a significant cumulative negative impact on emergency response, air quality, water, natural resources, noise, geology, energy, population growth, safety, and emergency response for all the students, faculty, residents and commuters.

The Mulholland Drive educational institutions serve roughly 4,000 students per day. After reviewing the Project, we are expressly concerned about the safety of all the students that attend school in the Institutional Use Corridor (IUC), which will be immediately and severely impacted by this proposed Project during the construction period, estimated at 3-5 years.

Your DEIR/DEIS lacks an adequate description of how the negative impacts are to be mitigated, especially the safety and emergency response to the residents, students, faculty and parent drivers. There is no evacuation plan, emergency response plan, and it appears the DEIR/DEIS does not address, at all, traffic management studies, plans or notification systems for the IUC. It appears the DEIR/DEIS does not address emergency traffic management studies, planned traffic mitigating measures or notification systems for the IUC, the non-local commuters, and the adjacent neighborhoods.

Thank you for allowing us the opportunity to comment on the draft DEIR/DEIS, and we look forward to a response as well as a detailed and comprehensive final DEIR/DEIS, fully in compliance with CEQA, the Mulholland Corridor Scenic Parkway Specific Plan, State and Local Guidelines.

P-6

The following persons signed the petition shown on the left:

Jenna Abouzeid
Joseph Abouzeid
Mitchell S. Cohen
Mildred W. Hamilton
Pat F. Kater
Joan Marantz
Andrew Raymond
Vicki Tashman
Arthur R. Harris
Tanis J. Harris

P-6

Please see response to comment AG-19 regarding cumulative impacts.

The traffic impacts caused by construction of the bridges at Mullholland Drive, Skirball Center Drive and Sunset Boulevard would be managed by using a staged construction approach. All bridges would have at least one half of their existing lanes maintained through the construction period. In addition, work would be conducted in separate stages to ensure each bridge can serve as an alternate route for the other while it is being constructed. Skirball Center Drive, Mullholland Drive and Sepulveda Boulevard would all be used as alternate routes during construction. Close and continuing coordination will be maintained with the City of Los Angeles Fire Department and Police Department during the entire construction period in order to ensure that adequate access is provided for emergency response to areas in the vicinity of construction activities.

Caltrans will be developing and following a detailed construction management plan that will have components to address safety and emergency access. Please also see the response to comment BAC-2.

To Whom It May Concern:

1. Don't move any sound walls
2. Don't take any homes
3. Build sufficient lanes in the Sepulveda Pass south bound to alleviate the bottleneck in the Skirball area south to Wilshire
4. Build the Sound Wall long promised in the Royal Woods area of Sherman Oaks west of the 405 and east of Sepulveda
5. Do not widen the 405 in Sherman Oaks or build new on or off ramps in the area, as it is not necessary.
6. Keep costs, project length to a minimum by following these guidelines

Why no expansion is necessary in Sherman Oaks for the 405 Sepulveda Pass Project.

1. The most significant traffic congestion issue facing the 405 freeway is the 5 lanes diminished to 4 lanes at Skirball on the southbound 405. The need to expand the freeway in the Sepulveda Pass at this area must be considered the paramount solution to traffic issues and not the widening in Sherman Oaks.
2. There are now 6 lanes northbound recently opened this past month in Sherman Oaks. There are also 6 lanes southbound in Sherman Oaks in the 405/101 area which includes an HOV lane. As such, there should be no need to add a 7th lane northbound in this area to accommodate a carpool lane. This eliminates the need to widen the freeway or move the current sound wall in Sherman Oaks.
3. Northbound 405 from Mulholland to the 101 already flows smoothly as 3 lanes are used to exit to the 101 North and South. 3 lanes already exist to continue on the 405 north.

P-7

The following persons signed the letter shown above:

Michael C. Brisk
Yvonne A. Bush
John Escalona
Peter Griswold
Laura Joutlas
Steve Joutlas
DiAnne Krumm
Michael Lasky D.D.S.
Martin Lasky
Sheila Lasky
Suly Molina
Glenna Potap (sic)
Jennifer A. Robles
Dalys Rodriguez
Maral Sepetjian
Kristin Smith
Karen Villanueva

P-7

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. While Caltrans has made design modifications to considerably reduce impacts to private property, it is not possible to eliminate all impacts in Sherman Oaks. The northbound HOV lane requires shifting of the freeway centerline to the west in order to avoid the acquisition of a multi-family residential property on the east side of the freeway in this area.

The Preferred Alternative will require six property acquisitions, however, only two of these acquisitions will result in the removal of homes on these properties. The other four homes will remain in place and be resold after the reconstruction of the Valley Vista off-ramp. The "Valley Vista/Sherman Oaks" design option for the southbound off-ramp at Valley Vista (Fiume Walk) has been abandoned in favor of a design that keeps the ramp at its existing location. The new soundwall along the Valley Vista Blvd. off-ramp will be constructed before the existing wall is removed for widening. This order of work will be conveyed to the contractor in the construction specifications.

Some of the existing soundwalls will be removed and replaced by new soundwalls at the proposed locations to mitigate the noise level for projected traffic demands.

The Preferred Alternative will provide a sound wall adjacent to the Royal Woods area.

Comment Cards Received via Mail

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING

RECEIVED
 AUG 28 2007

NAME: JEAN BARTEL DATE: Aug. 23, 2007
 ADDRESS: 229 BRONWOOD AVE PHONE: (310) 472-6935
 CITY, STATE, ZIP: LOS ANGELES, CA 90049
 E-MAIL ADDRESS: _____

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM: OPPOSED IN FAVOR NEUTRAL

my parents built our home in 1937 & I'm still living in the same home which has been a friendly family neighborhood. Now there are so many cars parked on the street that a fire engine can't get through. With all the suggested changes, with all the trucks, & more parked cars, our streets are becoming more dangerous & not livable.

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

With other car lanes on the 405, the traffic will remain just as congested.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING

RECEIVED
 SEP 10 2007

NAME: Mrs. Janice Bernstein DATE: Received 02/10/08 9/5/07 - Filled out
 ADDRESS: 350 So. Bentley Ave PHONE: (610) 472-8282
 CITY, STATE, ZIP: L.A. CA 90049
 E-MAIL ADDRESS: _____

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM: OPPOSED IN FAVOR NEUTRAL

I am ^{completely} opposed to all the proposed Caltrans alternatives because they will destroy the communities through which the greatly expanded 405 freeway will pass. Sepulveda Blvd must not be moved. The EIR must be revised to address all the many potential impacts of Caltrans proposals, especially the increased deaths of children & the elderly who are particularly vulnerable to increased traffic. Residents who live along the route must have a voice. They are unsafe. Keep the existing road. Massive expense, disruption & irrevocable harm to countless residents' lives for years. To come in exchange for temporary traffic flow improvements & possible future plans is a poor bargain indeed. Just stick to the original state road for a Northbound HOV lane.

JB-1

JaB-1

JB-1

For a more complete discussion of congestion impacts, please see the response to comment HE-11. As is noted in that response, traffic demand is sufficiently high in the Los Angeles basin that available capacity will be sought out shortly after it is made available. However, the proposed I-405 HOV project provides a travel alternative that can sustain higher levels of passenger movement through the corridor, both by HOVs and by buses using the HOV lane. It therefore contributes to an overall increase in people moving capability through the Sepulveda Pass.


JaB-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Please see response to comment BGA-7 regarding design exceptions and waivers from the Federal Highway Administration.

QUESTION/COMMENT CARD RECEIVED

STATE OF CALIFORNIA AUG 28 2007
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING



NAME: ELI B. DUBROW DATE: 8-24-07
 ADDRESS: 931 MORAGA DR. PHONE: 213-481-3222
 CITY, STATE, ZIP: L.A. 90049
 E-MAIL ADDRESS: EDUBROW@HFDCLAW.COM

REQ 405 HOV LANE MODIFICATIONS

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM: OPPOSED IN FAVOR NEUTRAL

THE PLANS AS PRESENTED BOTH #2, 3 AND 3-A ARE MUCH TOO EXPENSIVE AND GRAND. JUST WIDEN BY 15 FT. TO ADD A CAR POOL LANE NORTH (HOV) AND DO NOT REPLACE THE SUNSET BRIDGE OR MULHOLLAND BRIDGE. LEAVE THE REST ALONE. DO NOT MODIFY SEPULVEDA - STUDY MODIFICATIONS TO 405/10 INTERCHANGE

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

THE PLANS AS PRESENTED ARE FRANKLY ABSURD.

AND UNWANTED BY ALL OF THE RESIDENTS INVOLVED.

ED-1


ED-1
 Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall.

Please see response to comment BGA-7 regarding design exceptions and waivers from the Federal Highway Administration.

As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING 

NAME: Dorothea Frederking DATE: 08/22/2007
 ADDRESS: 11314 Hemenhute St. PHONE: (310) 472-4765
 CITY, STATE, ZIP: Los Angeles CA 90049
 E-MAIL ADDRESS: _____


I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM, OPPOSED IN FAVOR NEUTRAL

Save the Plan! Do not destroy a good looking and beautiful neighborhood - } DF-1

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING 

NAME: Linda Goodman DATE: 8-25-07
 ADDRESS: 1112 Ophir Dr. PHONE: 310 211 5542 (0)
 CITY, STATE, ZIP: Los Angeles CA 90024
 E-MAIL ADDRESS: lgoodman@ucla.edu

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM, OPPOSED IN FAVOR NEUTRAL

See enclosed letter.
 Thank you } LG-1

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

DF-1


Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

LG-1

Please refer to the letters received from citizens to see the response to commenter's letter (alphabetical order by last name).

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING


 RECEIVED
 AUG 30 2007

NAME: Stan Goodman DATE: 28 Aug 07
 ADDRESS: 1112 Ophir Dr. PHONE: 310/476-8107
 CITY, STATE, ZIP: Los Angeles CA 90024
 E-MAIL ADDRESS: shimshon@shimshon.ucla.edu

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.


(CIRCLE YOUR POSITION) I AM: OPPOSED IN FAVOR NEUTRAL

I attended the Caltrans meeting at the Skirball center on Aug 22, 07. I heard the speaker from the Getty live read Attorney Rocher's letter to Ron Kosinski. Caltrans is legally obliged to do what is urged in Steve Rhodes' letter.

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING


 RECEIVED

NAME: HILLMAN, BARBARA A DATE: 08/26/2007
 ADDRESS: 11436 BERWICK STREET PHONE: _____
 CITY, STATE, ZIP: LOS ANGELES, CALIFORNIA 90049
 E-MAIL ADDRESS: _____

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM: OPPOSED IN FAVOR NEUTRAL

DO YOU HAVE DRAFTS AND/OR FUNDING FOR THE REAL BOTTLENECK AT 405/10 PLYS? SPEND OTHERS' MONEY FIRST. DON'T WASTE YOURS.

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

SG-1


BH-1

SG-1
 Please see response to comments SR-1, SR-2, and RV-1 through RV-4.

BH-1
 As a result of community input and further Caltrans analysis, it was determined that additional improvements to the I-405/I-10 interchange would be beneficial to further improving congestion within the transportation corridor.

It is proposed to add an additional southbound mixed-flow lane through the I-405/I-10 interchange in order to alleviate congestion. Also, the recent opening of the southbound HOV lane as well as the proposed northbound HOV lane will further improve the congestion problems in the area.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING 

NAME: Ursula/Gunter Hirschfeld DATE: 8-22-07
 ADDRESS: 11409 Waterford St PHONE: 310-476-8263
 CITY, STATE, ZIP: LA, CA 90049
 E-MAIL ADDRESS: none


I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM OPPOSED IN FAVOR NEUTRAL

Alternative 2

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING 

NAME: MELVIN L SCHWARTZ DATE: AUG. 28, 2007
 ADDRESS: 249 S. BENTLEY AVE PHONE: 310 472-2923
 CITY, STATE, ZIP: LOS ANGELES, CA 90049
 E-MAIL ADDRESS: JOYMELSO@AOL.COM

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM OPPOSED IN FAVOR NEUTRAL

I OPPOSE ALTERNATIVE 3 I OPPOSE ALTERNATIVE 2 UNLESS IT ELIMINATES THE NEED TO RELOCATE SEPULVEDA BLVD. THE PROJECT COST AND DISRUPTION TO THE NEIGHBORHOOD COULD BE LESSENED BY WAIVING THE NORTHBOUND HOV LANE 11 FEET WIDE AND RETAINING THE 11 FOOT WIDTH FOR THE 5 EXISTING NORTHBOUND LANES. THE MODIFIED DEIR DOES NOT FULLY ASSESS THE SAFETY, HEALTH AND OTHER CONSEQUENCES OF THE NEW PROPOSALS OF CONVERTING SEPULVEDA INTO A TRENCH.

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

UGH-1
 Your support for Alternative 2 is noted for the record.

MS-1
 Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.


Sepulveda Blvd. will be realigned between Montana Ave. and Moraga Dr. in order to accommodate freeway widening. Caltrans is committed to avoiding impacts to the community to the greatest extent possible. The Preferred Alternative will no longer require the acquisition of the Verizon Building and Rodeo Realty properties as Caltrans has reduced standards at several spot locations to minimize impacts in this specific area. Even with the application of reduced design standards, Sepulveda Blvd. will still have to be realigned through this area.

Please see response to comment BGA-7 regarding design exceptions and waivers from the Federal Highway Administration.

The Visual Impact Assessment prepared for the project was updated in August 2007. Section 3.6 of the Final EIR/EIS has been revised to include a visual impact analysis of the realignment of Sepulveda Blvd. between Montana Ave. to Sunset Blvd.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING



NAME: KRISTINA PALMER DATE: 8-22-07
 ADDRESS: 11438 ALBATA ST PHONE: 310 440 4001
 CITY, STATE, ZIP: LA CA 90049
 E-MAIL ADDRESS: _____

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.


(CIRCLE YOUR POSITION) I AM, OPPOSED IN FAVOR NEUTRAL

OPPOSED ! There will Always Be Traffic!

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING



NAME: GARY PALMER DATE: 8-22-07
 ADDRESS: 11438 ALBATA ST PHONE: 310 440 4001
 CITY, STATE, ZIP: LA CA 90049
 E-MAIL ADDRESS: _____

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM, OPPOSED IN FAVOR NEUTRAL

OPPOSED ! THIS WON'T Fix the TRAFFIC JAM!

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

KP-1


KP-1
 Your support for Alternative 1 is noted for the record.

GP-1

GP-1
 Your support for Alternative 1 is noted for the record.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SEPULVEDA PASS PROJECT - I-405 HOV - AUGUST 22, 2007 PUBLIC HEARING



NAME: Giovany Torres DATE: 8/22/07
ADDRESS: 16760 Remar St Los Angeles PHONE: (818) 383-2472
CITY, STATE, ZIP: Los Angeles, CA 91342-1139
E-MAIL ADDRESS: giovany.36@aol.com

I WISH TO SPEAK - You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED - Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD - Will be added to final document.

(CIRCLE YOUR POSITION) I AM, OPPOSED IN FAVOR NEUTRAL

I am 42 years old and I want to represent the millions of my generation who will be the real victims if this project does not go forward. In a time where we care about future generations with global warming, we need to not be selfish and only be thinking of our responsible homes. Think of how traffic will be so bad, that car emissions on the freeway will rise, if there is not a steady flow with this great carpool lane. Please build the lanes!

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

GT-1

Alternative 2 has been identified as the Preferred Alternative. Alternative 2 has the least amount of full and partial property acquisitions as well as other impacts to the community overall. It was determined that bringing southbound I-405 to FHWA design standards would come at a considerable cost to the community as well as taxpayers and the benefit provided by this alternative would not justify the cost.

GT-1

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INTERSTATE 405

Sepulveda Pass Widening Project

**Final Environmental Impact Report/Environmental Impact Statement
and Section 4(f) Evaluation**

**Volume IV – Chapter 6, 7 & 8
&
Appendices**

Widening and High Occupancy Vehicle (HOV) Improvements
from Interstate 10 to US Highway 101, in the City of Los Angeles,
Los Angeles County
PM 28.8/39.0
EA 120300

Prepared by the
STATE OF CALIFORNIA
Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327



January 2008

CHAPTER 6 ENVIRONMENTAL COMMITMENTS RECORD

Mitigation Monitoring and Reporting Record (MMRR) for the I-405 Sepulveda Pass Widening and HOV Project

INTRODUCTION

In accordance with section 21081.6 of the California Environmental Quality Act (CEQA), Caltrans Division of Environmental Planning (DEP) adopted a Mitigation Monitoring Program (MMP). The MMP is to ensure implementation of measures that would avoid or mitigate significant effects of the project. The MMP provides a systematic method by which Caltrans DEP would be able document the implementation of each mitigation measure that has been monitored and completed during the associated stage of the project. The program also includes mitigation measures that have been developed during the CEQA/National Environmental Policy Act (NEPA) certification.

The MMP creates a simple procedure with minimal paperwork that would provide concise yet sufficient documentation that all mitigation measures have been implemented. There are four simple steps that would result in the production of one reporting form for each mitigation measure and a summary table for all measures, as described below.

STEP 1: DESIGNATE PROGRAM COORDINATOR

Given that a number of people would be involved in the mitigation monitoring process, it is important to designate one person, however the DEP would have ultimate responsibility for ensuring that all mitigation measures are monitored and that a complete, updated report documenting such activities is filed. For purposes of this plan, the designated person would be the Project Manager. The Project Manager would have a central role in the activities described in the following steps.

STEP 2: ASSEMBLE TEAM OF MONITORS

The first task of the Project Manager would be to assemble the personnel capable of monitoring all mitigation measures included in the MMRR. Monitors may include the Resident Engineer, Design Engineer, Landscape Architect, and other members of Caltrans or contractors, etc. that would be responsible for overseeing specific mitigation measures.

The Project Manager should assign specific mitigation measures to each of the monitors. The monitoring activities provided in the attached summary table should be self-explanatory. However, the Project Manager should make sure the monitors understand what is required.

STEP 3: ONGOING REPORTING

During the course of the design, construction, and operational stages of the project, the Project Manager would maintain contact with the monitors to ensure that their activities have been completed at the appropriate time.

Monitors would fill out a **Mitigation Monitoring Report** form for each of their assigned mitigation measures as these measures are monitored and completed. The form summarizes the monitoring activities undertaken and documents that the mitigation measure was or was not carried out. To support the conclusion on the form, references to other project documents, such as engineering drawings or contract documents, may be included. Typically, this report would be filled out when the mitigation measure is implemented. However, there may be some cases where a mitigation measure was not implemented, for example if the mitigation measure applied to a contingency situation that did not occur. There may be other cases in which reports would be required on a periodic basis, until such time as the measure is completed. It is important that a form be filled out for all measures, completed or not.

The Environmental Planner would collect and review the reporting forms for each mitigation measure, keep a file of all reporting forms and supporting documentation, and update a summary table for all mitigation measures.

STEP 4: REPORT PROGRESS TO DEP

The Division of Environmental Planning should be updated as to the progress of the mitigation monitoring and reporting on a regular basis. This can be done at regular scheduled meetings.

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Land Use	Party Responsible for Mitigation Monitoring: Right-of-Way and Public Affairs		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
Mitigation Measure(s):			
<ul style="list-style-type: none"> • Prior to and during construction, Caltrans would continue its outreach program by notifying the residents, businesses, and any service providers within the area. Caltrans would inform the surrounding communities about the project construction schedule, relocation arrangements and assistance programs, traffic-affected areas and the Traffic Management Plan, and other relevant project information. • Information gathered through Caltrans' community outreach program would be used to develop the construction traffic control plans and alternate access routes to maintain critical business activities. Caltrans staff would inform the public of its progress in implementing the measures selected through periodic project newsletters sent to businesses, residents, and property owners within close proximity to the project. Staff would be assigned to work directly with the public to provide project information and resolve construction-related problems. • Caltrans staff would contact and interview individual businesses potentially affected by construction activities. Interviews with commercial and industrial businesses would be conducted in order to understand and identify business usage; delivery and shipping patterns; frequented travel routes of customers and clients upon entering and exiting the business establishment; parking requirements; hours of operation; and critical times of the day and year for business activities. • Parcels subject to full acquisition shall be reconfigured or combined with adjacent parcels to allow for development commensurate with previous land uses. Commercial and industrial land uses subject to partial acquisitions should be reconfigured on site in such a manner as to remain in operation. Reconfigurations of remnant properties would need to comply with local codes. • A Caltrans in-lieu fee agreement will be established with the Santa Monica Mountains Recreation and Conservation Authority for the relocation of seven (7) parking spaces that will be removed and for the modification/realignment of a new trail at the Getty View Trailhead and the new Skirball Trailhead. • Caltrans will provide for additional lighting at the Bad News Bears baseball field at the Westwood Recreation Center. 			

Mitigation Monitoring Action Performed:	
Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable. If no, itemize outstanding mitigation and reasons why measures were not implemented.	
In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.	
Name/Title/Agency of Person Completing Report:	
Signature:	Date:
Signature of Project Manager:	Date:
Environmental Oversight:	Date:

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Community Impacts - Relocations	Party Responsible for Mitigation Monitoring: Right-of-Way Relocation Assistance Program		
Required Monitoring/Reporting Frequency:		Implementation/Monitoring Phase: Design Construction Operation	
Mitigation Measure(s): <ul style="list-style-type: none"> • Relocation assistance and counseling will be provided to displaced persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation for displaced persons and businesses. All eligible displaces will be eligible for moving expenses. All benefits and services will be provided equitably to all relocates without regard to race, color, religion, age, national origins and disability as specified under Title VI of the Civil Rights Act of 1964. • Owners of property to be acquired due to the proposed project will be compensated for the fair market value of the property as well as damages, if any, to the remainder of portions of the property in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisitions Polices Act, as amended. 			
Mitigation Monitoring Action Performed:			
Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable. If no, itemize outstanding mitigation and reasons why measures were not implemented.			
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Name/Title/Agency of Person Completing Report:			
Signature:		Date:	
Signature of Project Manager:		Date:	
Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Community Impacts: Community Character & Cohesion	Party Responsible for Mitigation Monitoring: Design Engineer, RE		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
<p>Mitigation Measure(s):</p> <ul style="list-style-type: none"> • Pedestrian access points to businesses within the construction area would be maintained throughout the construction period. If usual access points were lost, provisions for alternative access to the affected parcels would be made. Appropriate signage would be placed to inform and direct both pedestrian and vehicular traffic to local businesses via alternate routes. Temporary sidewalks, if necessary, would be installed during the construction phase. Disabled access would be maintained during construction where feasible. • During construction, Caltrans staff would establish an information field office near the construction site. The field office would serve the following multiple purposes: <ul style="list-style-type: none"> – Provide the community and businesses with a physical location where information pertaining to construction can be exchanged; – Enable Caltrans staff to better understand community/business needs during construction; – Notify property owners, residences, and businesses of major construction activities; – Respond to phone inquiries; and – Coordinate business outreach programs. • Information and field office telephone numbers would be available to provide community members and businesses a means of direct communication regarding construction activities. Caltrans staff would review and forward calls to the appropriate party for action. Community involvement specialists would be available for solving individual problems, handling construction complaints, providing general information, and providing information such as current project schedule, dates for upcoming community meetings, and notice of construction impacts. • Caltrans will coordinate with the affected communities and all of the schools in the Institutional Use Corridor to develop a list of contracts for Caltrans to provide information regarding construction-related updates. • A Traffic Management Plan would be developed to maintain access to all businesses near construction activity. For example, mitigation measures to alleviate traffic impacts include: 1) avoiding access points to construction sites on residential streets and posting speed limits of 25 mph along the streets in the vicinity of the construction sites; and 2) preparing specific traffic mitigation plans for each construction site, including detour routes, lane assignments, and vehicular and pedestrian traffic circulation and control. 			

Mitigation Monitoring Action Performed:	
<p>Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.</p> <p>If no, itemize outstanding mitigation and reasons why measures were not implemented.</p>	
<p>In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.</p>	
<p>Name/Title/Agency of Person Completing Report:</p>	
Signature:	Date:
Signature of Project Manager:	Date:
Environmental Oversight:	Date:

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Utilities & Emergency/Community Services	Party Responsible for Mitigation Monitoring: Design Engineer, RE, Maintenance		
Required Monitoring/Reporting Frequency:		Implementation/Monitoring Phase: Design Construction Operation	
<p>Mitigation Measure(s):</p> <ul style="list-style-type: none"> • Utility infrastructure affected by project construction would be relocated before construction, relocated during construction, protected in place, or abandoned. Those utilities that must be relocated as a part of project construction would be relocated in such a manner as to minimize any disruption of service those utilities provide. • The impact to fire, police and emergency service response times would be minimized by the implementation of a Traffic Management Plan (TMP) that would contain detailed plans of access routes and detours during construction. The TMP should be reviewed and approved by any potentially affected fire or law enforcement agency. Caltrans would maintain contact with the community, police and fire protection services through public outreach during the construction phase. Traffic assistance personnel will be required to be on-site in emergency situations. 			
Mitigation Monitoring Action Performed:			
<p>Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.</p> <p>If no, itemize outstanding mitigation and reasons why measures were not implemented.</p>			
In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.			
Name/Title/Agency of Person Completing Report:			
Signature:		Date:	
Signature of Project Manager:		Date:	
Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Traffic, Transit/ Transportation/Pedestrian & Bicycle Facilities	Party Responsible for Mitigation Monitoring: Design Engineer, RE, Maintenance		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
<p>Mitigation Measure(s):</p> <ul style="list-style-type: none"> • Implement an effective Traffic Management Plan that would include detailed construction staging plans and analysis of how traffic would be affected during construction; • During development of the TMP, Caltrans will explore the City's current stipulation imposed on the community. Caltrans will continue to work with Bel Air Crest and if traffic during construction becomes an issue, additional measures will be taken to alleviate any prolonged construction delays, including the temporary use of Casiano Road; • Construction phasing plans would emphasize traffic operations and traffic safety; • Maintain the number of existing traffic lanes on the freeway and busy ramps during peak traffic periods; • Construct the improvements at the Wilshire Boulevard, Sunset Boulevard, and Getty Center Drive interchanges prior to closing the Montana Avenue off-ramp and the Moraga Drive on/off-ramps; • Construct the new southbound Skirball Center Drive/Sepulveda Boulevard on/off-ramps prior to closing the existing ramps; • Coordinate with Metro and other transit service providers to provide rerouting information, including operating schedules, to public users at least one week in advance to minimize impacts; • Obtain a permit from the Federal Land Agency for an aerial highway easement and a portion of the federal parking lost area at the southeast corner of Wilshire Blvd. and Sepulveda Blvd. Caltrans would replace the loss of parking spaces in adjacent land belonging to Caltrans; • Construct a southbound left-hand turn pocket and signal on Sepulveda Blvd. at Homedale Street; • Construct a southbound mixed-flow lane through the I-405/I-10 interchange to reduce congestion levels during construction. This 0.4-mile long lane will allow the hours of construction to be extended, thereby reducing the overall duration of construction. • Coordinate with the City of Los Angeles to adjust signal timing, directional signing, and other detailed traffic mitigation mutually agreed to during final design. 			

- Widen the north side of Wilshire Boulevard between northbound I-405 off-ramp to westbound Wilshire Boulevard and the southbound I-405 on-ramp to improve the traffic flow of Wilshire;
- Widen Sepulveda Boulevard south of Wilshire Boulevard to 104 feet;
- Widen the Skirball Center Drive Bridge to accommodate three (3) through-lanes and a five (5) foot bike lane in each direction to improve traffic flow and safety;
- Prepare updated Freeway Agreements and work with the City of Los Angeles to secure approval;
- Utilize staged construction processes to manage the traffic impact caused by the construction of new bridges at Mulholland Drive, Skirball Center Drive and Sunset Boulevard. In order to maintain current travel routes, all bridges will be reconstructed with at least one-half of their existing lanes remaining open to traffic during construction; and
- The “UCLA Next Exit” sign along the approach of Wilshire Boulevard of the I-405 will be replaced.

Mitigation Monitoring Action Performed:

Mitigation Complete? Yes No

If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.

If no, itemize outstanding mitigation and reasons why measures were not implemented.

In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.

Name/Title/Agency of Person Completing Report:

Signature:

Date:

Signature of Project Manager:

Date:

Environmental Oversight:

Date:

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Historic Resources	Party Responsible for Mitigation Monitoring: Environmental Planning, RE		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
Mitigation Measure(s): Undertaking on the subject historic property through the execution {with the State Historic Preservation Officer (SHPO)} and implementation of a Memorandum of Agreement (MOA). Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the undertaking, Caltrans will ensure that the undertaking is implemented in accordance with stipulations in order to take into account the effect of the undertaking on historic properties, and further agrees that these stipulations shall govern the undertaking and all of its parts until this MOA expires or is terminated. These stipulations will include but are not limited to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) documentation of the Mulholland Drive Overcrossing and installation of informative permanent metal plaques at both ends of the new bridge at public locations that provide a brief history of the original bridge.			
Mitigation Monitoring Action Performed:			
Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable. If no, itemize outstanding mitigation and reasons why measures were not implemented.			
In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.			
Name/Title/Agency of Person Completing Report:			
Signature:		Date:	
Signature of Project Manager:		Date:	
Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Cultural Resources	Party Responsible for Mitigation Monitoring: Environmental Planning, RE		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design <u>Construction</u> Operation		
Mitigation Measure(s):			
<p>None Required. However, should buried cultural materials be encountered during construction, it is Caltrans policy that work in that area must stop until a qualified archaeologist can evaluate the nature and significance of the find (Environmental Handbook, Volume 2, Chapter 7, Section 7-8).</p> <p>If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains should contact Gary Iverson, <i>District 7, Historic Resource Coordinator</i> so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.</p>			
Mitigation Monitoring Action Performed:			
Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable. If no, itemize outstanding mitigation and reasons why measures were not implemented.			
In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.			
Name/Title/Agency of Person Completing Report:			
Signature:		Date:	
Signature of Project Manager:		Date:	
Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Visual/Aesthetics	Party Responsible for Mitigation Monitoring: Design engineer, RE, Maintenance		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
<p>Mitigation Measure(s): The following design requirements in cooperation with the concurrence with the District Landscape Architect should be considered to help minimize, reduce, or mitigate impacts related to incompatibility with the existing visual character along I-405:</p> <ul style="list-style-type: none"> • Design walls to be visually compatible with the surrounding community (community identification). Use architectural detailing such as pilasters, wall caps, interesting block patterns, color and materials to match the existing color palette of the surrounding area. This detailing would be used to add visual interest and reduce the apparent height of the walls; • Type of imprint to mimic a stone or rock-type look can also be done on walls in areas where there are mountain views, as long as Caltrans' safety standards are met for these types of walls; • Aesthetic treatments and decorative railing/fencing on bridges and overcrossings are recommended to bring out matching elements of the community or character of the surrounding area; • Slope paving or vegetation at undercrossings should be enhanced with texture to deter graffiti where appropriate; • Consideration of color and materials for the retaining wall along hillsides in order to ensure compatibility with the landscape; • New light standards would add a low level of new lighting that would have a modest effect in the relationship to existing light sources surrounding the area. The proposed lighting would use lamps and light shields to minimize impacts on nocturnal animal species and limit spill-over lighting to surrounding areas during and after construction; • All new street lighting to be installed are in accordance with lighting specifications using the lowest level of illumination/brightness to meet safety needs while minimizing glare; • Native vegetation should be planted in disturbed areas where space allows. Coordination would be required between the District Landscape Architect and District Environmental Branch throughout project design to select appropriate vegetation replacement; and • Non-native (ornamental) vegetation would be planted in disturbed areas where space allows. 			
<p>Mitigation Monitoring Action Performed:</p>			

Mitigation Complete? Yes No

If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.

If no, itemize outstanding mitigation and reasons why measures were not implemented.

In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.

Name/Title/Agency of Person Completing Report:

Signature:

Date:

Signature of Project Manager:

Date:

Environmental Oversight:

Date:

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Water Quality & Storm Water Runoff	Party Responsible for Mitigation Monitoring: Design Engineer, RE, & Maintenance		
Required Monitoring/Reporting Frequency: 65 & 90% PS&E, Construction & Operation	Implementation/Monitoring Phase: Design Construction Operation		
<p>Mitigation Measure(s):</p> <p>For both short-term (construction) and long-term (operational) water quality impacts, temporary, as well as permanent Best Management Practices (BMPs) would be identified during the project's final design stage, when there is sufficient engineering details available to warrant competent analysis. In addition, the following mitigation measures would be carried out:</p> <ul style="list-style-type: none"> • The proposed project would be subject to the NPDES permitting process which contain standard provisions intended to provide a required level of storm water pollution prevention. • Caltrans will coordinate with the Metropolitan Water District's 3rd Party Group to include the Metropolitan Water District's technical requirements in the project's technical provisions. • A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans, as well as Federal, State and local resource agencies. This Plan would incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality. • A Construction Storm Water Pollution Prevention Plan (SWPPP) would be prepared prior to the start of construction to ensure compliance with existing NPDES permits. The SWPPP would identify potential sources of pollutants, describe erosion and sediment controls, contain non-storm water provisions, describe post-construction storm water management, describe waste management activities, include a maintenance and inspection component, include a list of contractors, incorporate other storm water related plans if applicable, and would list the name of the preparer. • Caltrans would conduct additional inspections or analysis if required by the RWQCB, inspect construction sites prior to anticipated storm events and after actual events in order to identify areas contributing to storm water discharge pollutants in order to evaluate the adequacy of the control measures identified in the SWPPP, certify annually that construction is in compliance with the applicable NPDES permit and SWPPP, and retain the monitoring records for at least three years following completion of construction. 			

- The Storm Water Data Report for this project includes treatment Best Management Practices (BMPs), design BMPs, and temporary construction BMPs to prevent sediment and other pollutants from entering the storm drain system. Six treatment BMPs (i.e. Infiltration Trench, Retention Basin, and Bio Swales) are proposed for incorporation into the project (see Figure 3.10-1: Proposed Storm Water Treatment BMP Locations). Type selection and final location of the proposed devices would be determined during final design.
- Caltrans would obtain necessary permits pursuant to Sections 401 and 404 of the Clean Water Act, as well as California Fish and Game Code 1601. The resource agencies that issue these permits often impose additional avoidance, minimization, and mitigation measures as part of the conditions of the permits. Caltrans shall comply with all permit conditions.

Mitigation Monitoring Action Performed:

Mitigation Complete? Yes No

If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.

If no, itemize outstanding mitigation and reasons why measures were not implemented.

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Environmental Oversight:

Date:

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Hydrology & Floodplains	Party Responsible for Mitigation Monitoring: Design Engineer, RE, Maintenance, Biology		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: <u>Design Construction Operation</u>		
Mitigation Measure(s): Appropriate drainage and/or pumping systems would be incorporated into the design of the project to control localized flooding or ponding on the freeway. In areas of shallow groundwater, the placing of subdrains or utilizing groundwater pumps would drain freestanding water. Construction activities in flood control channels would only be scheduled to occur during the dry season (April 1-October 31). If construction during that time is not possible, a suitable water diversion plan must be developed and implemented to minimize impact to water quality. Permits would be obtained prior to construction in the channels. A 1601 Streambed Alteration Agreement would be obtained from CDFG. In addition, a 404 permit from the U.S. Army Corps of Engineers and a 401 Certification/Waiver from the Regional Water Quality Control Board may be required. For engineering purposes, groundwater can be mitigated by adoption appropriate foundation design practices for the new structures (retaining wall, tunneling, extension of the existing structure, etc). For construction purposes, any intercepted groundwater flow would require the construction of a system to collect and dispose of the water in an appropriate and approved way.			
Mitigation Monitoring Action Performed:			
Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable. If no, itemize outstanding mitigation and reasons why measures were not implemented.			
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Signature:		Date:	
Signature of Project Manager:		Date:	
Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Geology/Soils	Party Responsible for Mitigation Monitoring: Design Engineer, RE, Geotech		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
<p>Mitigation Measure(s):</p> <ul style="list-style-type: none"> • Additional subsurface exploration for potential liquefaction from Santa Monica Boulevard to Wilshire Boulevard (post miles 30.73 to 32.1). • To mitigate against liquefaction, new piles required for structural support would be placed to a depth below the zones of potential liquefaction to protect structures from this hazard. Because the area could experience earthquakes with ground movement, the structures and the highway would be built to withstand these movements utilizing the latest technology and design details. • Insufficiently compacted native material in the immediate area of construction would be removed and re-compacted to 90 percent in cut areas and replaced with an imported sub-base in structural sections. In fill areas above natural ground, the natural material would be removed until dense material is reached and replaced as a compacted fill. • It is recommended that fill slopes be treated immediately after construction with planting, hydroseeding or paving to reduce erosion. 			
Mitigation Monitoring Action Performed:			
<p>Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.</p> <p>If no, itemize outstanding mitigation and reasons why measures were not implemented.</p>			
In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.			
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Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Aerially Deposited Lead	Party Responsible for Mitigation Monitoring: Hazardous Waste Unit and RE		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
Mitigation Measure(s):			
<ul style="list-style-type: none"> • Aerially deposited lead surveys should be performed along portions of I-405 where project construction activities may disturb or affect the unpaved shoulders. If excavated soil at the site is to be reused within the Caltrans rights-of-way, any portion of the upper 0.9m of soil should be placed under pavement and at least 1.5m above the maximum groundwater elevation in accordance with the DTSC Lead Variance. If any portion of the upper 0.9m of soil excavated at the site is to be disposed, it should be handled as a hazardous material with respect to total and soluble lead content. Caltrans would notify contractors performing the construction activities that hazardous concentrations of lead may be present in on-site soil and that appropriate health and safety measures should be taken to minimize exposure to lead. • If apparent soil contamination is discovered during project construction activities (indicated by odors, staining, or field screening instruments), construction activities should stop at such locations and the soil should be sampled and analyzed at a state certified laboratory to determine the type(s) and concentration(s) of contaminants that may be present; special handling or disposal requirements for the soil may be necessary. 			
Mitigation Monitoring Action Performed:			
Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable. If no, itemize outstanding mitigation and reasons why measures were not implemented.			
In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.			
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Signature of Project Manager:		Date:	
Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Hazardous Waste/Materials	Party Responsible for Mitigation Monitoring: Hazardous Waste and RE		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
<p>Mitigation Measure(s):</p> <ul style="list-style-type: none"> • Perform a subsurface investigation beneath the residence at the corner of Cashmere Street and Sepulveda Boulevard (11326 Cashmere Street, the current location of Church Lane) to assess the soil and groundwater for petroleum hydrocarbons because a gasoline station used to sit on this property. This site is one of three historic gasoline station sites along Church Lane. • Perform a subsurface investigation beneath the residence at the corner of Burnham Avenue and Sepulveda Boulevard (11327 Burnham Street, the current location of Church Lane) to assess the soil and groundwater for petroleum hydrocarbons because a gasoline station used to sit on this property. This site is one of three historic gasoline station sites along Church Lane. • Perform a subsurface investigation beneath the residence at the corner of Bolas Street and Sepulveda Boulevard (11326 Bolas Street, the current location of Church Lane) to assess the soil and groundwater for petroleum hydrocarbons because a gasoline station used to sit on this property. This site is one of three historic gasoline station sites along Church Lane. • Perform a subsurface investigation within the proposed permanent easement (PE) and temporary construction easement (TCE) adjacent to the Veterans Administration storage area property on the west side of I-405 to assess the soil and groundwater for petroleum hydrocarbons and volatile organic compounds due to current and historical storage of potentially hazardous materials. • Perform a subsurface investigation within the proposed PE and TCE next to the Richfield Oil Company property on the west side of I-405 to assess the soil and groundwater for petroleum hydrocarbons and volatile organic compounds due to current and historic oil exploration, production, and storage. • The underground storage tank at the Verizon property (formerly GTE, proposed right-of-way property) at 598 Sepulveda Boulevard should be properly closed by removal, in accordance with local regulations. A subsurface investigation should be performed to assess the soil and groundwater for petroleum hydrocarbons and volatile organic compounds. • Perform a subsurface investigation within the proposed PE and TCE next to the dry cleaner at 641 North Sepulveda Boulevard to assess the soil and groundwater for volatile organic compounds. 			

- Before demolition, significant renovation or retrofitting of buildings or freeway structures in the project area, asbestos-containing material and lead-based paint surveys should be conducted by a state certified asbestos consultant. If asbestos-containing materials or lead-based paints are detected, these materials must be removed by a licensed contractor before demolition or retrofit activities.

Mitigation Monitoring Action Performed:

Mitigation Complete? Yes No

If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.

If no, itemize outstanding mitigation and reasons why measures were not implemented.

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I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Construction Air Quality	Party Responsible for Mitigation Monitoring: RE, Contractor		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design <u>Construction</u> Operation		
<p>Mitigation Measure(s):</p> <p>To reduce fugitive dust emissions the construction contractor shall adhere to the requirements of SCAQMD Rule 403. The Best Available Control Measures (BACMs) and Reasonably Available Control Measures (RACMs) specified in SCAQMD’s Rule 203 Implementation Handbook shall be incorporated into the project construction.</p> <p>In addition to the SCAQMD standard measures to reduce construction emissions, Caltrans Standard Construction Specifications shall be adhered to in order to reduce emissions. The following is a list of Caltrans standard measures provided to reduce the emission of fugitive dust.</p> <ul style="list-style-type: none"> A. All disturbed areas, including storage piles, that are not being actively utilized for construction purposes shall be effectively stabilized for dust emissions using water, chemical stabilizers/suppressants, or vegetative ground cover. B. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized for dust emissions using water or chemical stabilizers/suppressants. C. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled for fugitive dust emissions by utilizing applications of water or by presoaking. D. When materials are transported off site, all material shall be covered or effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container shall be maintained. E. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. The use of blower devices is expressly forbidden. F. Following the addition of materials to or the removal of materials from the surface of outdoor storage piles, said piles shall be effectively stabilized for fugitive dust emissions utilizing sufficient water or chemical stabilizers/suppressants. G. Traffic speeds on unpaved roads shall be limited to 24 kph (15 mph). H. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent. I. Wheel washers for all exiting trucks shall be installed, or all trucks and equipment shall be washed off before leaving the site. J. Wind breaks shall be installed at windward side(s) of construction areas. K. Excavation and grading activity shall be suspended when winds exceed 32 kph (20 mph). 			

L. Area subject to excavation, grading, and other construction activity shall be limited at any one time.

The following measures are recommended for implementation to reduce air pollutants generated by vehicle and equipment exhaust during the project construction phase:

- The construction contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The construction contractor shall ensure that construction grading plans include a statement that all construction equipment would be tuned and maintained in accordance with the manufacturer's specifications.
- The construction contractor shall utilize electric or diesel powered equipment in lieu of gasoline powered engines where feasible.
- The construction contractor shall ensure that construction grading plans include a statement that work crews would shut off equipment when not in use.
- The construction contractor shall time the construction activities so as not to interfere with peak hour traffic and to minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.
- The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.

Mitigation Monitoring Action Performed:

Mitigation Complete? Yes No

If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.

If no, itemize outstanding mitigation and reasons why measures were not implemented.

In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.

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Date:

Signature of Project Manager:

Date:

Environmental Oversight:

Date:

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Operational Noise Abatement	Party Responsible for Mitigation Monitoring: Design Engineer, RE and Noise		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
Mitigation Measure(s): Soundwalls shall be constructed according to the recommendations provided in the I-405 Sepulveda Pass Project Noise Study Report and Section 3.14 of the EIR/EIS. A final decision on the installation of abatement measures would be made upon completion of the design process and the public involvement process.			
Mitigation Monitoring Action Performed: 			
Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable. If no, itemize outstanding mitigation and reasons why measures were not implemented.			
In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.			
Name/Title/Agency of Person Completing Report: 			
Signature:		Date:	
Signature of Project Manager:		Date:	
Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Construction Noise	Party Responsible for Mitigation Monitoring: Design Engineer, RE		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: Design Construction Operation		
<p>Mitigation Measure(s):</p> <p><u>Equipment Noise Control</u></p> <ul style="list-style-type: none"> • Where practical, feasible and reasonable, proposed soundwalls shall be constructed prior to the removal of existing soundwalls in the beginning of the project as a mean of minimizing any impact on the sensitive receptors. • Use newer equipment with improved noise muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment would generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.). • Sealed and lubricated tracks for crawler mounted equipment will lessen the sound radiated from the track assembly resulting from metal to soil and metal to metal contact. Contractors and site engineers and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication. • Utilize construction methods or equipment that would provide the lowest level of noise and ground vibration impact such as alternative low-noise pile installation methods. • Turn off idling equipment. • Temporary noise barriers should be used and relocated, as needed, to protect sensitive receptors against excessive noise from construction activities. • Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise. • Time scheduling of activities should be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews. However, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise sensitive periods is an effective noise control measure. • Equipment location should be as far from noise sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas. • Inspect and remove trucks with faulty and/or modified muffler systems. <p><u>Administrative Measures</u></p> <ul style="list-style-type: none"> • Site equipment storage/staging areas away from noise sensitive receptors. • Implement a construction noise and/or vibration monitoring program in or limit the impacts. • Comply, when possible, with relevant construction noise criteria of affected the City of Los Angeles. • Limit construction activities to daytime hours, if possible. If nighttime construction is absolutely necessary, obtain the proper permits and variances. • Keep noise levels relatively uniform and avoid impulsive noises. 			

- Maintain good public relations with the community to minimize objections to unavoidable construction impacts. Provide frequent activity updates of all construction activities and schedules.

A combination of abatement/mitigation techniques with equipment noise control and administrative measures can be selected to provide the most effective means to minimize effects of the construction activity. Application of these abatement/mitigation would reduce construction related noise impacts; however, a temporary increase in noise and vibration over the existing ambient levels may still occur.

Mitigation Monitoring Action Performed:

Mitigation Complete? Yes No
 If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.
 If no, itemize outstanding mitigation and reasons why measures were not implemented.

In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.

Name/Title/Agency of Person Completing Report:

Signature:	Date:
Signature of Project Manager:	Date:
Environmental Oversight:	Date:

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Wetlands	Party Responsible for Mitigation Monitoring: RE and Biology		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: <u>Design Construction Operation</u>		
Mitigation Measure(s):			
<p>As the design of the project is finalized and the extent of the widening is precisely defined, studies to determine impacts to jurisdictional drainage areas will be conducted. Although sensitive wildlife species were not identified during the surveys to date, additional follow-up surveys are recommended, prior to construction, to evaluate new project information that becomes available through project development, as well as any new biological information that becomes available as a result of other studies.</p> <p>The following permits would be required prior to construction: Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers for anticipated impacts to Waters of the U.S.; a Clean Water Act Section 401 Water Quality Certification from the Los Angeles Regional Water Quality Control Board for anticipated impacts to Waters of the U.S.; and a Streambed Alteration Agreement under Section 1600 of the California Department of Fish and Game Code for the drainage modifications in the project area.</p>			
Mitigation Monitoring Action Performed:			
Mitigation Complete? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable. If no, itemize outstanding mitigation and reasons why measures were not implemented.			
In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.			
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Signature:		Date:	
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Environmental Oversight:		Date:	

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Vegetation	Party Responsible for Mitigation Monitoring: Biology and RE		
Required Monitoring/Reporting Frequency:	Implementation/Monitoring Phase: <u>Design</u> Construction Operation		
<p>Mitigation Measure(s):</p> <p><u>Walnut Trees</u> The removal of walnut trees would be avoided to the greatest extent possible. However, should it be necessary to remove walnut trees for the construction of the project, the number of trees removed (currently estimated to be 43) would be minimized to the least amount necessary.</p> <p><u>Coast Live Oak Trees</u> The removal of Coast Live Oak Trees would be avoided to the greatest extent possible. However, should it be necessary to remove oak trees for the construction of the project, the number of trees removed (currently estimated to be 41) would be minimized to the least amount necessary.</p> <p><u>Sycamore Riparian Woodland</u> The removal of sycamores would be avoided to the greatest extent possible. However, should it be necessary to remove sycamore trees for the construction of the project, the number of trees removed (currently estimated to be 12) would be minimized to the least amount necessary.</p> <p>Due to the relatively disturbed conditions in which the walnuts, oaks and sycamore trees are found, they are proposed to be replaced at a 5:1 ratio. Based on the total amount of sycamores affected and available on-site locations, favorable areas within the right of way would be selected by the District Biologist and the District Landscape Architect. Any required replacement beyond the space available in the right of way would be done off-site, in coordination with the Santa Monica Mountains Conservancy, which owns open-space land adjacent to the project.</p> <p><u>Native Tree Replacement</u> Naturally existing native trees that have a 4-inch diameter at a height of 4.5 feet above grade (4-inch diameter at breast height) would be replaced at a 5:1 ratio. Tree replacement would be coordinated between the District Landscape Architect and District Biologist and incorporated into the plans. This native tree replacement ratio is limited to naturally occurring trees affected by the project, such as those that exist through the Sepulveda Pass. Native trees, which have been planted as a component of the freeway landscaping, particularly in the southern half of the project, would be replaced in accordance with District Landscape architecture policies.</p>			

Invasive Species Control Measures

Revegetation of upland areas would incorporate appropriate native plant species found within the Santa Monica Mountains. The District Biologist and the District Landscape Architect would coordinate to create an acceptable plant pallet that would prevent the spread or reintroduction of invasive plant species.

Plant species with aggressive growth habits, such as the Ice Plant, will be planted where appropriate in contained urban areas, not adjacent to natural open space or wildlands.

Plant Survey Requirements

Plant surveys would be required for the following plants species: Braunton's Milk-vetch, Davidson's Bush Mallow and Mesa Horkelia. Although, these species are not anticipated to occur in the relatively disturbed footprint of the project area, in order to avoid any potential impacts to these species, additional surveys would be conducted prior to construction.

Caltrans will work with Bel Air Crest in developing the replacement planting, irrigation system and lighting for all affected areas.

Any existing landscaping outside state right-of-way that is affected by construction activities will be replaced in-kind.

Mitigation Monitoring Action Performed:

Mitigation Complete? Yes No

If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.

If no, itemize outstanding mitigation and reasons why measures were not implemented.

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I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Wildlife	Party Responsible for Mitigation Monitoring: Environmental Planning, Landscape Designer, Design Engineer, RE, Maintenance		
Required Monitoring/Reporting Frequency:		Implementation/Monitoring Phase: Design Construction Operation	
<p>Mitigation Measure(s): <u>Sepulveda Blvd. Underpass and I-405 (at the Getty View Trailhead)</u> Because of project impacts to wildlife movement, the following mitigation measures are proposed to minimize the impact of the new on-ramp:</p> <ul style="list-style-type: none"> • An appropriate sized culvert would be created underneath the proposed on-ramp to funnel wildlife from the underpass area to the more natural areas of Sepulveda Ridge. It is proposed to put the new culvert near the existing trailhead parking area due to geometrics of the new on-ramp as well as existing wildlife movement patterns. • The Santa Monica Mountains Conservancy and Caltrans would collaborate to create the design of the culvert so that existing wildlife that roams in this area would be able to successfully reach habitat on either side of the new on-ramp. • The abutment slope of the Sepulveda Blvd. overcrossing would be regraded to maximize the potential for wildlife to cross it. • Re-plant new and existing Caltrans areas for use as “stepping stones” for wildlife. Some of these areas are the southbound off-ramp gore area, abutment slope of the Sepulveda Blvd. overcrossing down to the wildlife culvert, and the southbound off-ramp and on-ramp right-of-way areas. Appropriate native vegetation would include a mixture of trees, shrubs and ground cover. The density would be appropriate for wildlife to maneuver in, but not too dense or too sparse. The Landscape Architecture department and the Division of Environmental Planning (in coordination with the Santa Monica Mountains Conservancy) would work together to create the appropriate re-vegetation plan suitable for the area. • The right-of-way fence under I-405 at the Sepulveda Blvd. overcrossing would be removed so that wildlife can cross Sepulveda at this location without restriction. It is also recommended to move or even remove additional fencing at the on- and off-ramps on both the northbound and southbound sides if deemed feasible by Caltrans to funnel the wildlife onto the stepping stones and eventually to the wildlife culvert under the new on-ramp. Consultation with the SMMC on the exact location of these fence modifications should take place during the later design phase of the project. • Appropriate signs should be placed along Sepulveda Blvd. to warn motorists of the potential for wildlife to cross the roadway in that area. There should be a warning sign on the northbound and southbound sides of Sepulveda Blvd. Consultation with the City of Los Angeles Department of Transportation would be necessary to erect this sign. • All new street lights to be installed will be in coordination with the City of Los Angeles Bureau of Street Lighting and in accordance with the lighting specifications using the lowest level of illumination/brightness to meet safety needs while minimizing glare. The lights will be equipped with shields to direct light and minimize spill-over and will use metal halide lamps for better color rendering. 			

Bel Air Crest Underpass

- The re-grading of the abutment slopes would be done in a manner that is consistent with the existing slopes.
- The vegetation planted on the new abutment slopes should consist of native species in a varied assortment of trees, shrubs and ground cover.
- Right-of-way fencing should be placed in a manner that is not restrictive for wildlife to access natural areas adjacent to Caltrans property, wherever feasible.
- The profile of the access road would be lowered in order to maintain and preserve the slope where existing wildlife access trails from the underpass that lead to natural areas to the north and south.

Skirball Center Drive Overpass

Modifications to the Skirball Center Drive overpass would affect the existing trailhead for the Sepulveda Trail. The trailhead is currently located just east of the overpass next to the existing pedestrian crosswalk. The following mitigation measures are proposed:

- Caltrans right-of-way fencing would be removed along the northbound side of Sepulveda Blvd. from approximately 70 feet south of the intersection of Sepulveda Blvd. and Skirball Center Drive.
- The island area south of Skirball Center Drive, east of Sepulveda and west of I-405 would be replanted with native vegetation in a mixture of ground cover, shrubs and possibly trees that is preferable for wildlife habitat. All concrete from the existing on-ramp would be removed. This island would serve as a stepping stone area. A perimeter fence should be constructed to funnel the wildlife to the overpass. To help the funnel effect, the fencing should be placed directing wildlife toward the bridge structure. Caltrans would continue to consult with the Santa Monica Mountains Conservancy during the later design stages of the project to finalize optimal plans for this funneling effect.
- The new overpass would include a minimum 10-foot wide travel path on the south side of the bridge to accommodate wildlife movement. This path would function as a wildlife conduit (nighttime hours) as well as a pedestrian sidewalk. The south side of the path would have a minimum 5-foot high continuous, solid wall. This wall would extend beyond any travel lanes (including ramps) so that wildlife views are blocked to the freeway traffic below. The north side of the travel path would have a continuous 3-foot high concrete wall/curb extending from a point 20 feet east of the Sepulveda northbound street lane to the eastern end of the bridge structure.
- The 3-foot high concrete wall would continue on the eastern side of the overpass for potentially 100 feet northward to prevent wildlife from crossing Skirball Center Drive and instead directing them towards the overcrossing. In addition, the fencing between the bridge and the trailhead area should be placed in a manner naturally directing wildlife to the Sepulveda Trail area from the bridge, and vice versa.
- The existing trailhead slope would be regraded and filled to accommodate the widening of the bridge structure and freeway. In addition, during construction, lighting would be kept to a minimum during the night so as not to impede wildlife.

- During construction, lighting will be kept to a minimum during the night so as not to impede wildlife.
- Possible improvements to fencing to limit wildlife access to the highway will be considered during final design.
- A monitoring plan (prior to and during construction) and success criteria (post-construction) of the proposed mitigation measures will be established in conjunction with the Los Angeles Department of Transportation.

Caltrans will maintain and protect wildlife crossings identified by the Santa Monica Mountains Conservancy within the project limits.

To mitigate potential cumulative impacts to wildlife, Caltrans, LADOT and the SMMC will collaborate on a study at this location to determine how best to facilitate safe passage of wildlife across Sepulveda Blvd. This study should result in the joint funding of an overcrossing or undercrossing at Sepulveda Blvd. with the Skirball/405 wildlife crossing and west side island area.

Caltrans will work with the City of Los Angeles, the Santa Monica Mountains Conservancy and other interested parties to secure multi-agency funding for a wildlife crossing under or over Sepulveda Blvd., south of Skirball Center Dr.

Mitigation Monitoring Action Performed:

Mitigation Complete? Yes No

If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.

If no, itemize outstanding mitigation and reasons why measures were not implemented.

In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.

Name/Title/Agency of Person Completing Report:

Signature:

Date:

Signature of Project Manager:

Date:

Environmental Oversight:

Date:

I-405 SEPULVEDA PASS WIDENING AND HOV PROJECT
MITIGATION MONITORING REPORT

Project/Component: I-405 Sepulveda Pass Widening and HOV Project		EA: 120300	PM: 28.8/39.0
Mitigation Log Name: Wildlife	Party Responsible for Mitigation Monitoring: Environmental Planning, District Biologist, District Landscape Architect		
Required Monitoring/Reporting Frequency: -Pre-construction Existing Conditions Report -Post-construction Report at appropriate future milestones (as per permit conditions)		Implementation/Monitoring Phase: Design Construction Operation	
<p>Mitigation Measure(s):</p> <p><u>Pre-Construction surveys</u> Biological surveys of the project area will be performed in locations having increased biological sensitivity as determined by the District Biologist. General wildlife surveys will be conducted at least two weeks prior to the clearing and grubbing of vegetation.</p> <p>Caltrans will continue to coordinate with the National Park service to develop a wildlife movement monitoring/data collection plan before, during and after construction.</p> <p><u>Nesting Bird Surveys, Swallow Exclusion</u> In compliance with the Federal Migratory Bird Treaty Act and California Department of Fish and Game Code 3505 and 3503.5, for those project areas where nesting birds may occur, Caltrans will attempt to remove nesting habitat between September 1st and January 31st to avoid the active nesting bird season. If avoidance is not possible, a qualified biologist shall survey all potential nesting habitat within the entire project impact area. If an active bird nest is located, the nest site shall be flagged or staked a minimum of 15 feet, 500 feet for raptors, in all directions. This flagged zone shall not be disturbed until the nest becomes inactive, unless otherwise directed by the California Department of Fish and Game. Bridges will also be surveyed for nesting birds, and exclusionary measures will be implemented to prevent nesting during construction activities.</p> <p><u>Water Quality BMPs</u> All applicable construction Best Management Practices for water quality will be implemented to minimize project effects to jurisdictional drainages.</p> <p><u>Riparian Habitat/Waters of the U.S. Impacts</u> Regulatory permits from the U.S. Army Corps of Engineers (Section 404 of the Federal Clean Water Act), the Los Angeles Regional Water Quality Control Board (Section 401 of the Federal Clean Water Act), and the California Department of Fish and Game (Section 1601) will be obtained for project impacts to jurisdictional drainages. Impacts to riparian habitat will be mitigated in consultation with the regulatory agencies once drainage design details were sufficient to provide an accurate impact area.</p> <p><u>Upland Habitat/Invasive Species Control</u> Measures to prevent the spread or reintroduction of invasive plant species during construction</p>			

operations shall be implemented in coordination between the District Landscape Architect and District Biologist. The re-vegetation of upland areas shall incorporate the appropriate native plant species found within the Santa Monica Mountains.

Construction Monitoring

A monitoring plan will be developed once the construction schedule is known in order to appropriately monitor biological resources.

Mitigation Monitoring Action Performed:

Mitigation Complete? Yes No

If yes, reference any supporting documentation such as engineering drawings, contract documents, or other reports as applicable.

If no, itemize outstanding mitigation and reasons why measures were not implemented.

In accordance with the California Public Resources Code Section 21081.1, I hereby certify under penalty that the information contained herein is true and correct to the best of my knowledge.

Name/Title/Agency of Person Completing Report:

Signature:

Date:

Signature of Project Manager:

Date:

Environmental Oversight:

Date:

CHAPTER 7 LIST OF PREPARERS

Federal Highway Administration

Steve Healow	Transportation Engineer, Document Reviewer
Brett Gainer	Agency Counsel
Jean Mazur	Air Quality Specialist

California Department of Transportation

Ron Kosinski	Deputy District Director, Environmental Document Preparation
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Carlos Montez	Sr. Environmental Planner, Document Preparation and Review
Dawn Kukla	Sr. Environmental Planner, Document Preparation
Elisabeth Suh	Assoc. Environmental Planner, 4(f) & Document Preparation
Robert Wang	Assoc. Environmental Planner/GIS Coordinator
Paul Yamazaki	Associate Environmental Planner, Biological Resources
Paul Caron	Sr. District Biologist
Barbara Marquez	Sr. Environmental Planner, Wildlife Study
Claudia Harbert	Associate Environmental Planner, Cultural Resources
BranDee Bruce	Associate Environmental Planner, Cultural Resources
Alex Kirkish	Associate Environmental Planner, Archeological Resources
Jin Lee	Senior Transportation Engineer, Noise Study
Arnold Parmar	Transportation Engineer, Noise Unit
Ayubur Rahman	Senior Transportation Engineer, Hazardous Waste
G. Hossein Bahmanyar	Transportation Engineer, Hazardous Waste
Rene Yin	Senior Transportation Engineer, Project Design
Arturo Salazar	Transportation Engineer, Project Design
Inocencio Reynon	Transportation Engineer, Project Design
Myrna Dominguez	Transportation Engineer, Project Design
Cynthia Chang	Transportation Engineer, Project Design
Dorothy Rahn	Right-of-Way, Relocation Impact Report
Cynthia Stroud	Right-of-Way, Relocation Impact Report
Catherine Zepeda	Landscape Architecture, Visual Impact Assessment
Patty Watanabe	Landscape Architecture, Visual Impact Assessment
Gustavo Ortega	Senior Geologist
Jerrel Kam	District 7 Hydraulics Engineer

P&D Consultants

Gilberto Ruiz	Overall Project Manager
Michael Benner	Overall Program Manager
Warren Sprague	Community Impact Assessment
Jennifer Hobbs	Community Impact Assessment
Edward Heming	Cumulative Impact Assessment
David Chow	Traffic Investigations/Analysis
Lydia LaPointe	Traffic Investigations/Analysis
Melissa Busby	Wildlife Corridor Evaluation
Tito Marchant	Wildlife Corridor Evaluation

Fred Greve Air Quality Assessment
Matthew Jones Air Quality Assessment
Tanya Moon Air Quality Assessment

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Parsons

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Larry Wesemann Principal Planner, Response to Public Comments
Tony Valasquez Principal Project Manager, Response to Public Comments
Ken Berkman Senior Project Manager, Response to Public Comments
Cathy Higley Project Manager, Response to Public Comments
Eric Bierce Senior Transportation Planner, Response to Public Comments
Angie Schnapp Senior Environmental Planner, Record of Decision
Pika Rosario Associate Planner, Chapter 6 Environmental Commitments Record,
Findings of Fact and Statement of Overriding Considerations

Jones and Stokes

Ron Bass Quality Control/Response to Comments

CHAPTER 8 DISTRIBUTION LIST

Due to the high level of interest in the project area, a separate report containing residential and other interested parties' names has been prepared due to the extensive list of names. That report along with the other technical reports can be viewed at the District 7 office during normal business hours. Only federal/state/local agencies and elected officials and involved organizations, are included below.

Agency/Organization/Party	Attention
Federal Agencies	
Advisory Council on Historic Preservation	Executive Director
Federal Transit Authority	Mr. Ray Tellis
U.S. Environmental Protection Agency	Office of Federal Activities, EIS Filing Section
U.S. Environmental Protection Agency, Region 9 Office of Planning and Public Affairs	Environmental Review Section
U.S. Army Corps of Engineers	District Engineer
U.S. Fish and Wildlife Service	Mr. Ken Berg, Environmental Review
U.S. Department of Transportation, Federal Highway Administration, Region 9	Mr. Gene Fong, Division Administrator
U.S. General Services Administration	Mr. Morris Angell
U.S. Department of Interior National Park Service	Pacific West Regional Office
Elected Officials	
U.S. Senate	The Honorable Barbara Boxer
U.S. Senate	The Honorable Dianne Feinstein
U.S. Congress District 27	The Honorable Brad Sherman
U.S. Congress District 28	The Honorable Howard L. Berman
U.S. Congress District 30	The Honorable Henry Waxman
U.S. Congress District 36	The Honorable Jane Harman
California State Senate District 21	The Honorable Jack Scott
California State Senate District 23	The Honorable Sheila James Kuehl
California State Senate District 26	The Honorable Mark Ridley Thomas
California State Senate District 28	The Honorable Jenny Oropenza
California State Assembly District 40	The Honorable Lloyd Levine
California State Assembly District 41	The Honorable Julia Brownley
California State Assembly District 42	The Honorable Mike Feuer
California State Assembly District 46	The Honorable Fabian Nunez
California State Assembly District 47	The Honorable Karen Bass

Agency/Organization/Party	Attention
California State Assembly District 53	The Honorable Ted Lieu
Los Angeles County Board of Supervisors District 2	The Honorable Yvonne Braithwaite Burke
Los Angeles County Board of Supervisors District 3	The Honorable Zev Yaroslavsky
Los Angeles City Mayor	The Honorable Antonio Villaraigosa
Los Angeles City Council District 2	The Honorable Wendy Greuel
Los Angeles City Council District 4	The Honorable Tom LaBonge
Los Angeles City Council District 5	The Honorable Jack Weiss
Los Angeles City Council District 6	The Honorable Tony Cardenas
Los Angeles City Council District 11	The Honorable Bill Rosendahl
Los Angeles City Council District 12	The Honorable Greig Smith
State Agencies	
State Clearinghouse Office of Planning & Research	Environmental Review Section
California Air Resources Board	Distributed through State Clearinghouse
California Native Plant Society	Distributed through State Clearinghouse
California Department of Fish and Game Region 5	Distributed through State Clearinghouse
California Department of Transportation	Headquarters
California Regional Water Quality Control Board – Los Angeles Region	Distributed through State Clearinghouse
California Native American Heritage Commission	Distributed through State Clearinghouse
California State Department of Parks and Recreation Office of Historic Preservation	Distributed through State Clearinghouse
State Resources Agency	Distributed through State Clearinghouse
California Highway Patrol	Chief E. W. Gomez
Santa Monica Mountain Conservancy	Distributed through State Clearinghouse
Department of Toxic Substances Control	Distributed through State Clearinghouse
Santa Monica Mountains Conservancy	Paul Edelman
Santa Monica Mountains National Recreation Area	Arthur Eck
Local Agencies	
Los Angeles County Clerk	County Clerk
County of Los Angeles Community Development Commission	Mr. Carlos Jackson, Executive Director
County of Los Angeles Department of Regional Planning	Planning Director James Hartl
Los Angeles County Sheriffs Department	Mr. Lee Baca
South Coast Air Quality Management District	Program Supervisor, CEQA Section
Southern California Association of Governments	Mr. Mark A. Pisano, Executive Director

Agency/Organization/Party	Attention
Los Angeles County Metropolitan Transit Authority	Mr. Brian Lin
Los Angeles County Metropolitan Transit Authority	Suah Pak
City of Los Angeles Department of Public Works	Mr. Dung Tran
City of Los Angeles Planning Department	Director, S. Gail Goldberg
City of Los Angeles Department of Transportation	Mr. Haripal S. Vir
City of Los Angeles Department of Parks and Recreation - Westwood Recreation Center	Director Charles Chavoor
City of Los Angeles Police Department	Chief William J. Bratton
City of Los Angeles Fire Department	Chief Michael E. Littleton
Gabrielino Tribal Council	Mr. Anthony Morales
Community Redevelopment Agency Advisory Council	Environmental Review
Los Angeles County Bicycle Coalition	Mr. Matt Benjamin
Sherman Oaks Galleria	Douglas Emmett
University of Judaism	Robert Wexler, President
University of California, Los Angeles	Chancellor, Gene Block
Skirball Cultural Center	Dr. Uri D. Herscher
J. Paul Getty Center	Louise H. Bryson, Chair Board of Trustees
Santa Monica Bus	Stephanie Negriff, Director Transportation Services
Antelope Valley Transit	Randy Floyd, Executive Director
Metro Bus	Kevin Desmond, General Manager
Veteran's Administration	Ralph Tillman, Director
Southern California Regional Rail Authority – Metrolink	Ms. Deadra Knox, Strategic Development Planner
The Burlington Northern and Santa Fe Railway Company	Mr. John C. Shurson, Assistant Director Public Projects
Union Pacific Railroad	Mr. Richard Gonzales, Senior Manager Industry and Public Projects
Amtrak	Mr. Cassim Mamoon
Los Angeles Unified School District 3	Superintendent Grace Strauther
Nora Sterry Elementary School	Principal
Webster Middle School	Principal
Curtis Elementary School	Principal
Berkeley Hall Elementary School	Principal
Village Church	Pastor
Verizon	Manager
Westwood Transitional Village	Estella Wilson
Brentwood Glen Home Owners Association	Ms. Judy Meadow

Agency/Organization/Party	Attention
Sherman Oaks Home Owners Association	Richard Close
Brentwood Home Owners Association	Bette Harris, President
Westwood Hills Home Owners Association	Carole Magnuson
Brentwood Circle Home Owners Association	Marie Sudar
Mountain Gate Community Association	Louise Frankel
Mountainview Home Owners Association	President
Roscomare Valley Association	President
The Federation of Hillside & Canyon Association	Joan Luchs, President
Bel Air Beverly Crest Neighborhood Council	President
West Los Angeles Little League	Michael Rosenfeld
Sherman Oaks City Council	Jill Banks Barad, President
Felicia Mahood Senior Center	Director
Bessie Pregerson Day Care Facility	Judge Pregerson
Brentwood Community Council	Wendy-Sue Rosen, Chairwoman
Sierra Club	Rosemarie White
Environmental Health Vector Management	Director

**Interstate 405 Sepulveda Pass Project
Final Environmental Impact Report/Statement (EIR/EIS)**

VOLUME IV – APPENDICES

- Appendix A** CEQA Checklist
- Appendix B** Section 4(f) Evaluation and Concurrence Letters
- Appendix C** Title VI Policy Statement
- Appendix D** Summary of Relocation Benefits Available to Displaced Parties
- Appendix E** SHPO Concurrence Letter
- Appendix F** Glossary of Technical Terms
- Appendix G** Noise Levels and Soundwall Locations on Aerial Photographs
- Appendix H** Right-of-Way Impacts
- Appendix I** Proposed Layouts for Alternative 2 and 3
- Appendix J** Ramp Volumes and Intersection Peak Hour Volumes
- Appendix K** Public Hearing Transcript
- Appendix L** Public Hearing Handout Materials

Appendix A

CEQA Checklist

CEQA Environmental Significance Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included in Section VI following the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING -- Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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:				
Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic, which 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider, which 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Appendix B

Section 4(f) Evaluation
&
Concurrence Letters

Section 4(f) Evaluation

Interstate 405 Sepulveda Pass Project

High Occupancy Vehicle (HOV) Improvements
between National Blvd. and Greenleaf Street,
in the City of Los Angeles, Los Angeles County



Sepulveda Pass Roadside Trailheads and Trails

Prepared by
the State of California
Department of Transportation

Submitted Pursuant to
42 U.S.C. 42(2)(c)
and
49 U.S.C. 303

January 2007



I. INTRODUCTION

The environmental transportation law known as Section 4(f), which is part of the United States Department of Transportation Act of 1966 (49 U.S.C. §303), declares that “it is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” Further, it is specified that, “the Secretary [of Transportation] may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, wildlife and waterfowl refuge of national, State or local significance, or land of an historic site of national, State, or local significance (as determined by Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if –

- (1) there is no prudent and feasible alternative to using the land; and
- (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires consultation with the Department of Interior and, as appropriate, the involved offices of the Department of Agriculture and Housing and Urban and Development in developing transportation projects and programs, which use lands, protected by Section 4(f).

In general, a Section 4(f) “use” occurs with a Department of Transportation approved project or program when any of the following conditions are met:

Direct Use

A direct use of a Section 4(f) resource takes place when property is permanently incorporated into a proposed transportation project (23 CFR Section 771.135(p)(1)). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed regulatory limits noted below.

Temporary Use

A temporary occupancy of a Section 4(f) resource is considered a “use” when it is adverse in terms of the preservationist purposes of the Section 4(f) statute. However, under FHWA regulations (23 CFR Section 771.135(p)(7)), a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied.

- The occupancy must be of temporary duration (i.e. shorter than the period of construction) and not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There are no permanent adverse physical effects on the protected resource, and there will be no temporary or permanent interference with the activities or purpose of the resource.
- The property being used must be fully restored to a condition that is at least as good as that which existed prior to the proposed project.
- There must be documented agreement of the appropriate official having jurisdiction over the resource regarding the foregoing requirements.

Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (i.e. noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e. “constructive use”).

Section 4(f) is applicable to historic and archaeological resources when the resource is included on, or eligible for, the National Register of Historic Places (NRHP) (23 CFR 771.135(e)). Section 4(f) does not apply to archaeological sites where it is determined after consultation with the State Historic Preservation Officer and the Advisory Council on Historic Preservation that the resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Constructive use does not occur when compliance with the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. §470) and related regulations defining proximity impacts of a proposed project on an NRHP site results in a finding of “no effect” or “no adverse effect” (23 CFR 771.135(p)(5)(i)).

The Federal Highway Administration Section 4(f) Checklist, *Attachment B – Park, Recreational Facilities, Wildlife Refuges, and Historic Properties Evaluated Relative to the Requirements of Section 4(f)*, revised July 1998, represents their recommended “best practices” for compliance with Section 4(f) requirements. Attachment B of the checklist indicates that all archaeological and historical sites within the Section 106 Area of Potential Effect (APE) and all public parks, recreational facilities, and wildlife refuges within approximately 0.5-mi (0.8-km) of any of the project alternatives should be included in the evaluation.

On behalf of FHWA, the California Department of Transportation has prepared this Section 4(f) evaluation because the proposed project would involve the use of Section 4(f) resources. This evaluation identifies the significant Section 4(f) resources in the project area, describes the nature and extent of the use of these resources, evaluates alternatives that would avoid the use of Section 4(f) resources, and describes measures to minimize harm to the affected resources.

II. PROPOSED PROJECT

Purpose and Need

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on I-405 between I-10 to US-101. This project would reduce congestion and is expected to enhance traffic operations by adding freeway capacity in an area that already experiences heavy congestion.

The secondary goal is to improve both existing and future mobility and enhance safety throughout the corridor, while minimizing environmental and economic impacts. The project would transfer through-vehicle trips to the regional highway system, ease congestion, improve mobility by moving twice as many vehicles as a regular traffic lane, decrease commuter times for all drivers, reduce air pollution, and promote ridesharing.

The Sepulveda Pass between I-10 and US-101 experiences heavy traffic congestion due to inadequate lane width, a great deal of vehicle weaving (vehicles moving from one lane to another), and above

average accident rates. An HOV lane would add capacity to the mainline freeway and prevent the existing traffic condition from further deterioration due to forecasted traffic volume increases for opening year 2015 and horizon year 2031. From a traffic operations perspective, HOV improvements would result in an improved condition with substantial benefits in reducing delay. The proposed project improvements would standardize traffic lanes, median, and shoulder and allow the State to implement current functional and safety design standards, which would increase safety and overall operation of the facility.

The high occupancy vehicle (HOV) system along the I-405 corridor is continuous in the northbound direction from the I-405/I-5 interchange in Orange County to the State Route 90 interchange in Culver City. The I-405 Sepulveda Pass Project, described in this document, would then pick up the HOV lane from National Boulevard and carry it all the way through to Greenleaf Street just south of the U.S. Highway 101 (US-101) interchange. The southbound lanes between SR-90 and National Blvd. are under construction and will be completed Spring 2010. This will complete the southbound HOV lane from I-5 to US-101.

For a complete discussion of the purpose and need of the proposed I-405 Sepulveda Pass Project, please refer to Chapter 1 of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Chapter 1 of the EIR/EIS summarizes the present and future conditions of the existing I-405 project area that constitute the need for actions. Several project alternatives have been developed to meet the purpose and need. Chapter 2 of the EIR/EIS presents details of project alternative development. Safety and operational improvements include ramps, overcrossing structures, as well as standardizing lanes and shoulders. If no improvements are made within the project limits, the Sepulveda Pass will continue to be a major bottleneck.

Project Alternatives

Listed below are the three alternatives that are evaluated in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed I-405 Sepulveda Pass Project. A No Build Alternative and two build alternatives are being considered for implementation:

- **Alternative 1: No Build Alternative**

- **Alternative 2: Add a Standard Northbound HOV Lane and Standardize Northbound Mixed-Flow Lanes, Median and Shoulder:**
The existing road would be widened to add one standard northbound HOV lane and would provide standard freeway typical cross-section within the project limits except through the I-405/I-10 interchange. An 11-foot half median, 12-foot HOV lane, 1-foot HOV buffer, five 12-foot mixed-flow lanes (MFL), and a 10-foot outside shoulder would be provided. In addition, various structures would be widened, replaced, built or removed.

- **Alternative 3** **Add a Standard Northbound HOV Lane and Standardize Northbound and Southbound HOV Lane, Mixed-Flow Lanes, Median, and Shoulder:**
 The existing facility would be widened to add one standard northbound HOV lane and standardize the non-standard southbound HOV lane, five MFL, median and shoulder. The project would provide standard freeway typical cross-section within the project limits except through the I-405/I-10 interchange. The proposed project would provide a 12-foot half median, 12-foot HOV lane, 4-foot HOV buffer, five 12-foot MFL, and a 10-foot outside shoulder. In addition, various structures would be widened, replaced, built or removed.
- **Alternative 3 Modified** **Add a Standard Northbound HOV Lane and Standardize Northbound and Southbound HOV Lane, Mixed-Flow Lanes, Median, and Shoulder:**
 The existing facility would be widened to add one standard northbound HOV lane and standardize the non-standard southbound HOV lane, five MFL, median and shoulder. This is a design variation of Alternative 3 which would make design modifications to the freeway and Church Lane to avoid full property acquisitions in the community of Brentwood Glen (see Layout 10A of Appendix I of the Draft EIR/EIS).

For a detailed description of these alternatives, please refer to Chapter 2 of the I-405 Sepulveda Pass Project EIR/EIS.

III. DESCRIPTION OF SECTION 4(f) RESOURCES

As noted above, resources subject to Section 4(f) consideration include publicly owned lands consisting of a public park/recreation area; public wildlife and waterfowl refuges of national, state, or local significance; or historic sites of national, state, or local significance, whether publicly or privately owned.

The I-405 Sepulveda Pass Project area was subjected to background research, field surveys, and aerial photo analysis by land use planners, biologists, archaeologists, and historians in an effort to locate and describe any public parks, recreation areas, wildlife and waterfowl refuges, and historic sites (properties) potentially affected by the proposed project. For purposes of this Section 4(f) evaluation, only those public park/recreation resources within approximately 0.25-mile of the project area (please refer to Table 1) of any of the project alternatives were included in the evaluation. Approximately a third of the length of the project area (Sepulveda Pass) is designated as open space which is part of the Santa Monica Mountains National Recreation Area. As described more fully below, the Section 4(f) resources in the vicinity of the project area include publicly owned parks/recreation areas and significant historic sites. There are no wildlife and waterfowl refuges in the proposed project area.

Section 4(f) resources that are not directly adjacent to the corridor are not anticipated to incur right-of-way, noise, or visual impacts as a result of project construction or operation and thus would not be considered a use of Section 4(f) resources. The historic properties qualifying as Section 4(f) resources are only those determined to be of national, state, or local significance, as evidenced by being eligible for the National Register of Historic Places.

Figure 1: Section 4(f) Resources within ¼-mile of the I-405

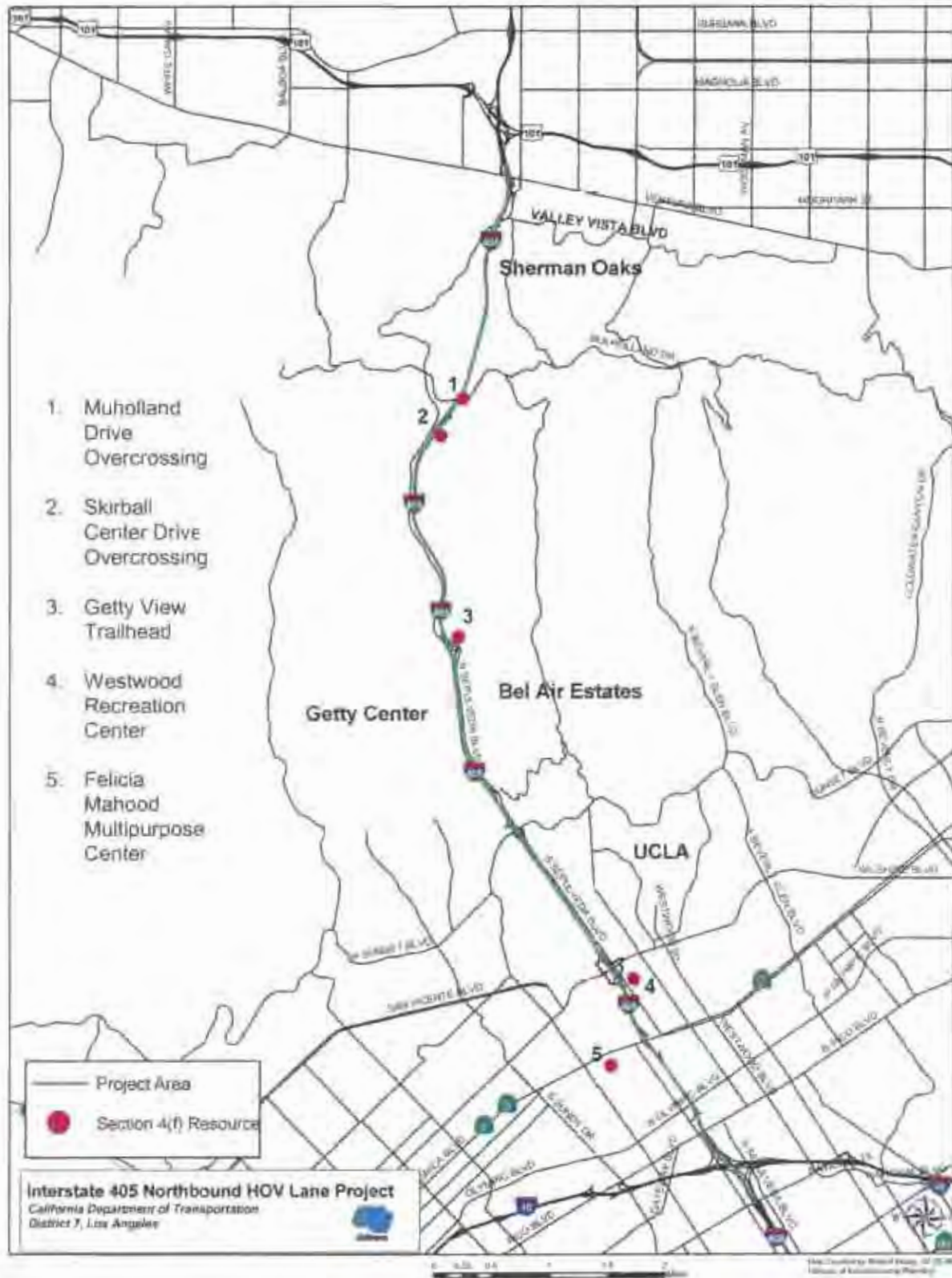


Table 1: Summary of Section 4(f) Resources

Section 4(f) Resource	Location	Current Ownership	Features
Westwood Recreation Center	1350 S. Sepulveda Blvd. - Triangular parcel on the east side of the I-405 freeway (western boundary) at Ohio Ave. on the south and Sepulveda Blvd. on the east.	Public – Owned and operated by the City of Los Angeles Department of Recreation and Parks	Barbecue pits, baseball diamonds, basketball courts, children's play area, community room, indoor gym, and picnic tables, and Bad News Bears Baseball Diamond/Field
Felicia Mahood Multipurpose Center	11338 Santa Monica Blvd. - South side of Santa Monica Blvd. and the east side of Purdue Ave.	Public – Owned and operated by the City of Los Angeles Department of Recreation and Parks	Auditorium, baseball diamond, basketball courts, children's play area, indoor gym, picnic tables, seasonal pool, soccer field, tennis courts, volleyball courts, and concrete stage
Getty View Trailhead	East side of the I-405 freeway on the east side of North Sepulveda Blvd., at the North Sepulveda Blvd. on-ramp.	Public – Jointly Administered by the Santa Monica Mountains Conservancy and National Park Service	Trailhead marker, parking, American with Disabilities Act-accessible picnic benches, trails, and interpretive kiosks
Skirball Trailhead	Eastside of the I-405 freeway at the southeast curve of the Skirball Center Overcrossing	Public – Jointly Administered by the Santa Monica Mountains Conservancy and National Park Service	Trailhead marker and trail
Mulholland Drive Overcrossing Bridge# 53-0739	Mulholland Drive over Route 405 at postmile 37.03 in Los Angeles County.	Public – Maintained by the State of California Department of Transportation	Determined eligible in the State Historic Bridge Inventory Update (2006), <i>Concrete Box Girder Bridges</i> , April 2004. The period of significance is 1959, and the bridge was found eligible under Criterion C for transportation and engineering.

A. Westwood Recreation Center

The Westwood Recreation Center is located along the eastside of northbound I-405 with access to park facilities on Sepulveda Boulevard, between Wilshire Boulevard to the north and Ohio Avenue to the south (see Figure 2: Westwood Recreation Center). Facility features include barbecue pits, baseball diamonds, basketball courts, children's play area, community room, indoor gym, and picnic tables. Special features include the Bad News Bears Baseball Diamond/Field, Live Scan (fingerprinting), and Aidan's Place. Aidan's Place is the second West Coast Boundless Playground created, owned and operated by the city of Los Angeles Department of Recreation and Parks.

The Playground Resource Center West in partnership with the city of Los Angeles Department of Recreation and Parks dedicated this special playground to Aidan James, who had been born with a progressive disease that left him ventilator dependent and wheelchair bound. The City of Los Angeles Department of Recreation and Parks has three universally accessible playgrounds where children of all abilities can play side-by-side. The objective is to create a truly unique recreational environment in Los Angeles that provides an opportunity for children with disabilities to play at their highest level, enhancing their emotional, physical and social development, as well as teaching compassion and acceptance.

Figure 2: Westwood Recreation Center



B. Felicia Mahood Multipurpose Center

The Felicia Mahood Multipurpose Center is owned and operated by the City of Los Angeles Department of Recreation and Parks. It is located at the West Los Angeles Civic Center on Santa Monica Boulevard, just west of I-405, between Corinth Avenue and Purdue Avenue, adjacent to the West Los Angeles Library and post office (see Figure 3: Felicia Mahood Center). The facility receives Kinship Care Grant funds which enable the center to provide services to adults aged 60 and over who are sole providers raising grandchildren or other relative children. Recreational and educational classes, special events and daily meals are provided to the public using a donation-based fee structure. The center also offers a travel club and sponsors many on-going programs.

At the center, seniors can obtain referrals for services and guidance on how to obtain those services. They can also access a Case Management Program (for those over 60), funded by the Department of Aging and Community Development. Social and support services are offered, with emphasis on low income and/or minorities. Facility features include an auditorium, baseball diamond, basketball courts, children's play area, indoor gym, picnic tables, seasonal pool, soccer field, tennis courts, volleyball courts, and concrete stage. The auditorium has a banquet capacity of 200 and an assembly capacity of 300. The auditorium is also used as a community room. The facility's hours of operation are Monday, Tuesday, and Thursday 7:00 a.m. to 9:00 p.m., Wednesday and Friday 7:00 a.m. to 10:00 p.m., and Saturday and Sunday 9:00 a.m. to 5:30 p.m.

Figure 3: Felicia Mahood Center



DHPP Copyright 2003, California Department of Transportation

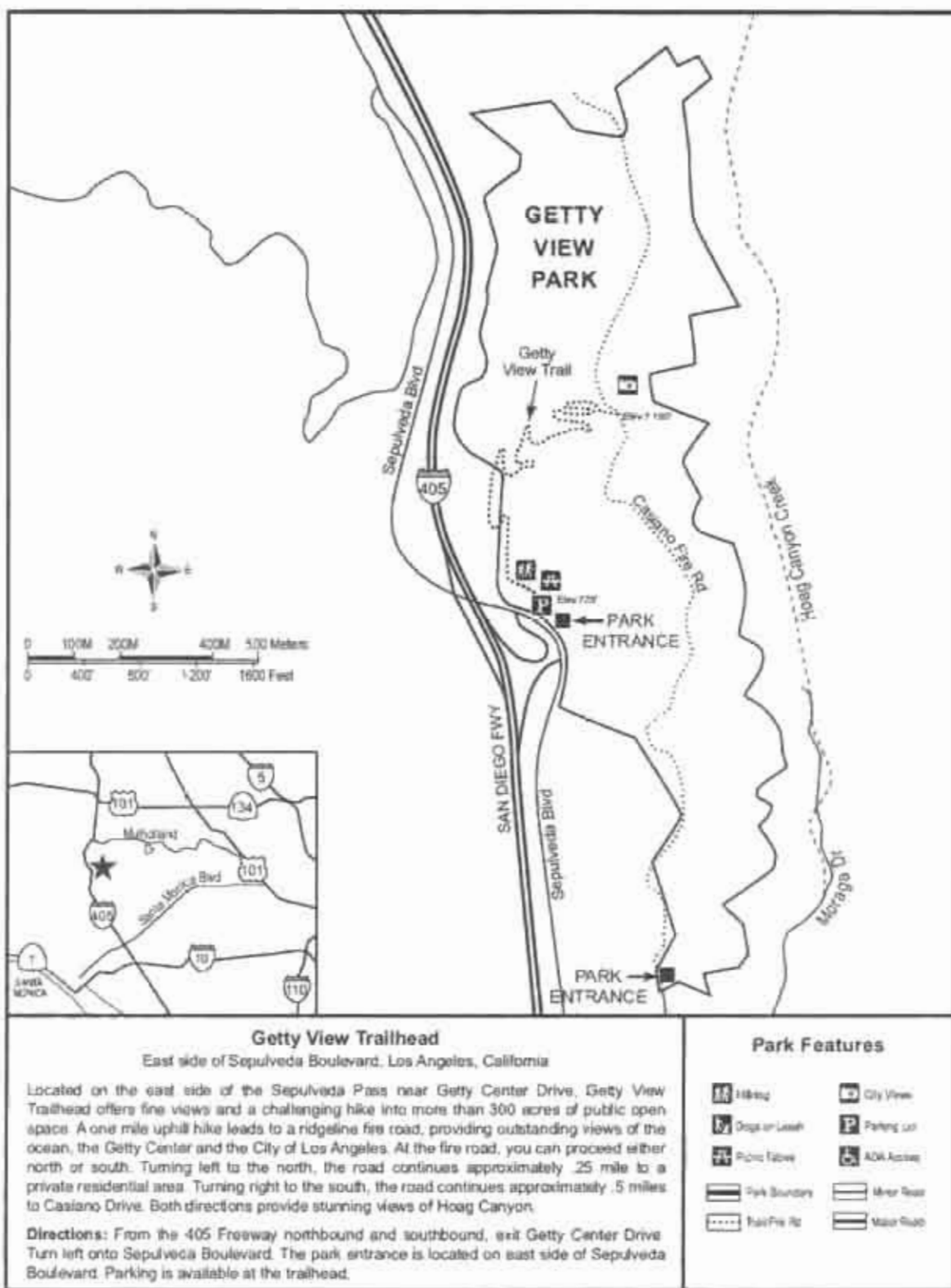
C. Getty View Trailhead

On the eastside of the Sepulveda Pass near Getty Center Drive is the Getty View Trailhead (see Figure 4: Getty View Trail Directions and Trail Map and Figure 5: Aerial view of the Getty View Trail and Trailhead) which offers a view and a challenging hike into more than three hundred acres of public open space overlooking Hoag Canyon. The Getty View Trailhead is a public trail owned and operated by the Santa Monica Mountains Conservancy and jointly administered by the National Park Service. Park amenities include Americans with Disabilities Act-accessible picnic benches, parking, trails, and interpretive kiosks. There are six parking spaces and one disabled space for a total of seven located on Sepulveda Boulevard east of I-405. The park is closed from sunset to sunrise and has locks on the gate to the entrance of the park.

A one-mile uphill hike leads visitors to a ridgeline fire road, providing views of the Pacific Ocean, the Getty Center and the city of Los Angeles. At the fire road, visitors can proceed north (left) or south (right). Turning left to the north, the road continues a quarter-mile to a private residential area. Turning right to the south, the road continues a half-mile and connects to Casiano Drive. Both directions provide views of Hoag Canyon. Another access overlooking Hoag Canyon is the Sepulveda Pass Trailhead, located adjacent to the Mulholland Park and Ride at Sepulveda Boulevard and Mulholland Drive. This trail will take you south approximately one mile through the side canyons of Sepulveda Pass and up to an open plateau.

This area has been identified by the Santa Monica Mountains Conservancy to be a wildlife crossing point. Wildlife habitat on the eastern side of this underpass connects to Sepulveda Ridge and Moraga Canyon. The western side of the underpass is a Metropolitan Water District (MWD) facility that is surrounded by chaparral habitat. To the immediate northwest of the MWD facility is the access road to the defunct Mission Canyon Landfill. West of the landfill lies Bundy Canyon and Kenter Ridge which is an undeveloped area. These regions connect this area to the greater portions of the Santa Monica Mountains National Recreation Area. The Sepulveda Blvd. underpass is believed to provide an important link between the wildlife habitat on the east and west side of the I-405 over the Santa Monica Mountains, due to the practically impassable multi-lane freeway. Without wildlife movement across the freeway, the isolated wildlife populations are at risk because of the effects of habitat fragmentation.

Figure 4: Map of the Getty View Trail



Source: Santa Monica Mountains Conservancy, 2004 Getty View Trailhead Directions and Trail Map.

Figure 5: Aerial View of the Getty View Trail and Trailhead



D. Skirball Trailhead at Skirball Center Overcrossing

Another access point overlooking Hoag Canyon is the Skirball Trailhead, located adjacent to the Mulholland Park and Ride at Sepulveda Boulevard and Mulholland Drive (see Figure 6: Skirball Trailhead at Skirball Center OC). This trail will take you south approximately one mile through the side canyons of Sepulveda Pass and up to an open plateau. The Skirball Trailhead is closed from sunset to sunrise and is a public trail owned and operated by the Santa Monica Mountains Conservancy and jointly administered by the National Park Service.

This area has also been identified by the Santa Monica Mountains Conservancy to be a wildlife crossing point. To the immediate southeast of the overpass and directly adjoining the overpass is the undeveloped Sepulveda Trail area which consists of three parallel canyons and three intervening flat-topped ridges that descend from Casiano Drive down to the freeway. Extending north from the overpass is a narrow band of undeveloped land that ends at the Mulholland Drive overpass. The Skirball Center overcrossing is believed to provide an important link between the wildlife habitat on the east and west side of the I-405 over the Santa Monica Mountains.

- * The Sepulveda Pass Trailhead and Trail Improvement Project (Getty View Trailhead and Trail/Skirball Trailhead) was designed and constructed through a grant from the Environmental Enhancement and Mitigation Program in 1996. The grant application shows that the requested amount for the total project cost estimate was \$186,000 broken down by \$159,800 for the Sepulveda Trailhead/Trail (aka Getty View Trailhead/Trail) and \$26,200 for the Skirball Lane Trailhead/Trail.

Figure 6: Skirball Trailhead



E. Mulholland Drive Overcrossing (Bridge# 53-0739)

The Mulholland Drive overcrossing spans a deep gorge through which I-405 passes (see Figure 7: Mulholland Drive Overcrossing). With its completion in 1959, the 235-foot main span was the longest box girder span in the western United States, and was not surpassed in California until 1969. Furthermore, this record span was nearly 50 percent longer than the state's previous record for a box girder bridge, which was the 160-foot span of the Flower Street Bridge over Highway 110 in Los Angeles (Bridge# 53-1010, built in 1956). Because of the size of this bridge and its height above the gorge, the contractor used fill from excavation elsewhere on the freeway project to level the gorge until it reached a height of approximately 12 feet below the soffit of the bridge; this allowed vehicle access to the construction site. This fill was removed upon completion of the bridge, leaving the bridge deck approximately 85 feet above the freeway.

In addition to being a significant engineering and construction achievement, this bridge exemplifies the minimalist, or Modernist, aesthetics of the period. The curved box girder structure has a depth at mid-span of slightly less than 3 percent of the span length, an unusually low ratio that contributes to the bridge's graceful and dramatic appearance.

The encasement of the columns during a 1996 seismic retrofit project has diminished the bridge's integrity of design somewhat, but it appears to retain sufficient integrity to be eligible for the National Register listing under Criterion C. In addition, this bridge is considered an historical resource for the purposes under the California Environmental Quality Act.

Figure 7: Mulholland Drive Overcrossing



IV. IMPACTS TO SECTION 4(f) PROPERTIES

As discussed in Section 1, the use of Section 4(f) properties typically occurs when there is either a permanent commitment of the Section 4(f) site for a transportation project (actual use) or where the proximity of a project to the Section 4(f) site, without acquisition of land, causes impacts such as noise, visual, or access restrictions that could impair the values and utility of the land (constructive use).

The reconstruction and widening of the I-405 freeway would add one standard northbound HOV lane and standardize the southbound lanes, median and shoulder. The proposed project would provide an 11-foot half median, 12-foot HOV lane, 1-foot HOV buffer, five 12-foot mixed flow lanes, and a 10-foot outside shoulder. All of the build alternatives (2 and 3 and 3 Modified) would result in similar impacts to Section 4(f) resources. The following sections, which discuss impacts and mitigation measures, apply to all build alternatives. This includes whether any permanent or temporary occupation of a property would occur, or whether the proximity of the project would cause any access disruption, noise, vibration, or aesthetic effects that would substantially impair the features or attributes that qualify the resource for protection under Section 4(f). The analysis of potential effects on Section 4(f) resources includes an evaluation of any feasible and prudent alternatives to avoid use of the Section 4(f) resource. An alternative is not feasible if it cannot be built as a matter of sound engineering practice. A feasible alternative is not prudent if there are truly unusual factors present in a particular case, if there are uniquely difficult problems, or if the cost or community disruption resulting from the alternative reach extraordinary magnitude. A feasible alternative that fails to satisfy the purpose and need for the project is usually also not prudent. Table 2 summarizes the potential impacts to Section 4(f) resources as a result of the proposed project.

Table 2: Section 4(f) Resources within 1/4-mile of the Build Alternatives

Section 4(f) Resource	Type of Resource	Potential Impacts	Direct Use	Temporary Use/ Occupancy	Constructive Use
Westwood Recreation Center	Park and Recreation Center	Traffic Noise and Temporary Construction Impacts	No	Yes	No
Getty View Trailhead	Trail	Construction of new on-ramp would remove a parking lot at the trailhead and part of the trail, which is an area supporting a relatively high diversity of native plant species would be impacted. A known wildlife crossing point across the I-405 would be impacted.	Yes	No	No
Skirball Trailhead	Trail	Re-grading the slope would remove trailhead and trail access would be temporarily impaired during construction. A known wildlife crossing point across the I-405 would be impacted.	No	Yes	No
Felicia Mahood Multipurpose Center	Park and Recreation Center	None	No	No	No
Mulholland Drive Overcrossing Bridge# 53-0739	Historic Resource	Structure to be replaced due to freeway widening.	Yes	No	No

A. Westwood Recreation Center – Temporary Occupancy

As documented below, the proposed build alternatives would result in a temporary occupancy of the Westwood Recreation Center – Bad News Bears Field in accordance with the requirements of 23 CFR Section 771.135(p)(7) for a temporary occupancy. The Traffic Noise Study Report that was prepared for the proposed project determined that all of the build alternatives would have a traffic noise impact on this resource as there is an area of frequent human use. However, even without the proposed project, the existing noise level at this park is above the threshold for parks. The proposed project would increase noise levels by 2-3 dBA, which is barely perceptible by healthy human ears. A soundwall has been proposed for this area and a temporary construction easement would be required for soundwall construction. Soundwalls would be constructed during the first stage of construction.

Duration - A temporary easement for retaining wall/soundwall construction would be of temporary duration and would be shorter than the overall period of project construction.

Scope of Work - A minimal temporary easement (approximately 6 feet) for retaining wall/soundwall construction would be required.

Effects on the Resource - There would be no permanent adverse effects on the protected resource and there would be no temporary or permanent interference with the activities or purpose of the resource. Public access to the park would be maintained during the period of construction.

Finish Phase Restoration - During the finish phase of project construction, the park would be returned to a condition that is at least as good or better than at present.

Coordination - The City of Los Angeles, as the agency having jurisdiction over this resource, has been consulted and concurred with the foregoing determination that the proposed project alternatives would satisfy the requirements of 23 CFR Section 771.135(p)(7) for a temporary occupancy.

B. Getty View Trailhead – Direct Use

In order to accommodate the northbound I-405 freeway widening, the existing Getty Center Drive on-ramp would be removed. The existing on-ramp contains several design deficiencies including a small turning radius and the accident rate for the existing configuration is four times higher than the statewide average. Reconstructing the on-ramp at the same location would not provide adequate space to construct a properly designed on-ramp. An on-ramp at the same location would have an even smaller turning radius and steeper profile that would not accommodate adequate traveling speed for the on-ramp. This would create additional safety issues and higher accident rates, especially for larger vehicles. The proposed diamond on-ramp would be safer and more efficient and would meet design requirements.

- The new northbound on-ramp would be constructed from Sepulveda Boulevard. The parking lot at the Getty View Trailhead (total of seven parking spaces) would be acquired in order to accommodate the new freeway on-ramp;

- A portion of the Getty View trail would be relocated to make room for the new on-ramp. The area of impact (new on-ramp, retaining wall, grading) would be approximately 3.75 acres (see Figure 3);
- A sliver of undeveloped land supporting a relatively high diversity of native plant species both planted and naturally occurring which includes mature coast live oak and sycamore trees that have been preserved in this location by the Santa Monica Mountains Conservancy (SMMC) would be affected (for more detail, see Section 3.17 of the I-405 Sepulveda Pass Project EIR/EIS);
- The project would hinder a known wildlife crossing point, identified by the SMMC, across the I-405 would be hindered (for more detail, see Section 3.18 of the I-405 Sepulveda Pass Project EIR/EIS); and
- Trail access would be closed temporarily during construction.

C. Skirball Trailhead at Skirball Center Drive Overcrossing – Temporary Occupancy

As documented below, the proposed build alternatives would result in a temporary occupancy of the Skirball Trailhead at the Skirball Center Drive Overcrossing in accordance with the requirements of 23 CFR Section 771.135(p)(7) for a temporary occupancy.

Duration – The Skirball Center Drive Overcrossing would be replaced in order to accommodate freeway widening and would temporarily (for about 3-4 months) affect trail access during construction.

Scope of Work – The slope located along the southeast curve of the Skirball Center Overcrossing would be re-graded. This would eliminate the existing trailhead. The area of impact (grading) would be approximately 0.3 acres (see Figure 4).

Effects on the Resource – There would be no permanent adverse effects on the protected resource and there would be no interference with the activities or purpose of the resource. During construction, trail access will be closed temporarily at this location; however, the main trail will remain functional and accessible from other access points.

Finish Phase Restoration – During the finish phase of project construction, the trailhead would be returned to a condition that is at least as good or better than at present.

Coordination – The Santa Monica Mountains Conservancy, as the agency having jurisdiction over this resource, has been consulted and concurred with the foregoing determination that the proposed project alternatives would satisfy the requirements of 23 CFR Section 771.135(p)(7) for a temporary occupancy.

D. Felicia Mahood Multipurpose Center – No Impact

The proposed project would not have an impact on the Felicia Mahood Multipurpose Center as it is approximately 900 ft from the I-405 (about 2 city blocks to the west) and does not involve the acquisition of the recreation center and access to the center would not be affected. Noise and visual impacts were not identified at this location.

E. Mulholland Drive Overcrossing (Bridge# 53-0739) – Direct Use

The build alternatives would result in an adverse effect on the Mulholland Drive Overcrossing and its character-defining features because they would result in the complete destruction of the historic property in order to accommodate freeway widening.

V. AVOIDANCE ALTERNATIVES

A. Alternative 1: No Build Alternative

The No Build Alternative would not improve the existing or future congestion problems in the project area. While this alternative would not involve any Section 4(f) resource, it would not meet the purpose and need of the proposed project of increasing the vehicle-carrying capacity of the I-405 freeway facility or correct deficiencies of current conditions. It would be inconsistent with Caltrans' goal of minimizing congestion and maintaining an efficient and effective interregional mobility system.

B. Getty View Trailhead Avoidance Alternatives

As a result of the proposed freeway widening, the proposed northbound I-405 on-ramp from Sepulveda Blvd. at the Getty Center interchange must re-constructed. The following avoidance alternatives have been analyzed:

- B1) Hook On-ramp: The hook on-ramp would begin near the end of the current northbound I-405 off-ramp to Sepulveda Blvd. at the Getty Center interchange. The hook on-ramp would turn 85° to the right through a horizontal curve and then join the freeway.

The Hook On-ramp Alternative was determined to be not prudent because it would create additional impacts to wildlife. The hook on-ramp would require further extension into adjacent land, designated as open space and owned by the Santa Monica Mountains Conservancy as well as extending the tunnel undercrossing created by the hook ramp by an additional 26 feet. Through consultation with the SMMC, it was determined that in the case of the new Getty Center on-ramp, the proposed project would add a major new constraint to a habitat linkage that already requires a surface crossing of Sepulveda Blvd. and a long diagonal crossing under the freeway.

Additional Engineering and Design Constraints Associated with the Hook On-ramp Alternative:

- The profile of the on-ramp would have an 11 percent slope due to a rise in elevation from 707 feet to an elevation of 758 feet over a distance of 453 feet. This slope would be very steep and would pose safety problems.
- The entrance would be located at the mid-point of a right turning curve where there could be a stopping sight distance issue that could result in accidents on Sepulveda Blvd. This could create an unfavorable situation for drivers since the hook on-ramp would create an 85 degree turning radius to the right through a horizontal curve, which may compromise driver's safety during unsafe conditions. Vehicles under severe centrifugal effect could slide laterally and spin out of control.
- The proposed freeway widening would be 22 feet. The freeway bridge would be widened by an extra 26 feet in order to accommodate the new on-ramp, in addition to the already proposed widening. The path under the bridge would become longer and darker for wildlife crossing.
- Currently, a left-turn lane on Sepulveda Blvd. does not exist for vehicles to enter the on-ramp. Sepulveda Blvd. would have to be further realigned along the mountainside to accommodate the new on-ramp and a left-turn lane in the median.

- B2) S-shaped On-ramp: The S-shaped on-ramp would begin at the entrance of the current northbound Route 405 on-ramp from Sepulveda Blvd. at the Getty Center interchange. The S-shaped on-ramp would turn 30° to the left through a horizontal curve and then 215° to the right through another horizontal curve, and eventually join the freeway.

The S-shaped On-ramp Alternative was determined not prudent because it would not meet the project purpose and need. An S-shape ramp configuration currently exists at the site and has a high accident rate. 2006 accident data indicated 14 accidents occurred at this ramp showing a 3.55 rate of incidence compared to the statewide average of 0.85 for a similar ramp. In addition, the proposed freeway widening would add 22 feet to the freeway widening and 26 ft. to the Sepulveda Blvd overcrossing to accommodate the S-shaped ramp. The s-shaped on-ramp would require further extension into adjacent land since Sepulveda Blvd. would have to be realigned to accommodate the new ramp which is designated as open space and owned by the Santa Monica Mountains Conservancy as well as extending the tunnel undercrossing created by the s-shaped ramp by an additional 26 feet

Additional Engineering and Design Constraints Associated with the S-shaped On-ramp Alternative:

- The profile of the ramp would have an 8.33% slope due to a rise in elevation from 219 meters (719 feet) to an elevation of 231 meters (758 feet) over a distance of 144 meters (472 feet). This slope would be very steep and pose safety problems. Our observation shows that vehicles on this type of slope would have difficulty reaching an adequate speed at the end of the gore area for merging safely with freeway traffic, creating another safety issue.
- Widening of the freeway would reduce the area available to properly fit an on-ramp. The small turning radius would not accommodate adequate traveling speed on the ramp, which would make the ramp a traveling hazard, especially for larger vehicles. The existing slope of the "S" shape of the horizontal alignment is currently 6.44% at the

right edge of pavement and 7.68% at the left edge of pavement. The horizontal alignment would be further worsened in this design, which would make traveling on the ramp awkward and unsafe.

- The proposed freeway widening would be 6.74 meters (22 feet). The freeway bridge would be widened by an extra 8 meters (26 feet) in order to accommodate the new on-ramp, in addition to the already proposed widening. The path under the bridge would be longer and darker which would negatively affect documented wildlife movement at this location. Consequently, the bridge would be wider and the re-graded slope at the northeast corner would encroach into adjacent land owned by the Santa Monica Mountains Conservancy.

Evaluation of Avoidance Alternative Selection Process at Sepulveda Blvd. and the Getty View Trailhead

4(f) Avoidance Alternative	Feasible & Prudent Alternative	Uses of 4(f) land	Relative net harm to 4(f) land after mitigation
B1 (Hook On-ramp)	Yes No	Yes	N/A
B2 (S-Shaped On-ramp)	Yes No	Yes	N/A
B3 (Parallel Ramp – Alt. 2 & 3)	Yes Yes	Yes	N/A

Since the project involves increasing the width of the freeway through all sections of the Sepulveda Pass where wildlife crossing is feasible, it has been determined through the professional judgment of biologists of the SMMC that the length of any existing wildlife crossing route would be increased.

The Parallel On-ramp Alternative was determined feasible and prudent. This on-ramp design would extend into 4(f) land and create an additional tunnel undercrossing of 21 feet. However, this alternative would have two tunnels buffered by land in between. The wildlife corridor impacts associated with this alternative would not be as severe as the Hook On-ramp and S-shaped On-ramp Alternatives with a continuous lengthened tunnel alongside the Sepulveda Blvd. undercrossing, which would deter wildlife currently using the undercrossing. The parallel on-ramp would be designed to allow a break, providing an area of natural light for wildlife to pass through. This alternative would also provide a safer on-ramp than the Hook On-ramp and S-shaped On-ramp Alternatives.

Based on the above considerations, the proposed action includes all possible planning to minimize harm to the Getty View Trailhead resulting from such use.

C. Mulholland Drive Overcrossing Avoidance Alternatives

As a result of the proposed freeway widening in the vicinity of the Mulholland Drive Overcrossing (OC), the OC must be replaced in its entirety because the existing bridge columns and abutments are located directly in the path of the proposed freeway widening and reconstructed ramps. Proposed widening work cannot be rerouted around the existing structure due to the following reasons:

1. In order to provide a northbound HOV lane and standard lane widths, it would be necessary to realign three mixed-flow lanes around the existing overcrossing columns, thus forming a type of parallel collector-distributor roadway similar to those found on Route 10 (Santa Monica Freeway) west of Route 110 (Harbor Freeway). A Safety Project Report dated December 30, 2005 found that recent three-year accident rates on the Santa Monica Freeway collector-distributor roads were higher than the statewide average. An accident analysis of the adjacent freeway found that accident rates were lower than the statewide average. This suggests that collector-distributor roads, with obstructions on both sides, present higher accident risks to motorists.

TASAS Table B Accident Data from 2002 to 2005 indicates that the accident rate for the northbound on-ramp from Mulholland Drive/Skirball Center Drive at the existing overcrossing is nearly five times the statewide average for this type of highway facility. This high accident rate does not permit any further reduction in design standards.

The Caltrans Highway Design Manual Topic 203 requires that roadway horizontal alignment "provide for safe and continuous operation at a uniform design speed" and that "sudden reductions in alignment standards should be avoided." Realigning freeway traffic lanes around existing bridge columns would introduce non-standard, lower-speed curves likely resulting in driver confusion, increased accidents traffic, congestion, and reduction in freeway level of service.

State and AASHTO (federal) highway design standards (HDM Topic 309) require a minimum nine meter-wide *Clear Recovery Zone* adjacent to the roadway free of permanent obstructions such as bridge columns.

2. Construction of a collector-distributor road would require some excavation of the bridge abutment embankment slope in order to construct a retaining wall. Three types of retaining walls are typically used: cantilever, soil nail, and soldier pile. The following scenarios would still apply if non-standard 11-foot wide lanes were used.
 - o A *soldier pile* wall would not require abutment slope excavation until piles and lateral supports are installed first to stabilize the slope. However, this type of wall is not constructible due to the lack of vertical clearance available (24 feet) to install the 50-foot long steel piles.
 - o A *cantilever* wall is not feasible because required excavation would destabilize the abutment slope, weaken soil pressure at existing piles and undermine the bridge abutment. This would result in overall weakening of the critical supports of the overcrossing structure, constituting a threat to public safety. Temporary shoring of the abutment slope would not be feasible due to the lack of sufficient vertical clearance.

- A *soil nail* wall may be feasible at this location only if special mitigation measures are undertaken during construction to prevent potential caving problems typically associated with this type of wall.

Based on the above considerations, there is no prudent alternative to avoid the destruction of the Mulholland Drive Overcrossing (OC) and it would be necessary to completely remove and replace the OC in order to implement highway design standards which would provide safe and proper widening of I-405.

D. Skirball Trailhead at Skirball Center Drive OC Avoidance Alternatives

An avoidance alternative analysis for the replacement of the Skirball Center Drive Overcrossing was conducted. As a result of the proposed freeway widening in the vicinity of Skirball Center Drive, the northbound off-ramp to Skirball Center Drive would be reconstructed, and the southbound off-ramp at Skirball Center Drive would be realigned, resulting in replacement of the Skirball Center Drive Overcrossing (OC). The OC must be replaced in its entirety because existing bridge columns and abutments are located directly in the path of the widened freeway and rebuilt ramps. Proposed widening work cannot be rerouted around the existing structure due to the following reasons:

1. State and AASHTO (federal) highway design standards (HDM Topic 309) require a minimum nine meter-wide *Clear Recovery Zone* adjacent to the roadway free of permanent obstructions such as bridge columns.
2. HDM Topic 203 requires that roadway horizontal alignment “provide for safe and continuous operation at a uniform design speed” and that “sudden reductions in alignment standards should be avoided.” Realigning freeway lanes around existing bridge columns would introduce non-standard, lower-speed curves likely resulting in driver confusion, increased traffic accidents, congestion, and reduction in level of service.
3. Realigning proposed widening work around the existing structure would also require excavation of the bridge abutment embankment slope in order to construct retaining walls. Not only would retaining walls likely conflict with abutment piles, they would be unacceptable because disturbance of the steep (1:1.5) embankment slopes would risk undermining the bridge abutments, potentially weakening the support of the overcrossing.

Based on the above considerations, there is no prudent alternative to avoid the use of land at the Sepulveda Pass Trailhead, however, the proposed action includes all possible planning to minimize harm to the Sepulveda Pass Trailhead resulting from such use. It would be necessary to completely reconstruct the Skirball Center Drive OC in order to properly and safely widen I-405.

VI. MEASURES TO MINIMIZE HARM

Mitigation measures will be further developed in consultation with the official of the agency having jurisdiction over each of the impacted properties.

A. Westwood Recreation Center

- A soundwall along the edge of shoulder on northbound I-405 has been recommended as a traffic noise abatement measure under all build alternatives.
- The soundwall would be constructed first which would provide a barrier to temporary construction noise and dust impacts.
- Lighting would be provided at the end of construction (to be determined).

B. Getty View Trailhead

The following mitigation measures are proposed and illustrated in Figure 8: Proposed Wildlife Crossing and Mitigation at the Getty View Trailhead:

- Mitigation in the form of an in lieu fee agreement to the Santa Monica Mountains Conservancy (SMMC) for the relocation and reconstruction of the seven (7) parking spaces that would be removed;
- An appropriate sized culvert would be created underneath the proposed on-ramp to funnel wildlife from the underpass area to the more natural areas of Sepulveda Ridge. It is proposed to put the new culvert near the existing trailhead parking area due to geometrics of the new on-ramp as well as existing wildlife movement patterns. (Engineering feasibility (i.e. topography constraints) and cost influenced the design of this minimization measure. More favorable crossing conditions could be developed if these limitations were not a factor);
- Newly graded and adjacent Caltrans right-of-way would be vegetated for use as stepping stones for wildlife. Appropriate native vegetation would be determined by the Caltrans' Landscape Architecture Department and the Division of Environmental Planning;
- The right-of-way fence underneath the I-405 at the Sepulveda Blvd. overcrossing would be removed so that wildlife can cross Sepulveda Blvd. at this location without the fence restriction as well as move/remove additional fencing at the on/off-ramps on both northbound and southbound sides if deemed feasible by Caltrans and in consultation with the SMMC to funnel the wildlife into the stepping stones and eventually to the wildlife culvert underneath the new on-ramp;
- Signs would be placed to warn motorists of wildlife crossings along Sepulveda Blvd. in consultation with the City of Los Angeles Department of Transportation; and
- Mitigation in the form of an in lieu fee agreement to the Mountains Recreation and Conservation Authority as requested by the Santa Monica Mountains Conservancy, for the modification/realignment of a new trail.
 - The Sepulveda Pass Trailhead and Trail Improvement Project was designed and constructed through a grant from the Environmental Enhancement and Mitigation Program in 1996. According to Applicant-State Agreement No.: 96-24 Environmental Enhancement and Mitigation Program, made effective on October 18, 1996, Article VI, the Applicant (Mountains Recreation and Conservation Authority) shall be reimbursed an amount at least equal to the

amount of the State's funding participation in the project or the pro rata fair market value shall be based on the fund transfer amount applied toward the purchase of the property and the design and construction of improvements in proportion to the total purchase price of the property and the cost of all improvements made prior to the time of sale.

- The 1996 grant application shows that the requested amount for the project cost estimate was \$159,800 for the Sepulveda Trailhead/Trail (aka Getty View Trailhead/Trail).

Figure 8: Proposed Wildlife Crossing and Mitigation at the Getty View Trailhead



C. Skirball Trailhead at Skirball Center OC

The following mitigation measures are proposed and illustrated in Figure 9: Proposed Wildlife Crossing and Mitigation at the Skirball Center Drive Overpass.

- Caltrans right-of-way fencing would be removed along the northbound side of Sepulveda Blvd. from approximately 70 feet south of the intersection of Sepulveda Blvd. and Skirball Center Drive.
- The island area south of Skirball Center Drive, east of Sepulveda and west of I-405 would be replanted with native vegetation in a mixture of ground cover, shrubs and possibly trees that are preferable for wildlife habitat. All concrete from the existing on-ramp would be removed. This island would serve as a stepping stone area. A perimeter fence should be constructed to funnel the wildlife to the overpass. To help the funnel effect, the fencing should be placed directing wildlife toward the bridge structure. Caltrans would continue to consult with the Santa Monica Mountains Conservancy during the later design stages of the project to finalize optimal plans for this funneling effect.
- The new overpass would include a minimum 10-foot wide travel path on the south side of the bridge to accommodate wildlife movement. This path would function as a wildlife conduit (nighttime hours) as well as a pedestrian sidewalk. The south side of the path would have a minimum 5-foot high continuous, solid wall. This wall would extend beyond any travel lanes (including ramps) so that wildlife views are blocked to the freeway traffic below. The north side of the travel path would have a continuous 3-foot high concrete wall/curb extending from a point 20 feet east of the Sepulveda northbound street lane to the eastern end of the bridge structure to separate the travel path from the roadway. (Engineering feasibility (e.g. compliance with Americans with Disabilities Act standards) and cost influenced the design of this minimization measure. More favorable crossing conditions could be developed if these limitations were not a factor.)
- All new street lights to be installed would be in coordination with the City of Los Angeles Bureau of Street Lighting and in accordance with the lighting specifications using the lowest level of illumination/brightness to meet safety needs while minimizing glare. The lights would be equipped with shields to direct light and minimize spill-over and would use metal halide lamps for better color rendering;
- The existing trailhead slope would be regraded, filled and re-vegetated to accommodate the widening of the bridge structure and freeway;
- During construction, lighting would be kept to a minimum during the night so as not to impede wildlife.
- Possible improvements to fencing to limit wildlife access to the highway will be considered during final design.
- A monitoring plan (prior to and during construction) and success criteria (post-construction) of the proposed mitigation measures will be established in conjunction with the Los Angeles Department of Transportation.
- Mitigation in the form of an in lieu fee agreement to the Mountains Recreation and Conservation Authority as requested by the Santa Monica Mountains Conservancy, for additional improvements to the trailhead.
 - The 1996 grant application shows that the requested amount for the project cost estimate was \$26,200 for the Skirball Lane Trailhead/Trail.

D. Mulholland Drive Overcrossing (Bridge# 53-0739)

Concurrence was received on the Finding of Effect from the State Historic Preservation Officer (SHPO) on October 18, 2006 for the proposed project. It was determined that the proposed project would have an adverse effect on the Mulholland Drive Overcrossing since it would be demolished and replaced. As a result, a Memorandum of Agreement (MOA) will be prepared by Caltrans and submitted to FHWA and the SHPO for comment. The purpose of the MOA is to resolve adverse effects on historic properties. Once FHWA and SHPO agree on the terms and conditions of the MOA, it will be executed and Caltrans will concur.

VII. COORDINATION AND FINDINGS

Coordination has been ongoing between members of the Caltrans Project Development Team and with members of the public and other public agencies that have jurisdiction over the project area.

Section 4(f) coordination commenced between Caltrans Environmental Planning staff via email notifying representatives from the National Park Service and the Santa Monica Mountains Conservancy (SMMC) who jointly administer the Santa Monica Mountains National Recreation Area on November 3, 2005. A field meeting was held between Caltrans Environmental Planning staff and a representative of the SMMC, to discuss potential mitigation options on December 8, 2005. A second field meeting was held on April 26, 2006 between members of the Caltrans Project Development Team and SMMC to further review the feasibility of mitigation options. A letter from the Chief Deputy Director of the SMMC, was received on May 3, 2006 and May 22, 2006 with recommended mitigation measures and justification for enhanced wildlife crossing structures for specific areas within the project limits that are affected by the proposed project. Caltrans provided a letter of response on June 12, 2006 addressing the comments and concerns regarding permanent and temporary impacts on Conservancy-owned parkland (copies of this correspondence are included in Appendix A).

Caltrans Environmental Planning staff also initiated coordination with the City of Los Angeles Department of Recreation and Parks on December 27, 2006. A field meeting was conducted on January 10, 2007 to discuss potential temporary construction impacts to the Westwood Recreation Center, particularly the Bad News Bears playing fields located just east of northbound I-405.

The Federal Highway Administration (FHWA) has determined that there are no archaeological sites within the APE. However, there is one (1) resource that was previously found eligible for listing in the National Register of Historic Places (NRHP). The Mulholland Drive Overcrossing, Bridge Number 53-0739, was found eligible for listing in the NRHP in the April 2004 Statewide Historic Bridge Inventory Update: *Concrete Box Girder Bridges*. The 1959 bridge was found eligible under Criterion C, in the area of transportation and engineering. Concurrence was received on the Finding of Effect from the State Historic Preservation Officer (SHPO) on October 18, 2006 for the proposed project. It was determined that the proposed project would have an adverse effect on the Mulholland Drive Overcrossing. As a result, a Memorandum of Agreement will be prepared by Caltrans and submitted to FHWA and the SHPO for comment resulting in an executed agreement. A copy of this correspondence is included in Appendix A.

Caltrans has thoroughly considered alternatives to this undertaking, has determined that the statutory and regulatory constraints on the design of the undertaking preclude the possibility of avoiding adverse effects to the Mulholland Drive Overcrossing during the undertaking's implementation, and has further determined that it will resolve adverse effects of the Undertaking on the subject historic property through the execution |with the State Historic Preservation Officer (SHPO)| and implementation of a Memorandum of Agreement (MOA). Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the undertaking, Caltrans will ensure that the undertaking is implemented in accordance with stipulations in order to take into account the effect of the undertaking on historic properties, and further agrees that these stipulations shall govern the undertaking and all of its parts until this MOA expires or is terminated. These stipulations will include but are not limited to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) documentation of the Mulholland Drive Overcrossing and installation of informative permanent metal plaques at both ends of the new bridge at public locations that provide a brief history of the original bridge.

Native American Consultation and Coordination

Native American consultation and coordination was initiated on November 16, 1999 to inform tribes, groups and individuals of the proposed project. An area map of the proposed project as well as project description was sent to the representatives of various tribes for review. The Gabrieleno/Tongva Tribal Council responded on December 14, 1999 stating their concern regarding the existence of archaeological sites and/or cultural deposits that are within the proximity of the area of potential effect (APE). They also recommended having qualified archaeological and Native American monitors present during project excavation. Caltrans provided a letter of response on December 29, 1999 addressing the Gabrieleno/Tongva Tribal Council's concerns. In order to ensure that any potential, unknown, and undetected cultural resources are not disturbed during project construction, having qualified archaeological and Native American monitors on site in sensitive areas during project construction will be included as a bid item in the final project.

Notification letters were mailed again on March 11, 2003 to initiate Native American consultation (copies of this correspondence are included in Appendix A). On March 23, 2003, a representative of the California Tribal Council and Native American Heritage Commission phoned and spoke with a Caltrans Principal Architectural Historian, and asked for additional information and to be kept informed of any changes or updates to the project. They expressed their concern regarding cultural sensitivity through the Brentwood Heights area, as well as a monument on Mulholland Drive that may require project monitoring.

Appendix A

Correspondence Letters:

**Santa Monica Mountains Conservancy,
Office of Historic Preservation,
&
Native American Consultation**

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
 100 MAIN STREET, SUITE 100
 LOS ANGELES, CA 90012-3606
 PHONE (213) 897-0703
 FAX (213) 897-2392
 TTY (213) 897-4937



*Use your power!
 Be energy efficient!*

April 27, 2007

Rorie Skel, Chief Deputy Director
 Santa Monica Mountains Conservancy
 5750 Ramirez Canyon Road
 Malibu, CA 90265

Re: Skirball Trailhead at the Skirball Center Drive Overcrossing - I-405 Sepulveda Pass Project
 Section 4(f) Determination

Dear Ms. Skel:

Pursuant to the requirements of the National Environmental Policy Act (NEPA), the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) are currently preparing an Environmental Impact Statement (EIS) for the proposed I-405 Sepulveda Pass Widening Project. Alternatives being considered include freeway widening to add one standard northbound HOV lane and standardizing lanes, median and shoulder on southbound I-405.

As part of the environmental review process for the I-405 Sepulveda Pass Project, a Draft Section 4(f) Evaluation has been prepared in accordance with the Department of Transportation Act of 1996 (49 USC 303). Under FHWA regulations (23 CFR Section 771.135(p)(7)), a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy must be of temporary duration (i.e. shorter than the period of construction) and not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There are no permanent adverse physical effects on the protected resource, and there will be no temporary or permanent interference with the activities or purpose of the resource.
- The property being used must be fully restored to a condition that is at least as good as that which existed prior to the proposed project.
- There must be documented agreement of the appropriate official having jurisdiction over the resource regarding the foregoing requirements.

Caltrans improves mobility across California

In order to secure approval of this determination from the Federal Highway Administration, the Section 4(f) regulations (23 CFR 771.135(p)(7)) require that there be documented concurrence from the agency having jurisdiction over the affected resource. Accordingly, by your signature below, please confirm that the Santa Monica Mountains Conservancy has reviewed the Draft Section 4(f) Evaluation and is in agreement with the determination that the proposed project alternatives would have only a temporary occupancy of the Skirball Trailhead, and that this occupancy would not constitute a "use" of this resource as defined by Section 4(f). Please return a copy of the signed concurrence to the address below

On behalf of Caltrans and FHWA, we sincerely appreciate your assistance with this important matter and look forward to working with you.

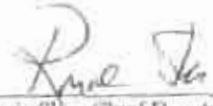
If you have any questions or comments, please contact Carlos Montez at (213) 897-1090

Sincerely,



Ron Kosinski
Deputy District Director
California Department of Transportation, District 7

Santa Monica Mountains Conservancy
Concurrence:

Signature 
Rorie Skel, Chief Deputy Director
Santa Monica Mountains Conservancy

Date May 5, 2007

Enclosure

STATE OF CALIFORNIA—THE RESOURCES AGENCY

ARNOLD SCHWARTZBERGER, Director

SANTA MONICA MOUNTAINS CONSERVANCY

LAUREL CANYON PARK
3710 LAUREL CANYON ROAD
MARIETTA, CALIFORNIA 95455
PHONE (916) 226-3200
FAX (916) 226-3207



May 3, 2006

Mr. Ron Kosinski
Deputy District Director
Department of Transportation, District 7
100 South Main Street
Los Angeles, California 90012-3712

**Interstate 405 HOV Lane Over the Sepulveda Pass (I-10 to US-101)
Wildlife Crossings**

Dear Mr. Kosinski:

The Santa Monica Mountains Conservancy is the principal State planning agency for the Santa Monica Mountains zone. Both preserving and enhancing the capability of wildlife to cross the 405 Freeway in the Sepulveda Pass is major objective of this agency. Such movement capability is fundamental to protect the public's approximately \$100 million investment in open space located east of the 405 Freeway and within 5,000-acre, Los Angeles City owned Griffith Park.

The Conservancy currently owns 272 acres that abut the subject Caltrans rights-of-way on the east side of the 405 Freeway. Both the proposed new Getty Center Drive northbound on-ramp and the Skirball Center Drive bridge reconstruction require extensive grading and facilities on Conservancy-owned parkland.

The purpose of this letter is to insert the recommendations and concerns of our Natural Resources and Planning staff on wildlife movement into the planning and Draft Environmental Impact Report (DEIR) preparation process without delay. Airing of the complex issues regarding the sacrifice of State parkland for transportation infrastructure we shall leave to another venue but in no way diminishes this agency's concerns. Onsite meetings with your staff in December 2005 and last week are much appreciated. However, the late stage of the environmental review process took us by surprise last week, and we have no knowledge or record of receiving any written notice of, or the Notice of Preparation for, the subject project. We respectfully request that all such future documentation be sent to the attention of Paul Edelman, Deputy Director of Natural Resources and Planning, at the above address. We also request that this letter be included in the DEIR.

Mr. Ron Kosinski
 Interstate 405 HOV Lane Over the Sepulveda Pass Wildlife Crossings
 May 3, 2006
 Page 2

The main focus of this letter is facilitate the incorporation of critical specific design components to accommodate wildlife movement on the proposed Skirball Center Drive bridge. A subsequent letter will address the proposed Getty Center Drive on-ramp and the loss of the Getty View Trailhead parking lot.

The complete reconstruction of a freeway bridge with documented large mammal crossings provides a once in a century opportunity to incorporate elements that permanently facilitate successful wildlife crossings. The Skirball Center Drive bridge plans presented by your staff last week showed just the standard required five-foot-wide sidewalk with no walls to buffer either street or freeway traffic noise. The bridge reconstruction proposal calls both for widening the bridge and extending its length by approximately twenty feet into Conservancy parkland. The manufactured fill slopes would extend even further into parkland and a riparian area. A longer wider bridge carrying more traffic would have a negative impact on wildlife movement capability.

This combination of adverse impacts and the opportunity of a complete fresh start designing a new bridge warrants a better design for wildlife movement at a key regional habitat choke point. We acknowledge that cost factors are an issue. However, both the CEQA process and good planning militate that decision makers be presented with the appropriate range of project alternatives. We request that the project and its DEIR alternatives be modified to include the following components and details:

Modifications between Freeway and Sepulveda Boulevard

The removal (relocation) of the southbound on-ramp provides excellent opportunities to improve the wildlife approach to the bridge area. Along this section of the immediate Sepulveda Boulevard interface, right-of-way fencing should be permanently omitted for approximately 70 feet south of the intersection of Sepulveda Boulevard and Skirball Center Drive. The entire island area located south of Skirball Center Drive, east of Sepulveda Boulevard, and west of the Freeway should have an eight-foot-high perimeter fence to allow the area to provide a temporary refuge for wildlife staging. Such fencing with wooden posts and large-sized rectangular mesh is now commonly used all over the world to funnel wildlife movement near highways. The large mesh minimizes its visibility.

Wildlife use of the bridge will increase if the interface between the above described island area, and a travel path on the south side of the bridge, is broadened to the greatest extent possible. To partially accomplish widening, or funnel design, the immediate transition point between the bridge structure and the island area should be flared. That flared area

Mr. Ron Kosinski
 Interstate 405 HOV Lane Over the Sepulveda Pass Wildlife Crossings
 May 3, 2006
 Page 1

must be located in the apex formed by the existing bridge and existing southbound on-ramp. It will require a special retaining wall on the west side of the proposed southbound on-ramp. Under separate cover, we will send a color annotated diagram based on the plans provided to our staff that depicts the suggested extent of this fencing and entry area widening.

Minimum Ten-Foot-Wide Bridge Pedestrian/Wildlife Travel Path with Walls

The above described fencing system should funnel animals to a minimum ten-foot wide travel path on the south side of the bridge. The travel path would function both as a sidewalk and animal movement area(in the night hours). The south, or freeway side, of the travel path should have a minimum five-foot-high, continuous, solid masonry wall. That masonry wall must extend ten feet beyond any travel lanes (including ramps) below. The inside, or north, side of the travel path must have a continuous three-foot-high concrete wall extending from a point 20 feet east of the Sepulveda Boulevard northbound street lane to the eastern terminus of the bridge structure. A metal guard rail, as currently exists on top of the existing wall, is compatible with this design. Under separate cover we will send a color annotated diagram based on the plans provided to our staff that depicts the suggested extent of the separate masonry block and concrete walls.

Ideally portions of the ten-foot-wide travel path would have a maximum amount of surface area composed of resin-bound decomposed granite. For example five feet of concrete side walk would be located side-by-side with a five-foot-wide band of this more natural-like surface. The surface would not have to be permeable. Lighting should be carefully designed on the bridge and path to create the darkest conditions permissible on the southern side of the travel path.

If any portion of this proposed travel lane can be constructed to be less load bearing than a typical sidewalk-street combination, we urge the exploration of this idea to reduced costs. The DEIR analyses should address this option thoroughly. Because the freeway slopes considerably down (away) from this Conservancy-proposed five foot bridge widening, we do not believe height clearance limitations are a constraint. If the proposed travel path had less weight bearing restrictions it possibly could have a thinner profile.

Fencing and Eastern Transition into Conservancy Parkland

The above described wall should seamlessly connect to the above described type of wire-mesh fencing along Skirball Center Drive. The fence should follow Skirball Center Drive

Mr. Ron Kosmski
 Interstate 405 HOV Lane Over the Sepulveda Pass Wildlife Crossings
 May 3, 2006
 Page 4

for the length of the proposed new right-of-way shown on Conservancy land and potentially continue another 100 feet northward on Conservancy property (beyond proposed Caltrans right-of-way). A well marked gap in this mesh fence is necessary to maintain the existing pedestrian movement capability between the bridge, the park and ride lot and the Conservancy Skirball Center Drive Trailhead. Under separate cover we will send a color annotated diagram based on the plans provided to our staff that depicts the suggested extent of this fencing.


Wildlife use of the bridge will increase if the interface between the above described pedestrian and wildlife travel path and vegetated fill slopes to the east is broadened to the greatest extent possible. To partially accomplish widening, or funnel design, the immediate transition point between the bridge structure and the fill slope surface should be flared. That flared area must be located in the plan view apex formed by the outer edge (shown proposed retaining wall) of the proposed northbound off-ramp and Skirball Center Drive. The actual southeast corner of the bridge structure must flared southward to accomplish this important improvement.

These types of wildlife crossing are constructed all over the world and in at least five countries in Europe. The maintenance of unique wildlife populations in the Santa Monica Mountains National Recreation Area and the largest City-owned park is a major public benefit.

In our last site visit, the Caltrans engineers repeatedly stated design limitations based on existing standard regulations. We urge Caltrans to be creative and produce a cost effective design that enhances wildlife movement and meets all necessary safety requirements. Standard codes should not thwart the implementation of a regionally significant mitigation component to this large transportation project.

Please direct any questions or future correspondence to Paul Edelman at (310) 589-3200 ext. 128

Sincerely,



RON KOSMSKI
 Chief Deputy Director

SANTA MONICA MOUNTAINS CONSERVANCY

6549622 - AMERICAN PARK
 1700 RANCHO CALLE DEL MAR
 BEVERLY HILLS, CALIFORNIA 90212
 PHONE (310) 884-2700
 FAX (310) 884-2707



May 22, 2006

Mr. Ron Kosinski
 Deputy District Director
 Department of Transportation, District 7
 100 South Main Street
 Los Angeles, California 90012-3742



Additional Pre-Draft DEIS-DEIR Comments
 Interstate 405 Box Lane Over the Sepulveda Pass (I-10 to US-101)

Dear Mr. Kosinski:

The Santa Monica Mountains Conservancy sent a letter dated May 1, 2006 to your attention regarding the above-referenced Caltrans project in the Sepulveda Pass. This letter addresses additional issues of concern to this agency.

Both the proposed new Getty Center Drive northbound on-ramp and the Skidvall Creek Drive bridge reconstruction projects would require the permanent loss of Conservancy-owned parkland and permanent indirect impacts to adjacent parkland. As stated by Caltrans staff, some of these impacts will be addressed in a Federal Section 4(f) resolution process. In addition, the Draft Environmental Impact Statement and Draft Environmental Impact Report (DEIS-DEIR) will analyze these impacts.

The DEIS-DEIR should also address the process and timing by which Caltrans would attempt to get approval of the subject material now held by the Santa Monica Mountains Conservancy, State of California.

Getty View Trailhead and Proposed North-bound On-ramp

We recommend that the alternatives section to the DEIS-DEIR include projects in which the Conservancy land is not available for the proposed northbound Getty Center Drive on-ramp located north of Sepulveda Boulevard. This recommendation is partially driven by the obligation of the Conservancy and the Mountains Recreation and Conservation Authority (MRCA) to both the State and the Los Angeles County Regional Park and Open Space District to maintain the Getty View Trailhead in that location. That trailhead project was funded both by an FEMP grant administered by Caltrans and by Proposition A funds administered by the Los Angeles County Regional Park and Open Space District. The MRCA would be obligated to reimburse the Open Space District if the improvements

Mr. Ron Kovinski
Interstate 405 HOV Lane Pre-DEIS-DEIR Comments
May 22, 2006
Page 2

are removed. The proposed on-ramp would obliterate the trailhead parking lot and more than half of the improved area. The DEIS-DEIR should thoroughly address the constraints and opportunities of moving this unique recreational facility to the southeast.

Justification for Enhanced Wildlife Crossing Structures and Capability

The proposed project will increase the width of the freeway a minimum of twelve feet through all sections of the Sepulveda Pass where wildlife crossing is feasible. As a result, the length of any existing wildlife crossing route will be longer, which is a detriment. Lighting, noise and other freeway related infrastructure will also produce a permanent expanded disturbance footprint into habitat all along the east side of the freeway. In the case of the Skirball Center Bridge, vehicle traffic capacity, and undoubtedly traffic volume, will further substantially diminish wildlife crossing capacity over that structure. In the case of the Greys Center on-ramp, the proposed project would add a major new constraint to a habitat linkage that already requires a surface crossing of Sepulveda Boulevard and a long diagonal crossing under the freeway. The proposed project cumulatively degrades both habitat linkages.

The commensurate mitigation for this potentially unavoidable significant impact must result in equal or better permanent wildlife movement capacity across the 405 Freeway in the Santa Monica Mountains and a system that will endure future traffic system improvements. The proposed five-foot wide sidewalk with no walls to buffer either street or freeway traffic does on the Skirball Center Bridge does nothing to compensate for the above described set of project induced adverse impacts.

Our May 5, 2006 letter calls for a ten-foot wide combination sidewalk and wildlife crossing travel path with buffer walls and entry flares because that is the minimum combination of improvements that can consistently deliver an adequate number of wildlife crossings according to our senior biologist. These recommended specifications must take into account increased population density in the region and increased travel volumes over the Sepulveda Pass over the next 100 years. Both will continually erode wildlife crossing potential over time. Hence, a solution today must be designed to deliver an adequate level of function for decades to justify the public expense.

No empirical study has measured the increased wildlife movement potential of a ten versus five-foot wide traffic lane-adjacent side walk across one of the most busy freeways in the world. The professional judgment of biologists must be employed to determine the scale and configuration of a crossing structure that will maintain adequate wildlife crossing capability over time. It may be that an eight foot wide Skirball Center Bridge travel path with reduced buffer walls and entry flares may maintain a bobcat population east of the freeway for 20 years if no further transportation facilities are constructed on the Sepulveda

Mr. Ron Kosinski
Interstate 405 HOV Lane Pre-DEIS-DEIR Comments
May 22, 2006
Page 1

Pass. However, that reduction in the Conservancy's proposed dimensions and configuration may prohibit adequate deer movement. We urge Caltrans to design this bridge with adequate wildlife crossing capability rather than to look towards the lack of site-specific empirical data to support a design with a minimum, to near nothing added, as far as mitigation weight.

The range of other evidence, combined with the public resources at stake, frame a picture that militates the importance of the Conservancy's requested mitigation. For example, Roth (2001) documents the pressure of a broad range of wildlife species to cross the freeway at the Sepulveda Boulevard, Bel Air Crest, Skirball Center and Mulholland Drive freeway crossing structures. A resurgence of bobcat sightings and numerous mountain lion sightings east of the 405 Freeway in the last five years further illuminate both the value and viability of maintaining such crossing structures.

Species crossings do not necessarily need to be frequent to maintain populations on the east side of the freeway. Most studies of wildlife crossing freeways have short sample periods with a low probability of capturing the number of animal travel events necessary to maintain minimum population viabilities. A good example was the recent Caltrans sponsored study along the I-18 Freeway. No one is sure which of the existing crossings are best facilitating the movement of each species. No one is sure of future land uses either. However, it is sure that the proposed project will result in a potential unavoidable significant impact to wildlife movement across the 405 Freeway and as far east as Griffith Park. Because the Skirball Center Drive bridge is the shortest crossing distance that does not rely on the openness of any private land (Bel Air Crest), does not include any underpasses known to intimidate deer, and offers the only opportunity to provide a high quality dedicated safe travel path for wildlife, its mitigation potential should be maximized within reason.

Caltrans staff has presented less resistance to our staff about a potential high quality wildlife crossing under the proposed Getty Center Drive on ramp through both the traditional parking area and a unique sycamore riparian community that is a last vestige of the former Sepulveda Canyon riparian ecosystem. Assuming our staff's field input is accommodated into both the Caltrans preferred project and its DEIS/EIR alternatives, we suspect that the foundations of a reasonable crossing system at this site will be presented for public review. Nonetheless, it cannot adequately mitigate the diminution of wildlife crossing ability where Sepulveda Boulevard crosses under the freeway. This provides additional justification to maximize the mitigation measures at the Skirball Center Drive bridge.

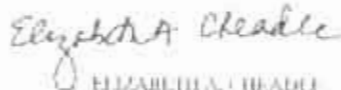
Neither the physical or biological constraints of the proposed project area nor the proposed wildlife crossing mitigation measures are simple or standard. We urge Caltrans to forge

Mr. Ron Kovinski
Interstate 405 HOV Lane Pre-DEIS-DEIR Comments
May 22, 2006
Page 4

new ground on this important project and to build in the appropriate mitigation as dictated by science as opposed to standard construction regulations. As a society we get only one shot at this important juncture in the evolution of Southern California. We look forward to a ceremony dedicating a dedicated wildlife travel lane across the 405 freeway, a bridge to the future that sweeps aside all mistakes of the past.

We respectfully request that all future documentation be sent to the attention of Paul Edelman, Deputy Director of Natural Resources and Planning, at the above address and that questions be directed to his attention at (310) 589-3200 ext. 128. We also request that this letter be included in the DEIS-DEIR.

Sincerely,


ELIZABETH A. CHEADLE
Chairperson

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 DIVISION OF ENVIRONMENTAL PLANNING
100 MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-1606
PHONE: (213) 977-0901
FAX: (213) 977-0905
TTY: (213) 977-0911



*"It's not power
it's concepts that rule."*

June 12, 2006

Ms. Elizabeth A. O'neale
Chairperson
Santa Monica Mountains Conservancy
Ramirez Canyon Park
1750 Ramirez Canyon Road
Malibu, California 90265

ATTN: Paul Edelbrat

Dear Ms. O'neale:

Thank you for the letters from your agency dated May 3, 2006 and May 22, 2006 regarding the Interstate 405 (I-405) Lane Project over the Sepulveda Pass (I-10 to US-101). We sincerely appreciate your wildlife crossing comments during this early stage of our draft environmental document. We are incorporating your suggestions as best as possible and look forward to continuing consultation with you.

In regards to the "Getty View Toothed and Proposed Northbound On-ramp" section of your May 22 letter, our engineers and environmental staff have been in coordination with Mr. Paul Edelbrat and are reviewing the pros/cons of analyzing alternatives that would avoid the use of Conservancy land. Specifically, we are analyzing alternatives where the proposed new Getty Center Drive northbound on-ramp would be constructed. All possible planning to minimize harm to this resource will be documented and included in the forthcoming Section 4(f) evaluation.

In addition, you reference on page 2 of the May 3 letter, "The complete reconstruction of a freeway bridge with documented large mammal crossings..." Can you please provide us with this documentation of the large mammal crossings? You also stated that you will send us color annotated diagrams of the fencing and entry area widening of the west side of the bridge, the extent of the separate masonry block and concrete walls, and the extent of the fencing on the east side of the bridge. We would appreciate receiving these diagrams at your earliest convenience.

In regards to the "Justification for Enhanced Wildlife Crossing Structures and Capability" section of the May 22 letter, we appreciate your reasoning for the 10 foot wide travel path. Due to the lack of empirical data supporting this specific width, we will refer to your experienced biologists' professional judgement. If this changes, or if new data becomes available to alter your agency's opinion, please contact us immediately. Otherwise, we will recommend that this width be employed in the construction of the new bridge.

1-405 Sepulveda Pass Project Section 4(f) Evaluation

Ms. Elizabeth A. Cheadle
June 12, 2006
Page 2 of 3

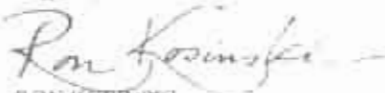
On page 3 of the May 22 letter, you state that the Mulholland Drive overcrossing has pressure for wildlife crossings. Our research and interpretation of Roth's thesis have indicated that there are three key intersections where wildlife movement is the most promising in the Sepulveda Pass across I-405: Sepulveda Underpass at Getty View Trailhead, Bel Air Crest Underpass and Skirball Overpass. Consultation with Mr. Edelman has also confirmed that our efforts be focused in these areas to best preserve wildlife connectivity in the region.

When our staff met with Mr. Edelman in the field on December 8, 2005 and April 26, 2006, it was our understanding that the project plans and potential mitigation options at Getty View Trailhead, Bel Air Crest and Skirball Center Drive were discussed. Our staff has been working to incorporate his suggestions resulting from those meetings. If any opinions or suggestions have changed since those meetings, please notify us so we can work with your staff to address the impacts while keeping to our tight timeframe. We do appreciate your cooperation in this matter.

In order for us to incorporate your suggestions into our draft environmental document at this stage, we would appreciate your responses to our questions and diagrams by July 10, 2006. We believe it is best to resolve issues as early as possible in the environmental planning process. Thank you in advance for your assistance with these items.

Lastly, we would like to apologize for missing your agency during the earlier planning stages. We have added your name to our mailing list and you will receive future notifications of the project as they become available. We look forward to continuing to work with you and your staff on these issues.

Sincerely,



RON KOSINSKI
Deputy District Director

cc: Azra Ullattar
Barbara Marquez
Carlos Montez

"California improves mobility across California"

SANTA MONICA MOUNTAINS CONSERVANCY

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July 9, 2007

RECEIVED

JUL 11 2007

Mr. Ronald J. Kosinski *RJK*
 Deputy District Director
 Division of Environmental Planning
 Department of Transportation, District 7
 100 S. Main Street, MS-16A
 Los Angeles, California 90012

**Interstate 405 Sepulveda Pass Widening Project
 Draft Environmental Impact Report/
 Environmental Impact Statement
 and Section 4(f) Evaluation**

Dear Mr. Kosinski:

The Santa Monica Mountains Conservancy (Conservancy) has reviewed the Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation for the Interstate 405 Sepulveda Pass Widening Project (Project) with several questions and recommendations regarding proposed wildlife mitigation measures and impacts to natural communities. As proposed, both the Project and the City of Los Angeles' Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project (Sepulveda Widening Project) will have detrimental effects on wildlife movement across Sepulveda Pass. Caltrans shows great foresight working with the City of Los Angeles to substantially reduce these impacts and the Conservancy commends the cooperation between both agencies. The provision of a semi-shielded Skirball Bridge wildlife crossing "lane" is historic in southern California. However, we cannot ignore the incompleteness of mitigation measures without some design and funding mitigation for a Sepulveda Boulevard underpass. We urge both Caltrans and the City of Los Angeles to continue coordinating their efforts and mitigation measures to provide several long-term effective I-405/Sepulveda Boulevard wildlife crossings. At this juncture, it is best to maximize mitigation efforts to get as close as possible to this end.

Sepulveda Boulevard Underpass and I-405 (at Getty View Trailhead)

The Conservancy supports the addition of a culvert under the proposed north-bound on-ramp at Getty Center Drive. As mentioned in the Roth (2001) study, animals have been

documented to use the Sepulveda Boulevard underpass as a means to cross to the eastern portion of the Santa Monica Mountains. However, grading, lighting, and structural conditions (i.e. structural overhangs from the overpass), surrounding the culvert must be designed, or remains as is, to allow successful usage of the proposed culvert. We recommend that the culvert be a minimum of 2.5 meters in height and eight meters in width, and a maximum of 58 meters in length. However, we do not recommend wholesale removal of fencing along the right-of-way and the on- and off-ramps for northbound and southbound sides. Instead, replacing and adding fences for preventing wildlife from crossing both on- and off-ramps will help funnel wildlife to use the culvert and prevent motorist-wildlife collisions. As mentioned in our May 3, 2006 letter, we suggest building an eight foot high fence using wooden posts and large-sized rectangular mesh, instead of chain link fencing. The benefits of using this type of fencing construction would be for both aesthetics and effectiveness.

The Sepulveda Boulevard Reversible Lane, Bike Lane, and Intersection Improvement Project will have some biological affects in this area as well. We urge Caltrans to continue to coordinate their work with the City of Los Angeles to permanently maximize crossing efficiency in and around the Sepulveda Boulevard underpass.

Bel Air Crest Underpass

The mitigation measures for the Bel Air Crest underpass should also include the addition of wildlife crossing signage. The proposed right-of-way fencing should also be constructed using wooden posts and large-sized rectangular mesh.

Skirball Center Drive Wildlife Overpass

The mitigation measure of construction a wildlife staging area and bridge for the Skirball Center Drive Overpass requires ongoing coordinating with the City of Los Angeles' Sepulveda Widening Project. The final EIR must address the importance of also adding a crossing structure under Sepulveda Boulevard built by the City of Los Angeles. The final EIR/EIS should include design and funding mitigation for this underpass. An attached schematic of the Skirball Center Drive wildlife bridge illustrates a culvert running under Sepulveda Boulevard from the west side of the street to the wildlife staging area. The wildlife staging area then leads to the wildlife bridge on Skirball Center Drive. Wildlife will be able to cross between either side of Sepulveda Pass unobstructed by vehicles. Timing for both the construction of the culvert and wildlife bridge is critical to further prevent detrimental impacts to wildlife using Skirball Center Drive and Sepulveda Boulevard as a crossing.

One of the mitigation measures listed for the Skirball Center Drive overpass is a monitoring plan for before and during construction, and success criteria for after construction, of the proposed mitigation measures. The monitoring plan and success criteria should clarify if it will cover only Skirball Center Drive overpass, or if it will cover all three wildlife crossing. If the monitoring plan and success criteria is only for Skirball Center Drive overpass, the Conservancy recommends that this mitigation measure is applied, at some level, to all three wildlife crossings.

Vegetation: Biological Study Area - B (Sepulveda Pass Segment)

The Project does not mitigate for habitat loss except for possible impacts to walnuts, coast live oak, sycamores, and other native trees (4 inches dbh). Biological study area-b (BSA-B) is described to consist mostly disturbed habitat, either bare ground or ruderal and exotic plant species due to high traffic volume on the freeway, fuel modification, and initial disturbance caused from the original construction of the freeway. (Figure 3.18-2: Biological Study Area - B: Sepulveda Pass Segment in the DIER shows Biological Study Area - A, please provide the correct map for the final EIR.) Within the project footprint there are undisturbed areas of coast live oak and western sycamores that are commonly found in the bottoms of small canyons along the east side of I-405, where the majority of undisturbed areas covered by chaparral vegetation. These undisturbed areas provide good wildlife habitat.

Impacts from Alternative 2 and 3 will adversely affect these undisturbed vegetation areas and the wildlife it supports. There are no mitigation measures that would address these impacts. The impacts of the project will most likely leave disturbed areas that are either bare ground or filled with ruderal and exotic plant species, similar if not exactly like the result of the original freeway construction. Additionally, fuel modification will most likely be enforced due to the expansion of I-405 which will cause more disturbance and loss of wildlife habitat in previously undisturbed areas. To mitigate these impacts, the Conservancy recommends Caltrans to provide funding in an escrow account prior to impacts at \$75,000-per-acre to the Mountains Recreation and Conservation Authority (MRCA) to restore in publicly owned land in the Sepulveda Pass.

Section 4(f) Evaluation

The mitigation measures listed in the 4(f) Evaluation for Getty View Trailhead and Skirball Trailhead at Skirball Center must be included with the mitigation measures in Impacts to Land Use for the final EIR to be fully enforceable. These mitigation measures must state that Caltrans will reimburse the park improvement funding agencies to the full amount

Interstate 405 Sepulveda Pass Project Draft EIR/EIS
July 09, 2007
Page 4

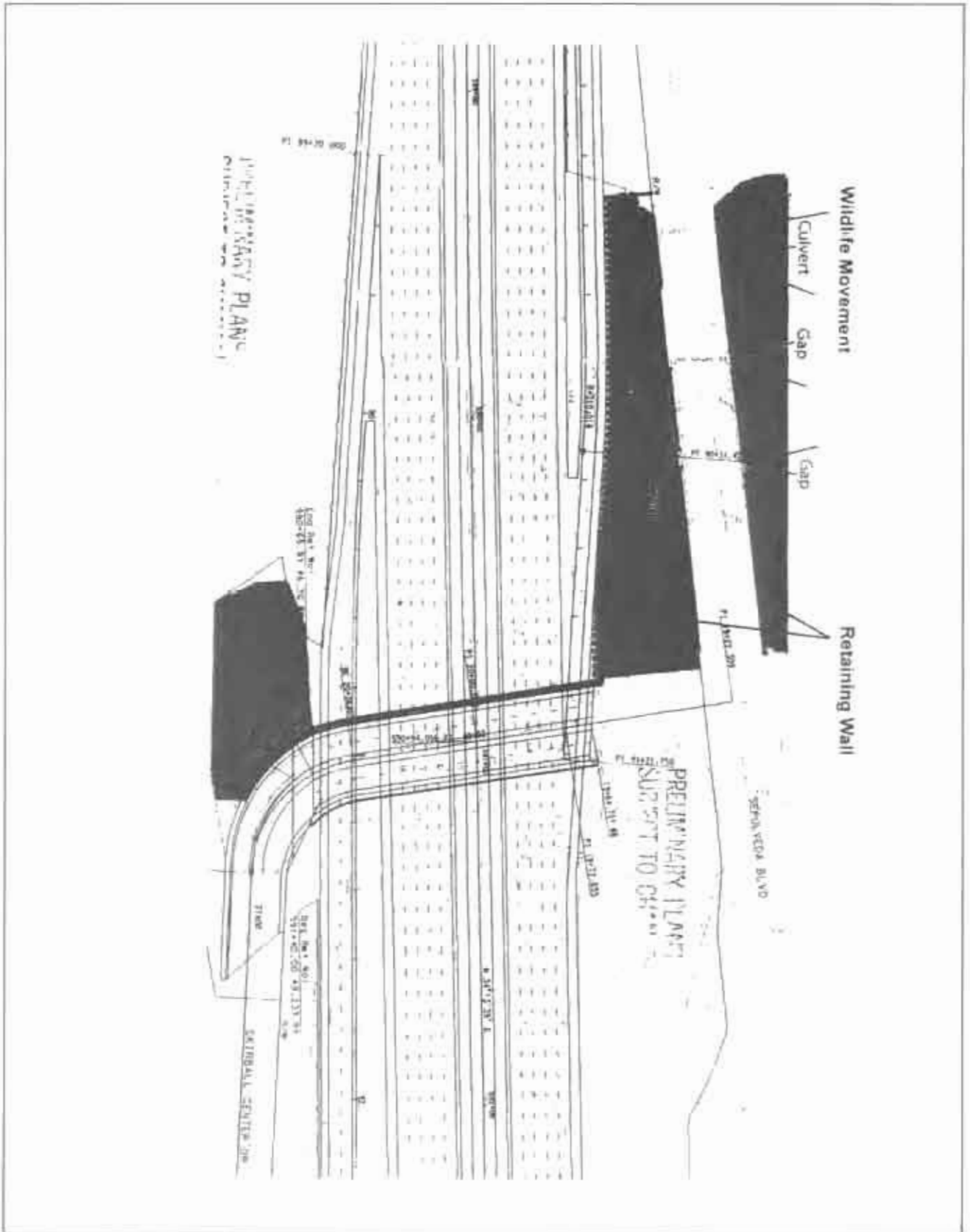
required by law, not just what the exact expenditures were in 1997. The reimbursements for both Getty View and Skirball Trailhead should include an additional \$2250 per original funding source to compensate MRCA staff time arranging reimbursement of funding sources and correcting accounting of the construction of each trailhead. Original funding sources are Proposition A and Environmental Enhancement Mitigation Program.

Please direct any questions or future correspondence to Paul Edelman at (310) 589-3230 ext. 128.

Sincerely,



ELIZABETH A. CHEADLE
Chairperson



SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
8730 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 389-3200
FAX (310) 389-3207



October 22, 2007

Mr. Ron Kosinski *rk*
Deputy District Director
California Department of Transportation, District 7
100 South Main Street
Los Angeles, California 90012-3606

**Skirball Trailhead at the Skirball Center Drive Overcrossing – I-405 Sepulveda Pass
Project Section 4(f) Determination**

Dear Mr. Kosinski:

The Santa Monica Mountains Conservancy (Conservancy) appreciates the collaboration and cooperation with Caltrans in the design and construction of the Skirball Center Drive wildlife bridge across I-405. The Conservancy has reviewed the Draft Section 4(f) Evaluation and agrees that the proposed project alternatives would have only a temporary occupancy and would not constitute a "use" of this resource as defined by Section 4(f). However, the Conservancy respectfully requests two additions to the mitigation measures specifically for the Skirball Trailhead at the Skirball Center Overcrossing. Pending incorporation of the updated mitigation measures, the Conservancy intends to sign the agreement determining that the proposed project alternatives would have only temporary occupancy of the Skirball Trailhead, and that this occupancy would not constitute a use of this resource as defined by Section 4(f).

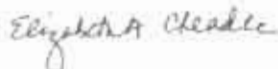
The Conservancy requests that the mitigation measures for the Skirball Center Drive Overcrossing include Caltrans constructing an integrated trail into the new manufactured slope on the east end of the bridge. The integrated trail should be 7 feet wide and not to exceed eight percent grade from Skirball Center Drive to the low drainage area located less than 100-feet southward. According to your staff the 1996 Environmental Enhancement and Mitigation Sepulveda Pass Trailhead Project budget shows \$26,200 went into the original project planning, design, and construction of the Skirball Center Drive Trailhead. Inclusion of the trail construction will cover the difference of inflation since the award of the grant.

1-405 Sepulveda Pass Project Section 4(f) Determination
October 22, 2007
Page 2

The mitigation measures also list that the existing trailhead slope would be graded, filled, and re-vegetated to accommodate the widening of Skirball Center Drive overpass and freeway. In conjunction with Caltrans, we request this measure include that our staff will design and plan the restoration of the Skirball Trailhead area under the direction of our Deputy Director of Natural Resources and Planning.

We respectfully request that the Draft Section 4(f) Evaluation integrate our two mitigation requests, in whole, to the mitigation measures listed for the Skirball Center Drive Overcrossing. The Conservancy continues looking forward in working with Caltrans on this matter. Please direct any questions or future correspondence to Paul Edelman at (310) 589-3200, ext. 128.

Sincerely,



ELIZABETH CHEADLE
Chairperson

Appendix C

Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086



*Flex your power!
Be energy efficient!*

January 14, 2005

**TITLE VI
POLICY STATEMENT**

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton" with a long horizontal line extending to the right.

WILL KEMPTON
Director

Appendix D

Summary of Relocation Benefits

APPENDIX D: SUMMARY OF RELOCATION BENEFITS AVAILABLE TO DISPLACED PARTIES

D-1 RELOCATION ASSISTANCE ADVISORY SERVICES

The California Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe and sanitary." Non-residential displacees will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section D-3, "Business and Farm Relocation Assistance Program."

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are fair housing open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs and any other appropriate services being offered by public and private agencies in the area.

D-2 RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacees' property. Any actual moving costs in excess of the 50-mile limit will be the responsibility of the displacees. The Residential Relocation Program is summarized below:

Moving Costs

Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the acquired property, will be eligible for reimbursement of the moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Purchase Supplement

In addition to moving and related expense payments, eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also, the interest differential must be based upon the lower of either: 1) the loan on the displacement property, or 2) the loan on the replacement property. The maximum combination of these supplemental payments that the owner-occupants can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be applied. Refer to synopsis of Last Resort Housing below.

Rental Supplement

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days *prior to the date of the first written offer to purchase* may qualify to receive a rental differential payment. This payment is made when the department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the "Down Payment" section below. The maximum payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be \$5,250. If the total entitlement for rental supplement exceeds \$5,250, the Last Resort Housing Program will be used. Please refer to Last Resort Housing clarification below.

The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the department takes legal possession of the property, or from the date the displacee vacates the department-acquired property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one year eligibility period during which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 25) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. Caltrans, in order to maintain uniformity in the program, has also adopted these federal guidelines on non-federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard relocation as explained above. Last Resort Housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments exceed the \$5,250 and \$22,500 limits of standard relocation procedures. In certain exceptional situations, last resort housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, the Department will, within a reasonable length of time, personally contact the displacees to gather important information relating to: preferences in areas of relocation; the number of people to be displaced and the distribution of adults and children (according to age and gender); location of schools and employment; special arrangements necessary to accommodate disabled family members; and the financial ability to relocate to a comparable replacement dwelling which will house all members of the family decently.

The above explanation is general in nature and is not intended to be a complete explanation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

D-3 BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM

The Business and Farm Relocation Program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for specific relocation needs.

There are different types of payments available to businesses, farms and non-profit organizations. These include: moving expenses, which consist of actual reasonable costs (as listed) for:

- The relocation of inventory, machinery, office equipment, and similar business-related personal property; dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.

- Loss of tangible personal property provides payment to relocate for "actual direct" losses of personal property that the owner elects not to move.
- Expenses related to searching for a new business site can be reimbursed up to \$1,000 for actual reasonable cost incurred.
- Reestablishment expenses relating to the new business operation.

Payment "in lieu" of moving expense is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than \$1,000 or no more than \$20,000.

D-4 ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or sources for the purpose of determining the extent of eligibility of the displacees for assistance under the Social Security Act, local Section 8 housing programs, or other federal assistance programs.

Persons who are determined to be eligible for relocation payments, and are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons, regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state.

Any person, business, farm or non-profit organization which has been refused a relocation payment by Caltrans, or believes that the payments made are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from Caltrans Relocation Advisors

The information above is not intended to be a complete statement of all of the Department's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.

Appendix E

SHPO Concurrence Letter

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



October 18, 2006

Reply To: FHWA060531K

Gene K. Fong, Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Re: Finding of Effect for the Proposed I-405 Northbound HOV Lane Widening Project from 0.5 km south of I-10 to Ventura Boulevard, Los Angeles, CA

Dear Mr. Iverson:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Department) is requesting my concurrence, pursuant to Stipulation X.C.1. of the PA, that the project as proposed will have an adverse effect on historic properties, specifically the Mulholland Drive Overcrossing (Bridge #53-0739), a property previously determined eligible for the National Register of Historic Places. Based on my review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Steve D. Donaldson for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Appendix F

Glossary of Technical Terms

Glossary of Technical Terms

ADT	Average Daily Traffic	LACMTA	Los Angeles County Metropolitan Transportation Authority
AADT	Annual Average Daily Traffic	LADOT	Los Angeles Department of Transportation
ACHP	Advisory Council on Historic Preservation	LARWQCB	Los Angeles Regional Water Quality Control Board
ACM	Asbestos Containing Materials	LBP	Lead Based Paint
ACOE	US Army Corps of Engineers	LOS	Level of Service
ADA	American with Disabilities Act	MCL	Mission Canyon Landfill
ADL	Aerially Deposited Lead	MFL	Mixed Flow Lanes
APE	Area of Potential Effect	MLD	Most Likely Descendant
AQ	Air Quality	MMP	Mitigation Monitoring Program
AQMP	Air Quality Management Plan	MMRR	Mitigation Monitoring and Reporting Record
ARB	Air Resources Board	MOA	Memorandum of Agreement
ASR	Archaeological Study Report	MOU	Memorandum of Understanding
BAC	Bel Air Crest	MSAT	Mobile Source Air Toxics
BMP	Best Management Practice	MTA	Metropolitan Transit Agency
BSA	Biological Study Area	MWD	Metropolitan Water District
CAA	Clean Air Act	NAAQS	National Ambient Air Quality Standards
CAAA	Clean Air Act Amendments	NAC	Noise Ambient Criteria
CARB	California Air Resources Board	NAHC	Native American Heritage Commission
CCR	California Code of Regulations	NATA	National Air Toxic Assessment
CC & R	Covenants, Conditions, and Restrictions	NESR	National Environmental Study Report
CDFC	California Department of Fish and Game	NHPA	National Historic Preservation Act
CEQ	Council on Environmental Quality	NLEV	National Low Emissions Vehicle
CEQA	California Environmental Quality Act	NOA	Naturally Occurring Asbestos
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act	NOAA	National Oceanic and Atmospheric Administration
CERFA	Community Environmental Response Facilitation Act	NOD	Notice of Determination (CEQA)
CESA	California Endangered Species Act	NOE	Notice of Exception (CEQA)
CFR	Code of Federal Regulations	NOI	Notice of Intent (NEPA)
CHP	California Highway Patrol	NOP	Notice of Preparation (CEQA)
CMP	Congestion Management Plan	NO _x	Nitrogen Oxide
CNDDB	California National Diversity Database	NPDES	National Pollutant Discharge Elimination System
CNPS	California Native Plant Society	NRHP	National Register of Historic Places
CO	Carbon Monoxide	O ₃	Ozone
CT	California Department of Transportation (Caltrans)	OSHA	Occupation Safety and Health Act
CTC	California Transportation Committee	PA	Programmatic Agreement
CWA	Clean Water Act	PDT	Project Development Team
d.B.A.	decibels on the A scale	PE	Permanent Easement
DED	Draft Environmental Document	PeMS	Performance Measurement Systems
DEIR	Draft Environmental Impact Report	PM	Post Mile
DEIS	Draft Environmental Impact Statement	PM ₁₀	Particulate Matter of 10 microns in diameter or smaller
DEP	Division of Environmental Planning (Caltrans)	POAQC	Project of Air Quality Concern
DOI	Department of the Interior	ppm	Parts per million
DOT	Department of Transportation	PR	Project Report
DTSC	Department of Toxic Substances Control	PS&E	Project Specifications and Estimates
EIR	Environmental Impact Report	PSI	Preliminary Site Investigation (HW)
EIS	Environmental Impact Statement	PSR	Project Study Report
EPA	Environmental Protection Agency	PSSR	Project Scope summary Report
ESA	Endangered Species Act	RAP	Relocation Assistance Program
FCAA	Federal Clean Air Act Amendments of 1990	RCRA	Resource Compensation Recovery Act
FED	Final Environmental Document	ROD	Record of Decision (Record of Decision)
FEIR	Final Environmental Impact Report	RTIP	Regional Transportation Improvement Plan
FEIS	Final Environmental Impact Statement	RTP	Regional Transportation Plan
FEMA	Federal Emergency Management Agency	RWQCB	Regional Water Quality Control Board
FESA	Federal Endangered Species Act	R/W	Right of Way
FHWA	Federal Highway Administration	SCAB	South Coast Air Basin
FTA	Federal Transit Administration	SCAG	Southern California Association of Governments
HOA	Home Owners Association	SCAQMD	South Coast Air Quality Management District
HOV	High Occupancy Vehicle	SCCIC	South Central Coastal Information Center
HP/A	Habitat Present/Absent	SCH	State Clearinghouse
HW	Hazardous Waste	SHOPP	State Highway Operation and Protection Program
IGR	Intergovernmental Review	SHPO	State Historic Preservation Officer
IRIS	Integrated Risk Information System	SI	Site Investigation
ISA	Initial Site Assessment	SR	State Route
KP	Kilometer Post	SWPPP	Storm Water Pollution Prevention Plan
LACDC	Los Angeles Community Development Commission		

TASAS	Traffic Accident Surveillance and Analysis System
TCE	Temporary Construction Easement
TCRP	Transportation Congestion Relief Program
TIP	Transportation Improvement Program
TMP	Traffic Management Plan
TNAP	Traffic Noise Analysis Protocol
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
TWSC	Two Way Stop Control
USC	United States Code
USFWS	US Fish and Wildlife Service
USGS	United States Geological Services
VA	Value Analysis
VMT	Vehicle Miles Traveled
WEFZ	Whittier Elsinore Fault Zone


Appendix G


Noise Levels and Soundwall Locations on
Aerial Photographs


LA-405-KP 46.3/62.8 (PM 28.8/39.0)-EA 120300

ADDITION OF NORTHBOUND HOV LANE FROM 0.5 KM SOUTH OF I-10 TO VENTURA BOULEVARD

LEGEND:


 10-MINUTE NOISE MEASUREMENT SITE

 24-HOUR NOISE MEASUREMENT SITE

 MODELED NOISE SITE

 EXISTING SOUNDWALL

 PROPOSED SOUNDWALL

 PROPOSED SOUNDWALL UNDER ANOTHER PROJECT EA

EXISTING WORST-HOUR NOISE LEVELS ARE SHOWN IN COLOR **RED**

FUTURE WORST-HOUR NOISE LEVELS ARE SHOWN IN COLOR **YELLOW**



Alternative 2 & 3
ATTACHMENT -1



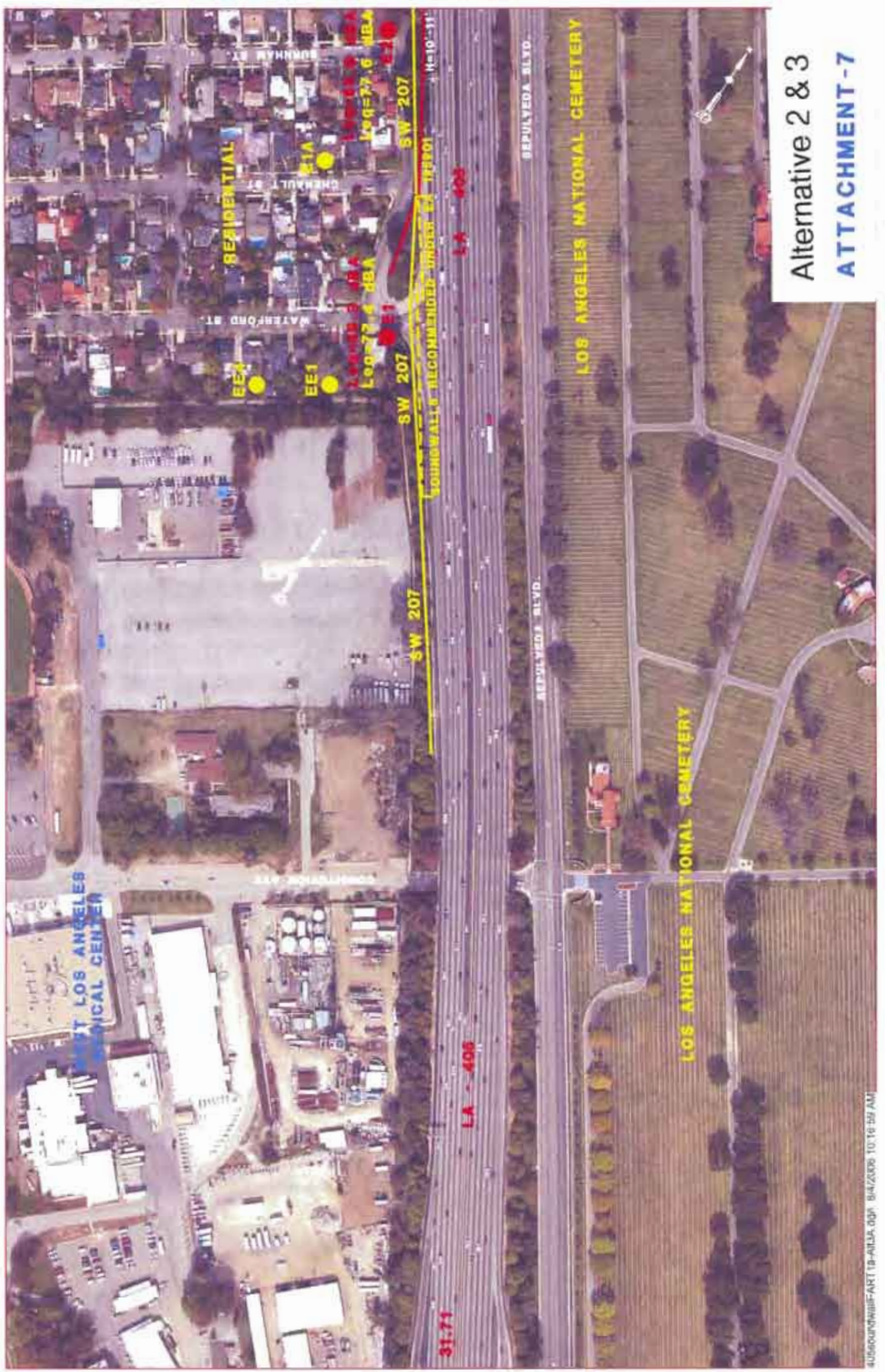
Alternative 2 & 3
 ATTACHMENT - 4



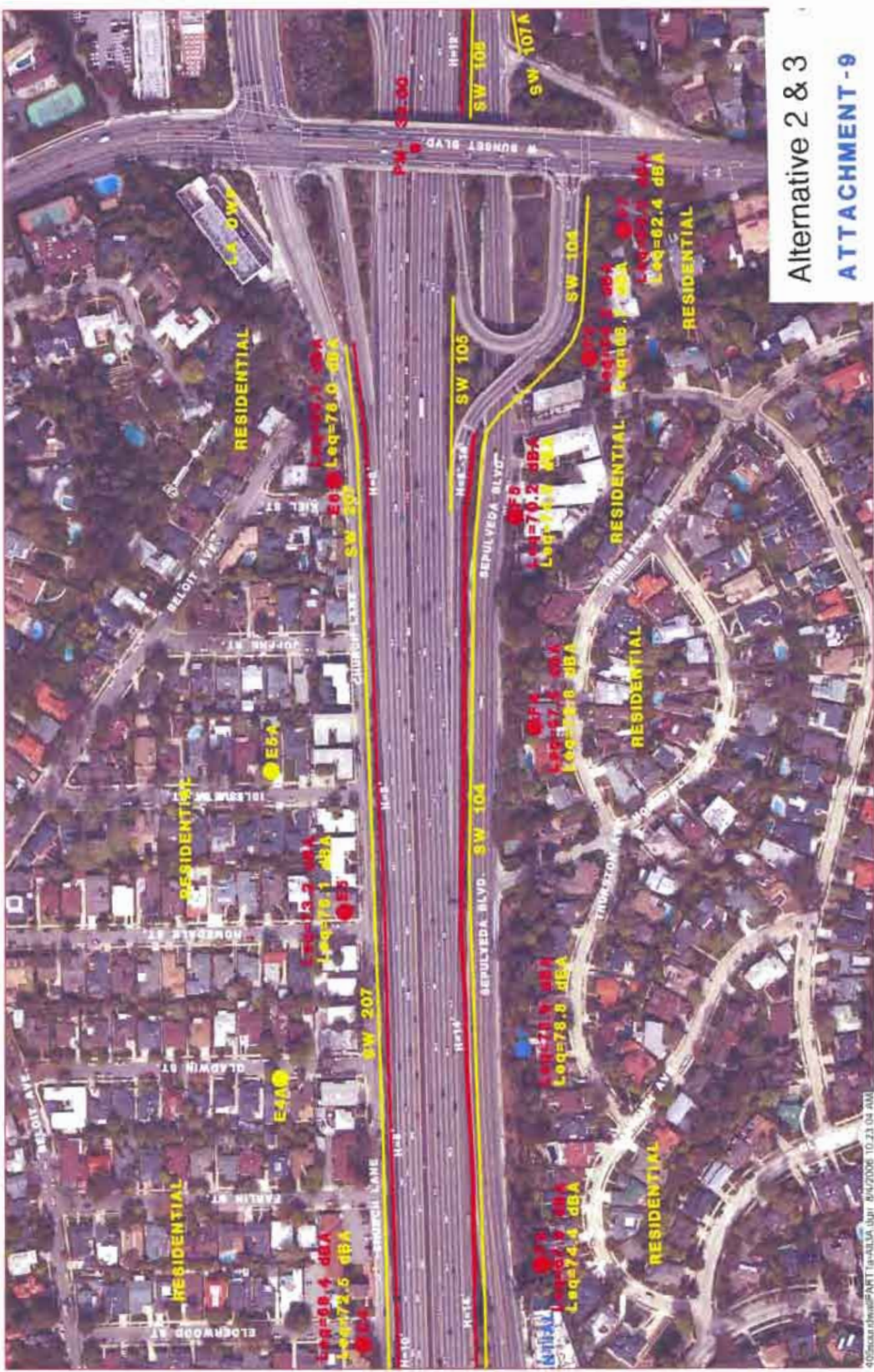
Alternative 2 & 3
ATTACHMENT - 5



Alternative 2 & 3
ATTACHMENT -6



Alternative 2 & 3
ATTACHMENT - 7



Alternative 2 & 3
ATTACHMENT -9



Alternative 2 & 3
ATTACHMENT -10

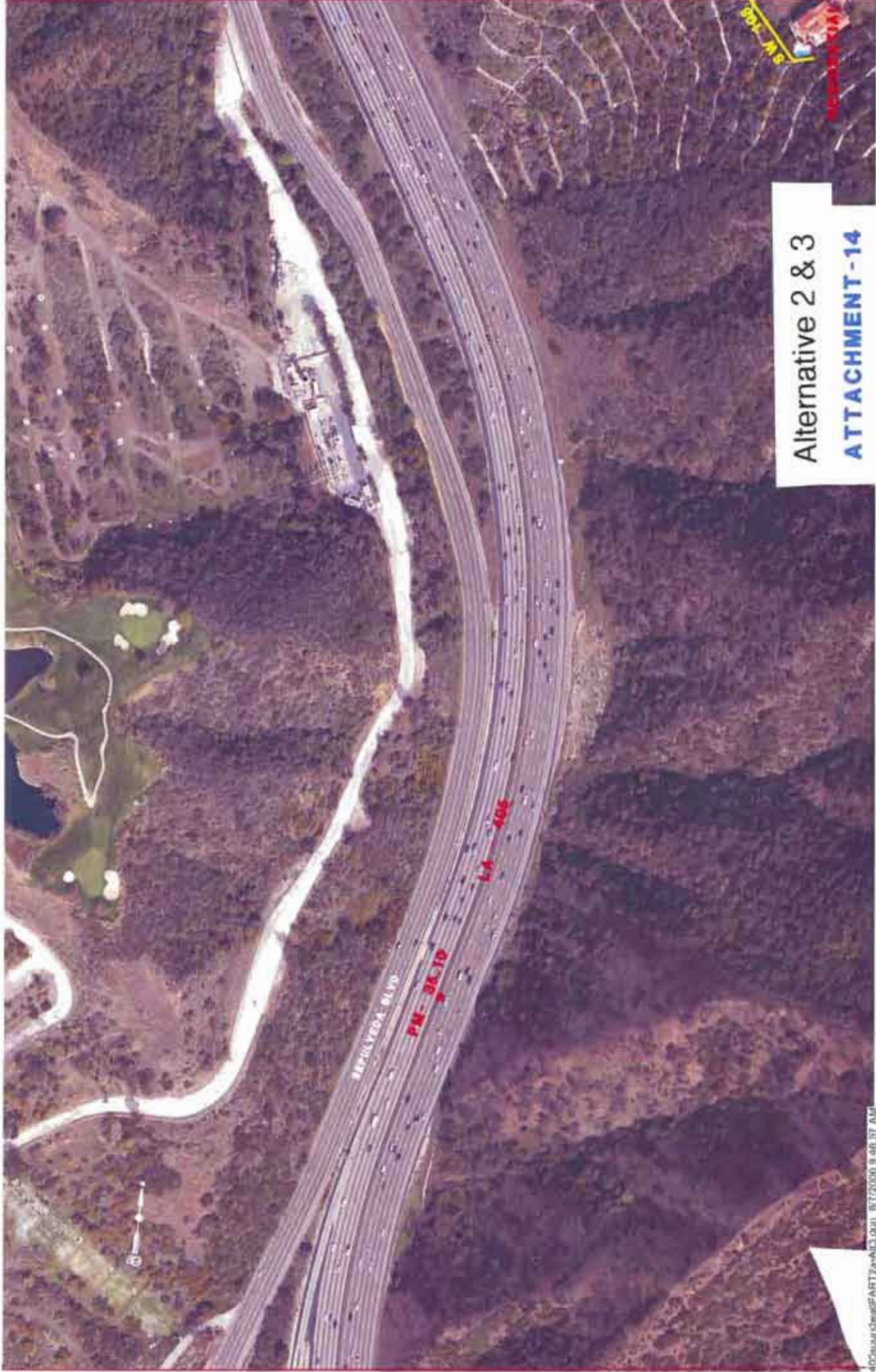


Alternative 2 & 3
ATTACHMENT -12



Alternative 2 & 3

ATTACHMENT -13



Alternative 2 & 3
ATTACHMENT -14



Alternative 2 & 3
ATTACHMENT -15



Alternative 2 & 3
ATTACHMENT -16



Alternative 2 & 3
ATTACHMENT -17



Alternative 2 & 3
ATTACHMENT -18



Alternative 2 & 3
 ATTACHMENT-21

Appendix H

Right-of-Way Impacts

Proposed Right of Way for Each Alternative

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative		
				2	3	
2280-001-022*	4160 Sepulveda Blvd.*	Los Angeles	Residential	None		Part
2280-001-023*	4168 Sepulveda Blvd.*	Los Angeles	Residential	None		Full
2280-001-024*	4200 Sepulveda Blvd.*	Los Angeles	Residential	None		Full
2280-001-025*	4210 Sepulveda Blvd.*	Los Angeles	Residential	None		Part
2280-002-021	15488 Del Gado Drive	Los Angeles	Residential	Part		Part
2280-002-022	15480 Del Gado Drive	Los Angeles	Residential	Part		Part
2281-017-010	15460 Briarwood Drive	Los Angeles	Residential	Part		Part
2281-017-016	No Address Available	Los Angeles	Vacant	Part		Part
2281-020-001	15536 Briarwood Drive	Los Angeles	Residential	Part		Part
2281-020-002	15528 Briarwood Drive	Los Angeles	Residential	Part		Part
2281-020-003	15520 Briarwood Drive	Los Angeles	Residential	Part		Part
2281-020-004	15514 Briarwood Drive	Los Angeles	Residential	Part		Part
2281-020-005	15506 Briarwood Drive	Los Angeles	Residential	Part		Part
2281-020-006	15498 Briarwood Drive	Los Angeles	Residential	Part		Part
2281-020-008	15490 Briarwood Drive	Los Angeles	Residential	Part		Part

*These parcels would be acquired under the proposed hook-ramp design option at Sherman Oaks Avenue (not recommended)

>Parcels shaded are partial "sliver acquisitions" and/or require temporary construction easements

>Parcels highlighted in red are full acquisitions under the Preferred Project Alternative

>No right-of-way acquisitions are anticipated for all other parcels

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative		
				2	3	
2283-021-002	15367 Valley Vista Boulevard	Los Angeles	Residential	Full	Full	Full
2283-021-009	15347 Sulton Street	Los Angeles	Residential	Full	Full	Full
2283-021-010	4420 Sherman Oaks Circle	Los Angeles	Residential	Full	Full	Full
2283-021-011	4426 Sherman Oaks Circle	Los Angeles	Residential	Full	Full	Full
2283-021-012	15350 Sulton Street	Los Angeles	Residential	Full	Full	Full
2283-022-016	4450 Sherman Oaks Circle	Los Angeles	Residential	Part	Part	Part
2285-001-006	15368 Valley Vista Boulevard	Los Angeles	Residential	Part	Full	Full
2285-001-007	15376 Valley Vista Boulevard	Los Angeles	Residential	Full	Full	Full
4256-010-006	11122 Pico Boulevard	Los Angeles	Commercial	Part	Part	Part
4256-010-011	11200 Pico Boulevard	Los Angeles	Commercial	Part	Part	Part
4256-010-900	No Address Available	Los Angeles	LACMTA	Part	Part	Part
4324-017-001	1341 Sepulveda Boulevard	Los Angeles	Salvation Army	Part	Part	Part
4324-017-903	Federal Building Parking Lot	Los Angeles	Gov't	Part	Part	Part
4324-017-906	Bad News Bears Field	Los Angeles	Gov't	Part	Part	Part
4363-027-901	No Address Available	Los Angeles	Gov't	Part	Part	Part
4365-008-904	Veterans Administration Property	Los Angeles	Gov't	Part	Part	Part
4365-009-900	No Address Available	Los Angeles	Gov't	Part	Part	Part

>Parcels highlighted in red are full acquisitions under the Preferred Project Alternative

>Parcels shaded are partial "sliver acquisitions" and/or require temporary construction easements

>No right-of-way acquisitions are anticipated for all other parcels

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative	
				2	3
4365-010-031	11332 Chenault Street**	Los Angeles	Residential	None	Full
4365-013-007	11327 Chenault Street**	Los Angeles	Residential	None	Full
4365-013-011	11326 Burnham Street**	Los Angeles	Residential	None	Full
4365-015-009	11327 Burnham Street**	Los Angeles	Multi-Family Residential	None	Full
4365-015-012	11326 Berwick Street**	Los Angeles	Residential	None	Full
4365-016-003	11326 Albata Street**	Los Angeles	Residential	None	Full
4365-016-018	11327 Berwick Street**	Los Angeles	Residential	None	Full
4365-018-008	11327 Albata Street**	Los Angeles	Residential	None	Full
4365-018-011	11326 Bolas Street**	Los Angeles	Residential	None	Full
4365-020-008	11327 Bolas Street**	Los Angeles	Residential	None	Full
4365-020-018	11326 Cashmere Street**	Los Angeles	Residential	None	Full
4365-022-020	11330 Denair Street**	Los Angeles	Residential	None	Full
4365-022-021	11323 Cashmere Street**	Los Angeles	Residential	None	Full
4365-024-021	11310 Elderwood Street**	Los Angeles	Residential	None	Full
4365-024-023	11327 Montana Avenue**	Los Angeles	Residential	None	Full
4365-025-024	343 S. Church Lane**	Los Angeles	Non-profit	None	Full
4365-026-011	11300 Gladwin Street**	Los Angeles	Multi-Family Residential	None	Full

These parcels would **NOT be acquired under proposed Alternative 3 Modified

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative	
				2	3
4365-026-012	309 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-026-013	313 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-027-001	267 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-027-002	259 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-027-015	275 S Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-027-016	11301 Gladwin Street**	Los Angeles	Multi-Family Residential	None	Full
4365-028-014	249 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-028-015	237 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-028-016	11304 Isleta Street**	Los Angeles	Multi-Family Residential	None	Full
4365-029-002	11308 Joffre Street**	Los Angeles	Residential	None	Full
4365-029-019	11307 Isleta Street**	Los Angeles	Multi-Family Residential	None	Full
4365-029-020	217 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-030-008	11332 Kiel Street**	Los Angeles	Residential	None	Part
4365-030-016	11311 Joffre Street**	Los Angeles	Residential	None	Full
4365-030-017	11333 Kiel Street**	Los Angeles	Residential	None	Part
4366-010-015	11430 Thurston Circle	Los Angeles	Residential	None	Part
4366-010-016	11420 Thurston Circle	Los Angeles	Residential	None	Part
4366-010-017	11414 Thurston Circle	Los Angeles	Residential	None	Part
4366-010-018	11406 Thurston Circle	Los Angeles	Residential	None	Part
4366-010-019	11398 Thurston Circle	Los Angeles	Residential	None	Part
4366-013-015	136 Bronwood Avenue	Los Angeles	Multi-Family Residential	None	Part

**These parcels would NOT be acquired under proposed Alternative 3 Modified

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative		
				2	3	Part
4366-014-018	255 S. Thurston Avenue	Los Angeles	Residential	T		Part
4366-014-019	251 S. Thurston Avenue	Los Angeles	Residential	None		Part
4366-014-020	245 S. Thurston Avenue	Los Angeles	Residential	None		Part
4366-014-021	241 Thurston Avenue	Los Angeles	Residential	None		Part
4366-014-022	231 Thurston Avenue	Los Angeles	Residential	None		Part
4366-014-023	225 Thurston Avenue	Los Angeles	Residential	None		Part
4366-014-024	219 Thurston Avenue	Los Angeles	Residential	None		Part
4366-014-025	152 Sepulveda Boulevard	Los Angeles	Multi-Family Residential	Part		Full
4366-014-030	148 Sepulveda Boulevard	Los Angeles	Multi-Family Residential	None		Part
4366-014-031	140 Sepulveda Boulevard	Los Angeles	Multi-Family Residential	None		Part
4366-015-021	315 South Thurston Avenue	Los Angeles	Residential	None		Part
4366-015-022	321 South Thurston Avenue	Los Angeles	Residential	None		Part
4366-015-023	329 South Thurston Avenue	Los Angeles	Residential	None		Part
4366-015-024	335 South Thurston Avenue	Los Angeles	Residential	None		Part
4366-015-025	343 South Thurston Avenue	Los Angeles	Residential	None		Part
4366-015-026	349 South Thurston Avenue	Los Angeles	Residential	None		Part
4366-015-027	355 South Thurston Avenue	Los Angeles	Residential	None		Part
4366-015-028	353 Dalkeith Avenue	Los Angeles	Residential	None		Part
4366-015-029	359 Dalkeith Avenue	Los Angeles	Residential	None		Part

>Parcels shaded are partial "sliver acquisitions" and/or require temporary construction easements

>T = Tennis Court on adjacent City of Los Angeles right-of-way will be removed

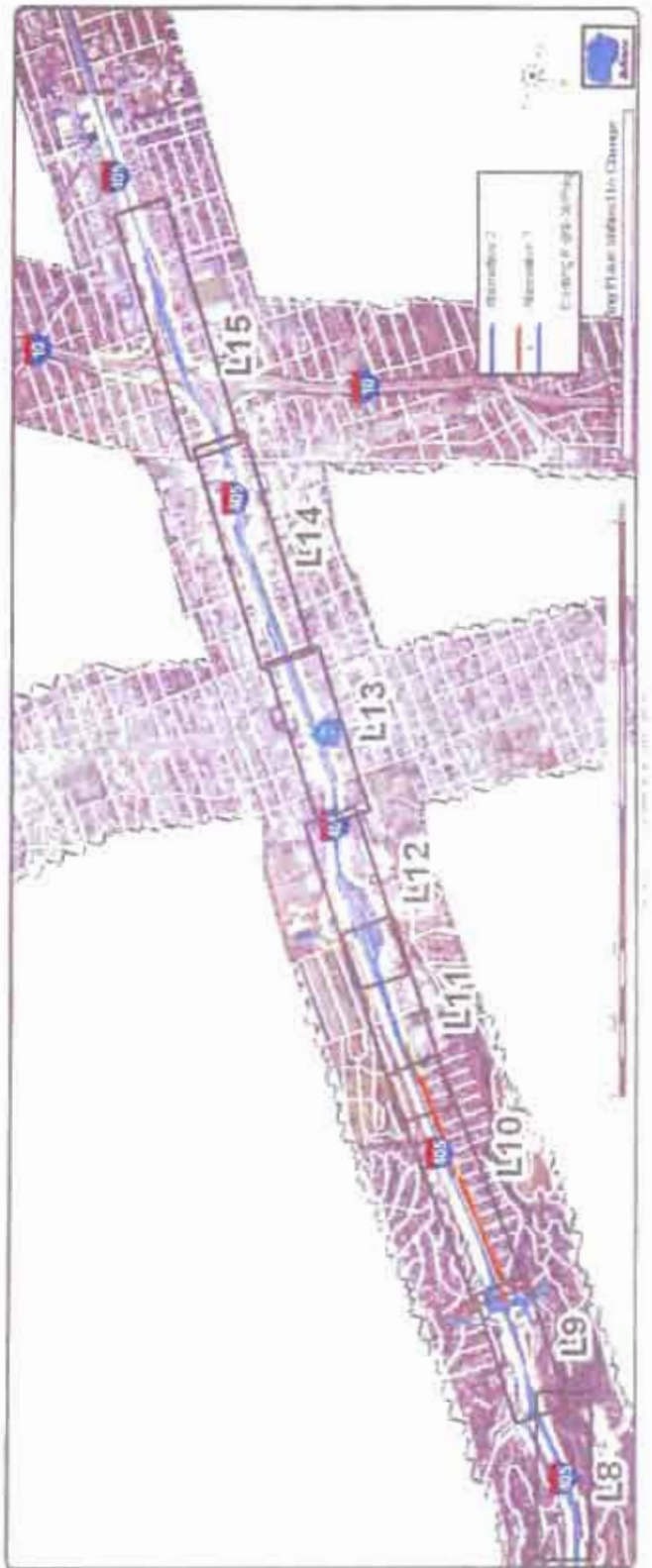
Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative	
				2	3
4366-015-030	363 Dalkeith Avenue	Los Angeles	Residential	None	Part
4366-015-031	367 Dalkeith Avenue	Los Angeles	Residential	None	Part
4366-015-032	371 Dalkeith Avenue	Los Angeles	Residential	None	Part
4366-015-033	375 Dalkeith Avenue	Los Angeles	Residential	None	Part
4368-001-006	No Address Available	Los Angeles	Vacant Land	Part	Part
4368-016-001	600 Sepulveda Boulevard	Los Angeles	Commercial	Part	Full
4368-016-002	612 N. Sepulveda Boulevard	Los Angeles	Commercial	Part	Full
4368-016-800	598 Sepulveda Boulevard	Los Angeles	Commercial (Verizon)	Part	Full
4377-001-901	Santa Monica Mountains Conservancy	Los Angeles	Getty View Trailhead	Part	Part
4377-043-013	Santa Monica Mountains Conservancy	Los Angeles	Vacant Land	Part	Part
4378-001-900	Santa Monica Mountains Conservancy	Los Angeles	Skirball Trailhead	Part	Part
4378-001-901	No Address Available	Los Angeles	Other	Part	Part
4429-034-005	199 Church Lane	Los Angeles	Getty Center Office	None	Part
4429-035-002	170 Church Lane	Los Angeles	Hotel Angeleno	None	Part
4429-035-005	No Address Available	Los Angeles	Vacant Land	None	Part
4429-037-022	1200 Getty Center Drive	Los Angeles	Commercial	None	Part
4490-002-905	No Address Available	Los Angeles	Near Cell Tower Vacant Land	Part	Part
4493-014-024	No Address Available	Los Angeles	Vacant Land	None	Part

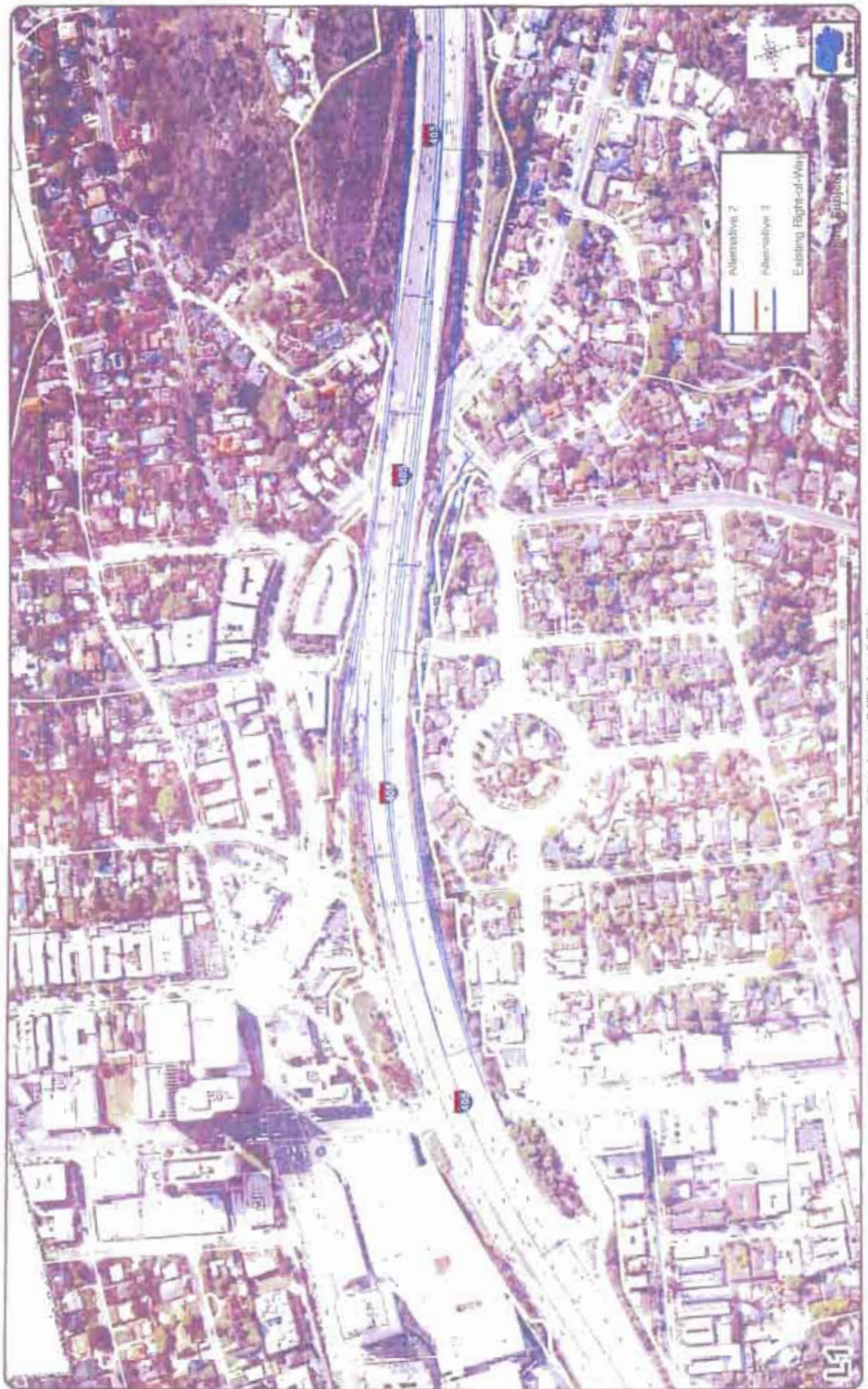
>Parcels shaded are partial "sliver acquisitions" and/or require temporary construction easements.

>No right-of-way acquisitions are anticipated for all other parcels

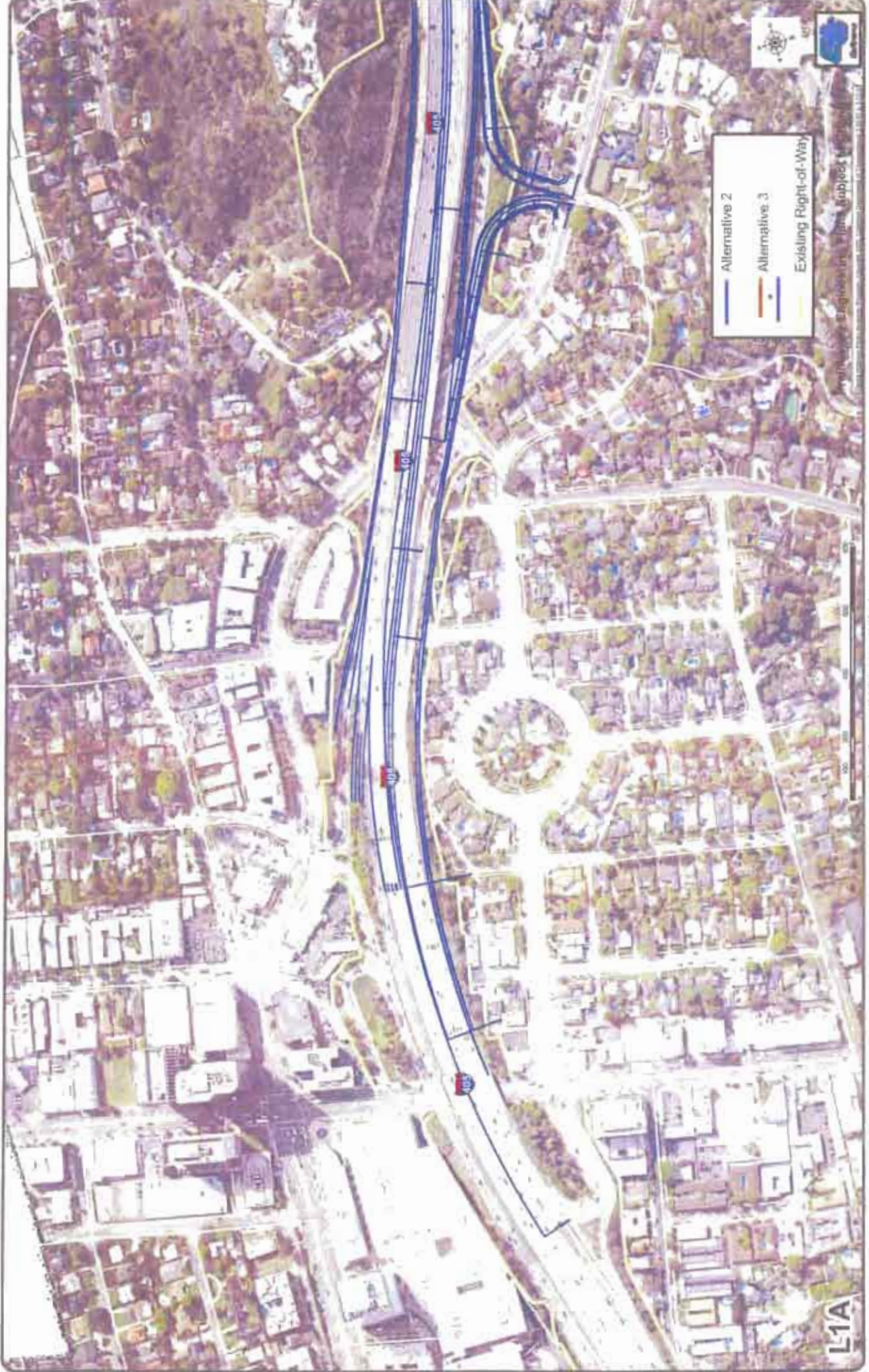
Appendix I

Proposed Layouts for Alternative 2 and 3





Transportation Alternatives Study - Draft

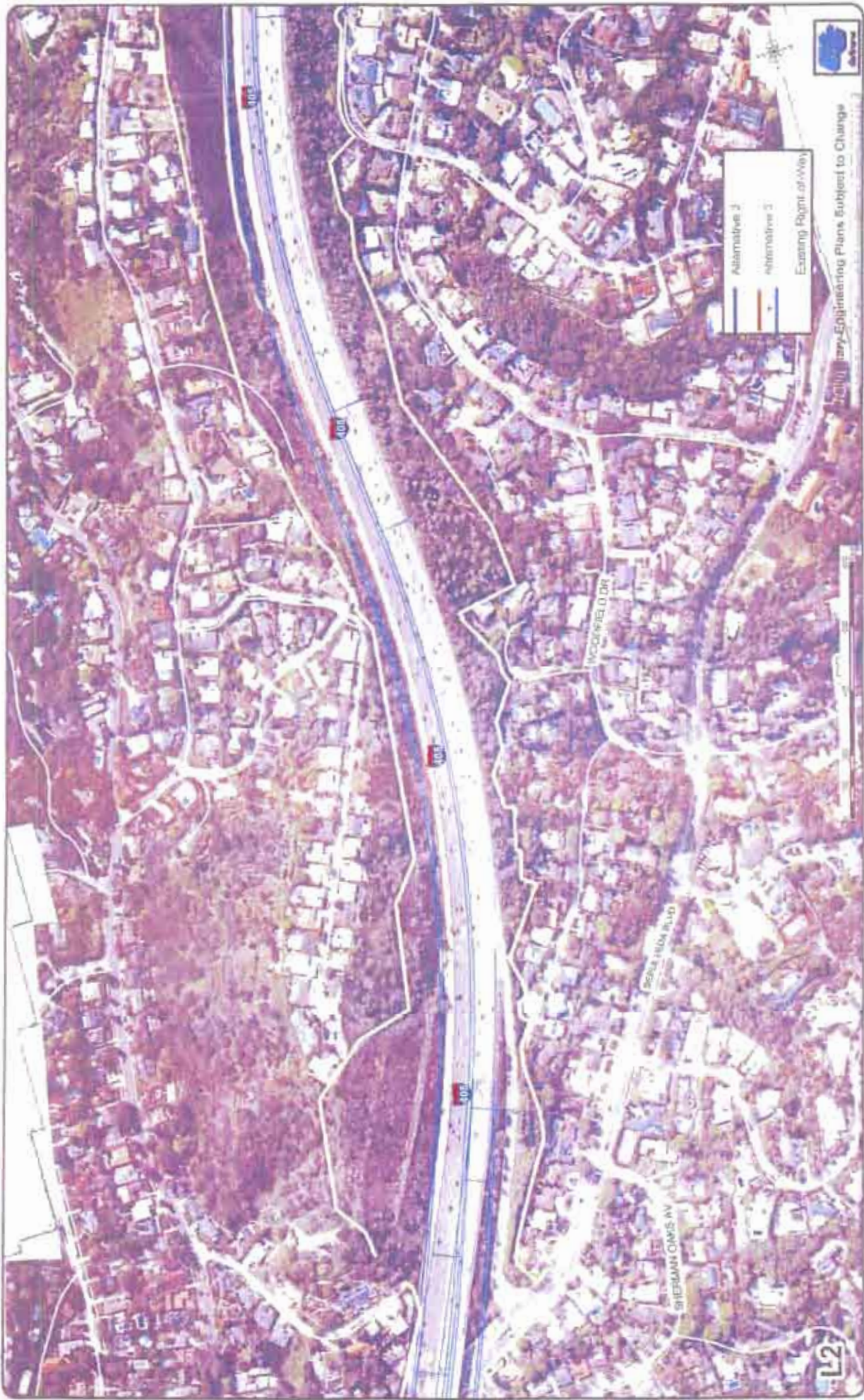


- Alternative 2
- Alternative 3
- Existing Right-of-Way

L1A

Delaware Regional Mobility across California

Delaware Regional Mobility across California



Caltrans Engineering Plans Subject to Change

	Alternative 2
	Alternative 3
	Existing Right-of-Way

405

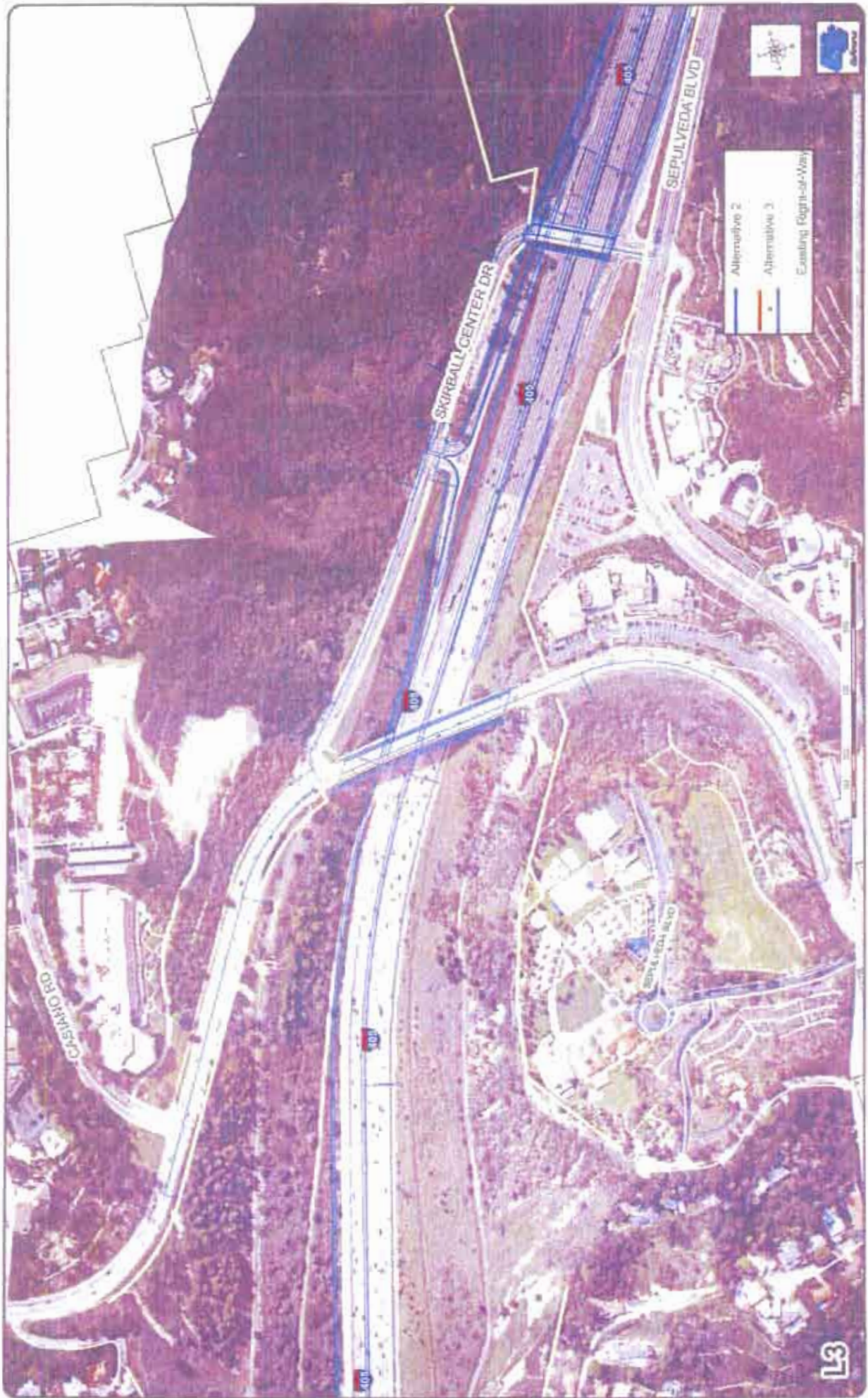
WILSON BLVD

BONNE FIELD DR

SHERMAN CAMPS AV

L2

California Department of Transportation





Preliminary Engineering Plans Subject to Change

Customer Name: [Redacted] Mobility Access Conditions

L4

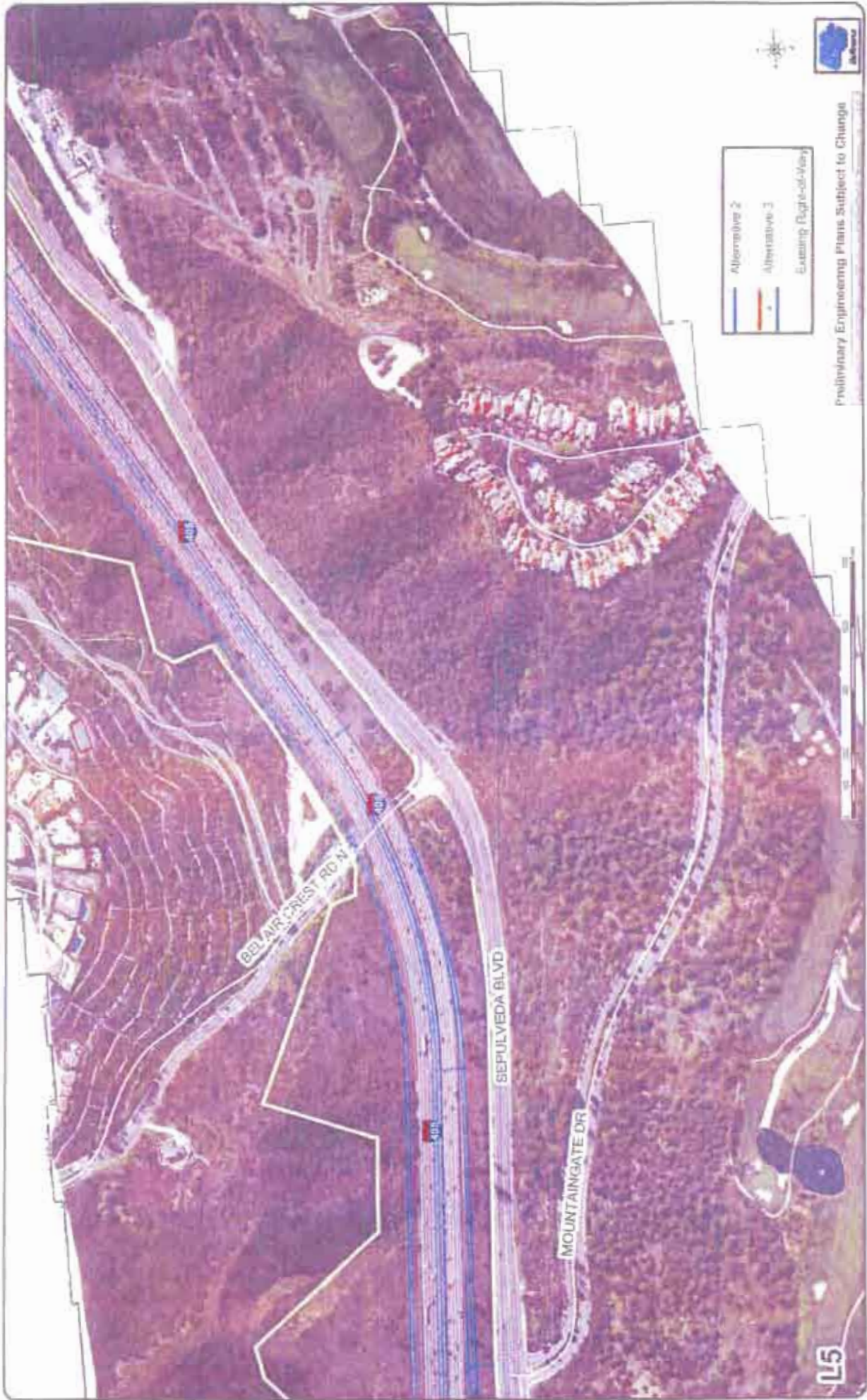


L4A

Preliminary Engineering Plans Subject to Change

Caltrans Ingress ModelBy Airmsa Cell@brn

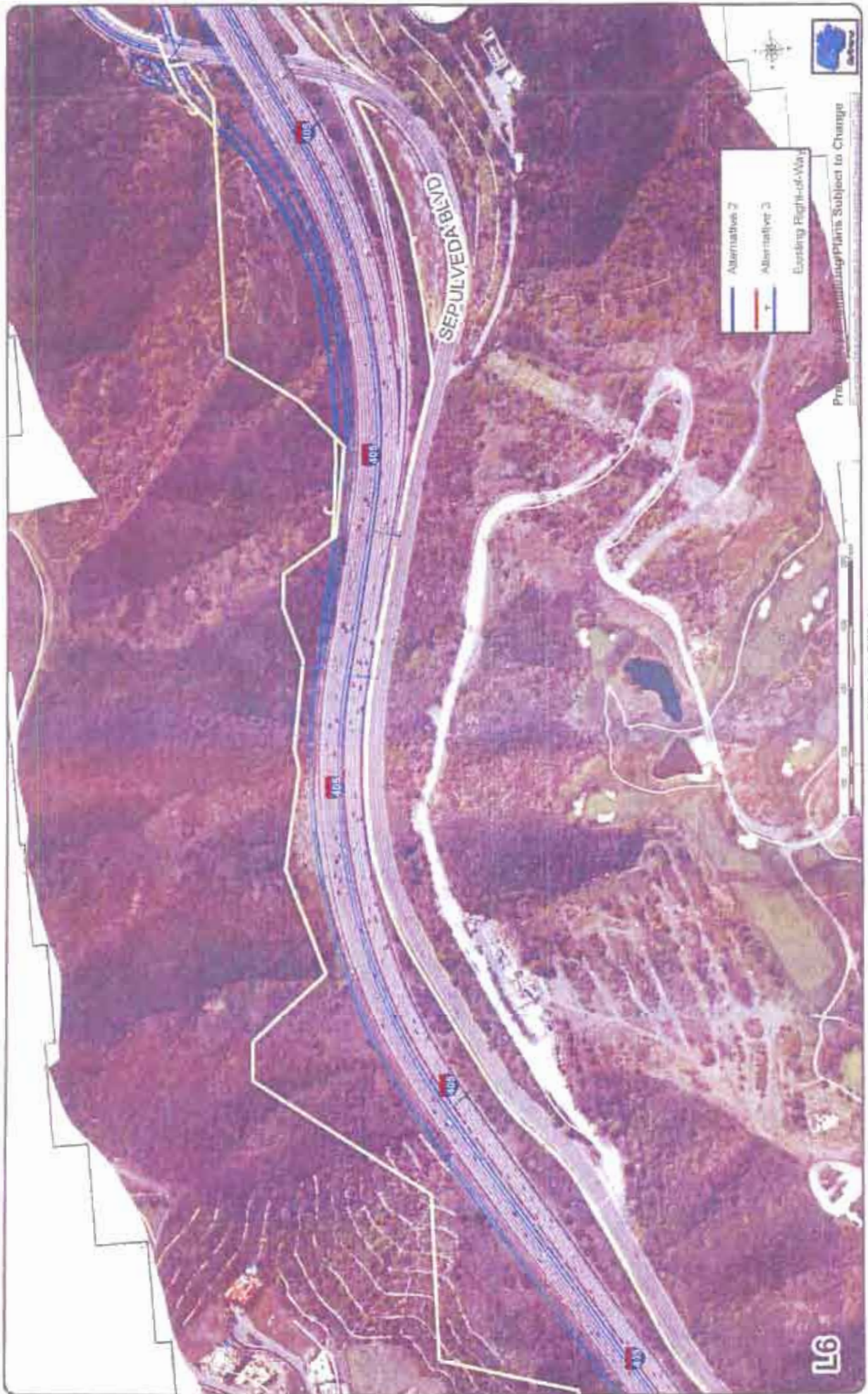




Preliminary Engineering Plans Subject to Change

L5

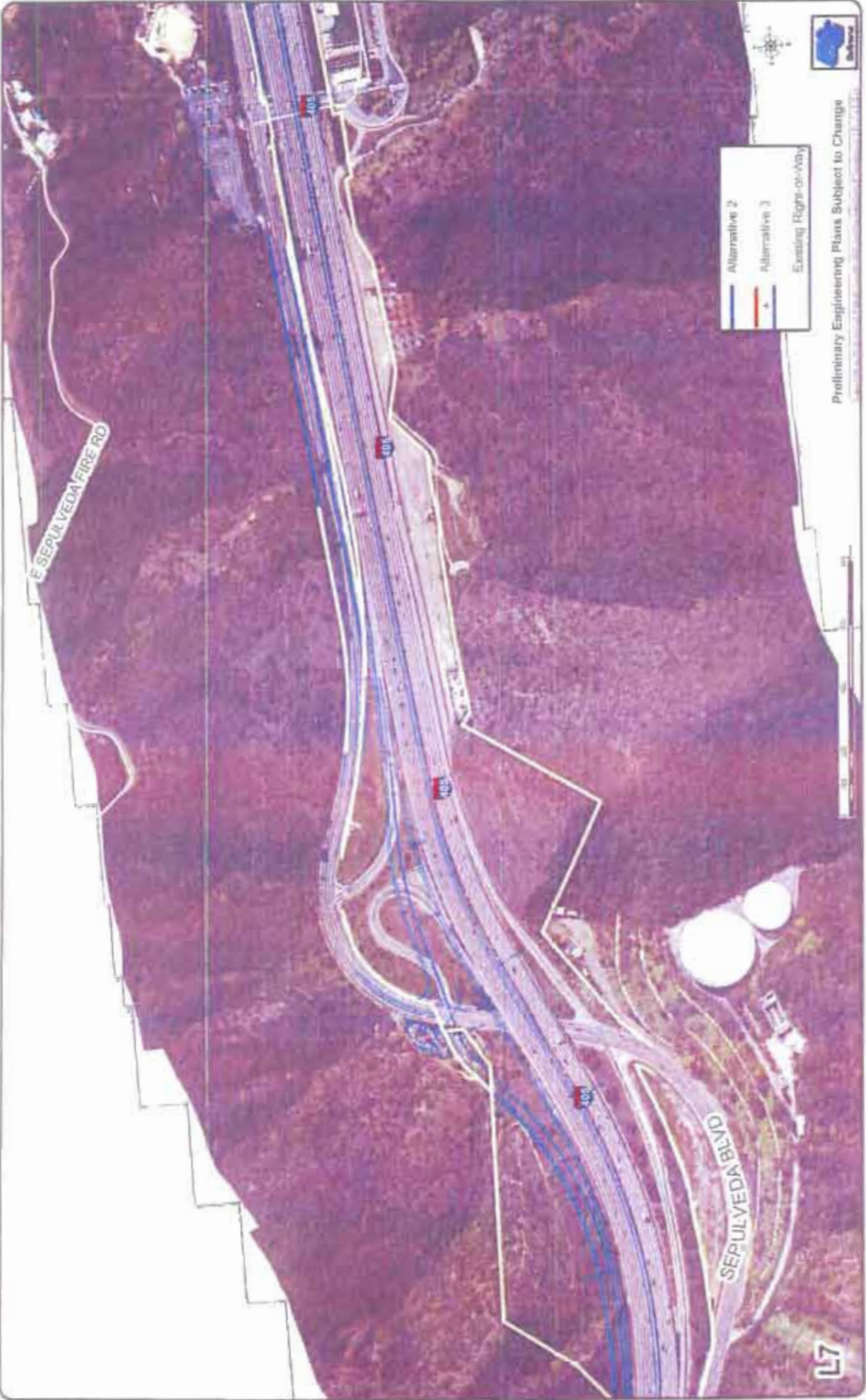
Continued on Opposite Side of Sheet



L6

Proposed Environmental Impact Statement Subject to Change

California High-Speed Rail Authority

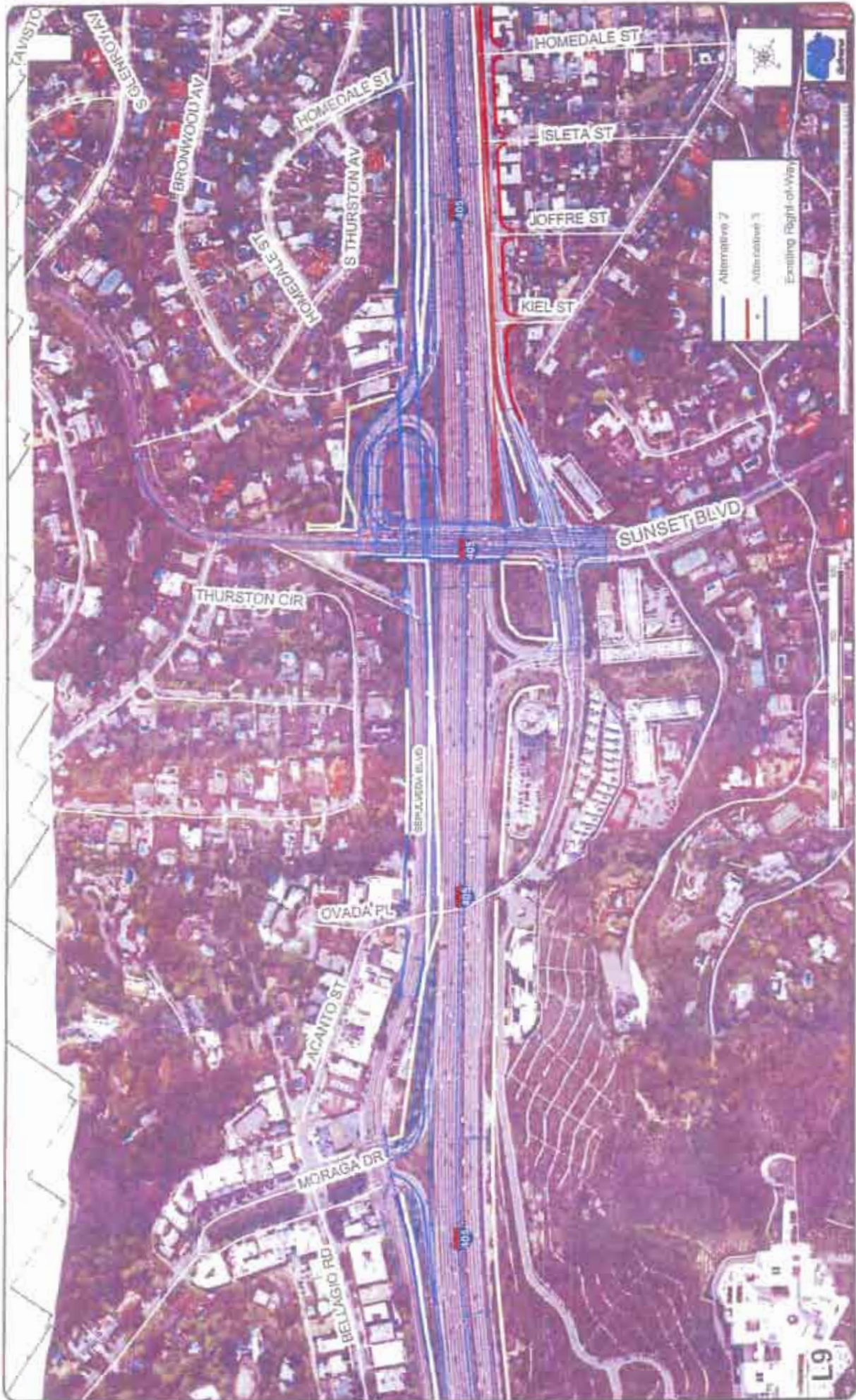


Preliminary Engineering Plans Subject to Change

City of Los Angeles Department of Transportation



Reference: Highway Authority Project, California



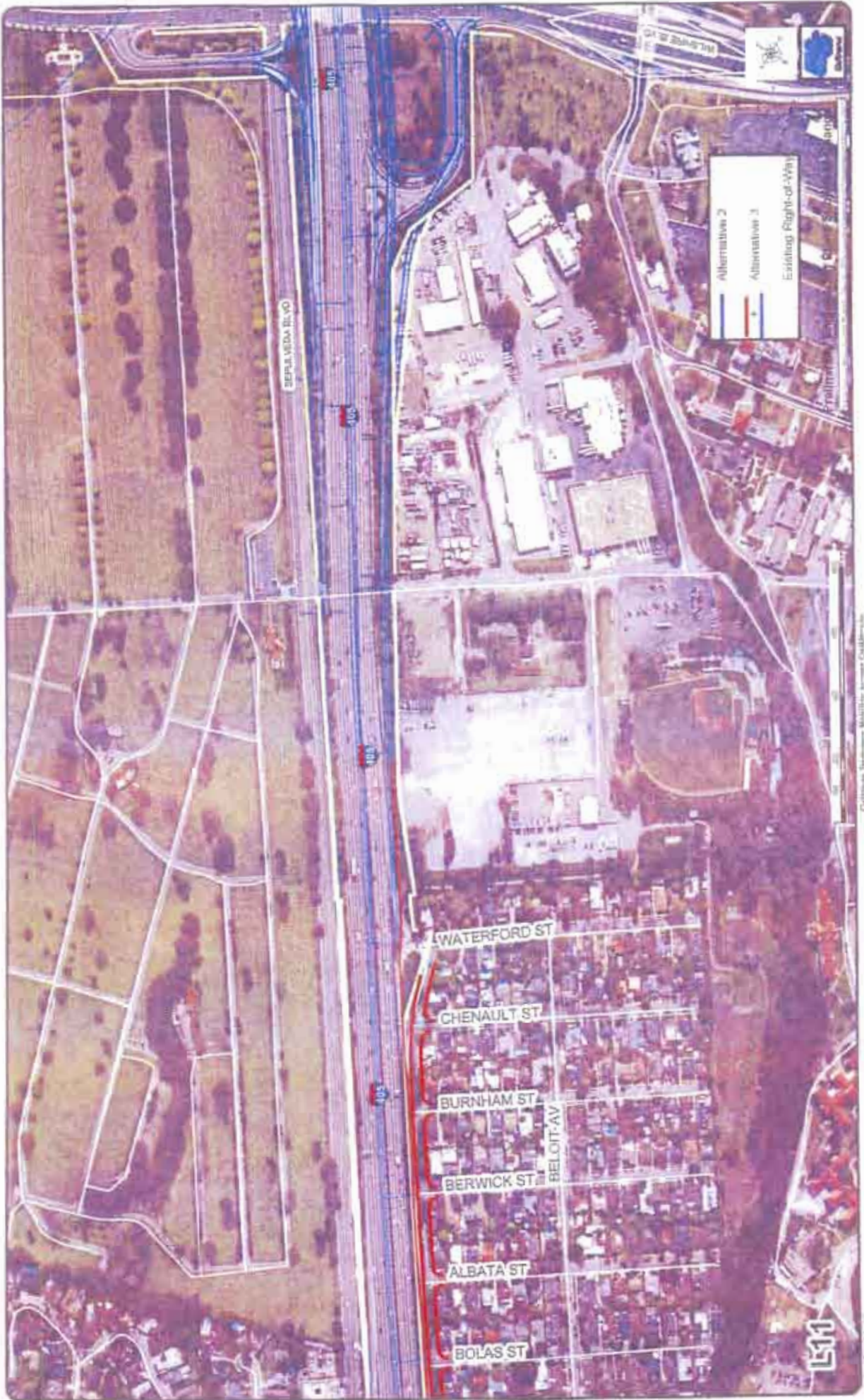


Alternative 2
 Alternative 3
 Existing Right-of-Way

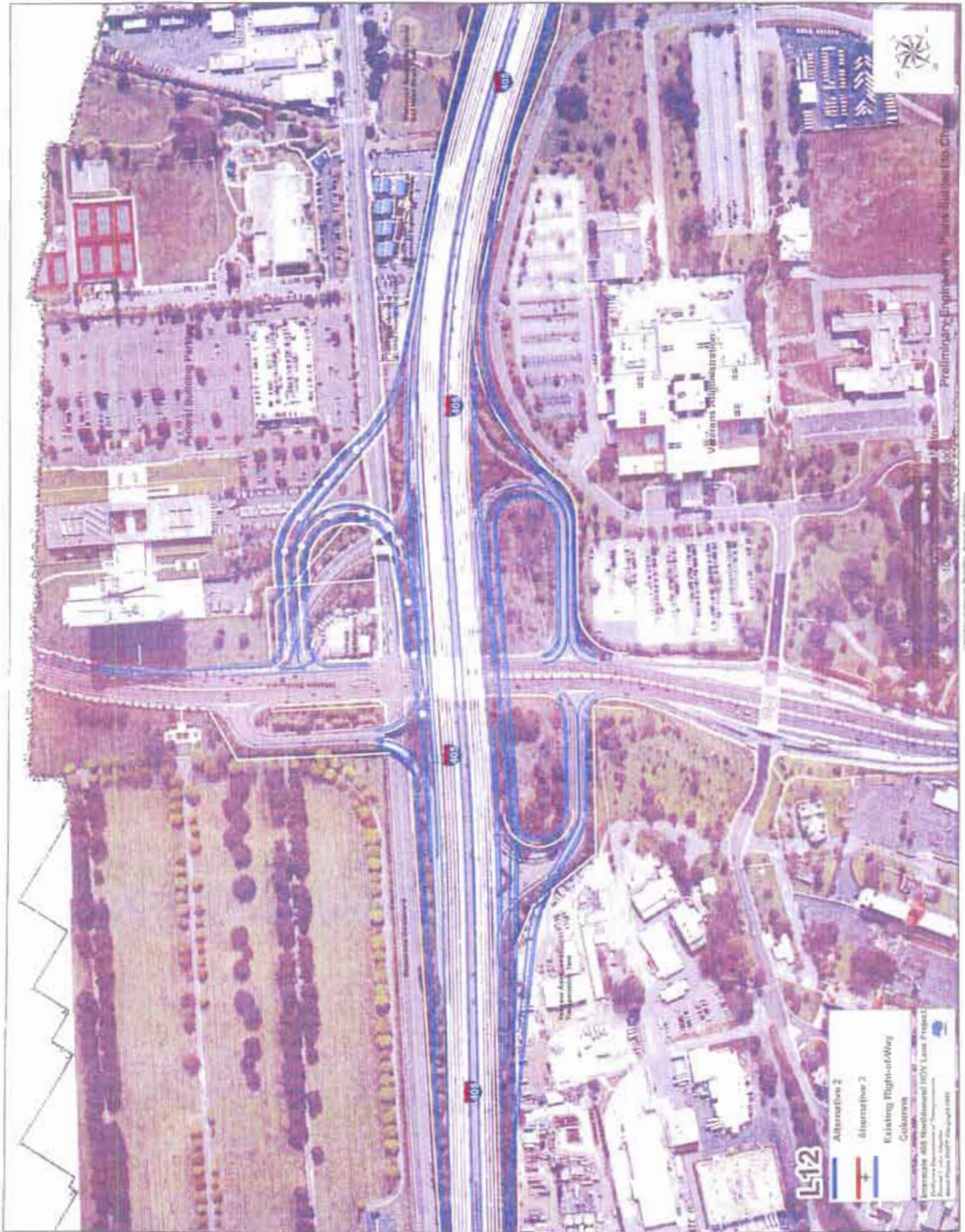
0 10 20 30 40 50 60 70 80 90 100 Feet

Trailways Engineering & Architecture, Inc. 2010

L10



California High-Speed Rail Authority - Project Corridor



L12

- Alternative 2
- Alternative 3
- Existing Right-of-Way
- Collapses

Generate 405 Northbound HOV Lane Project
 California Department of Transportation
 1200 North First Street, Suite 1000, San Francisco, CA 94103

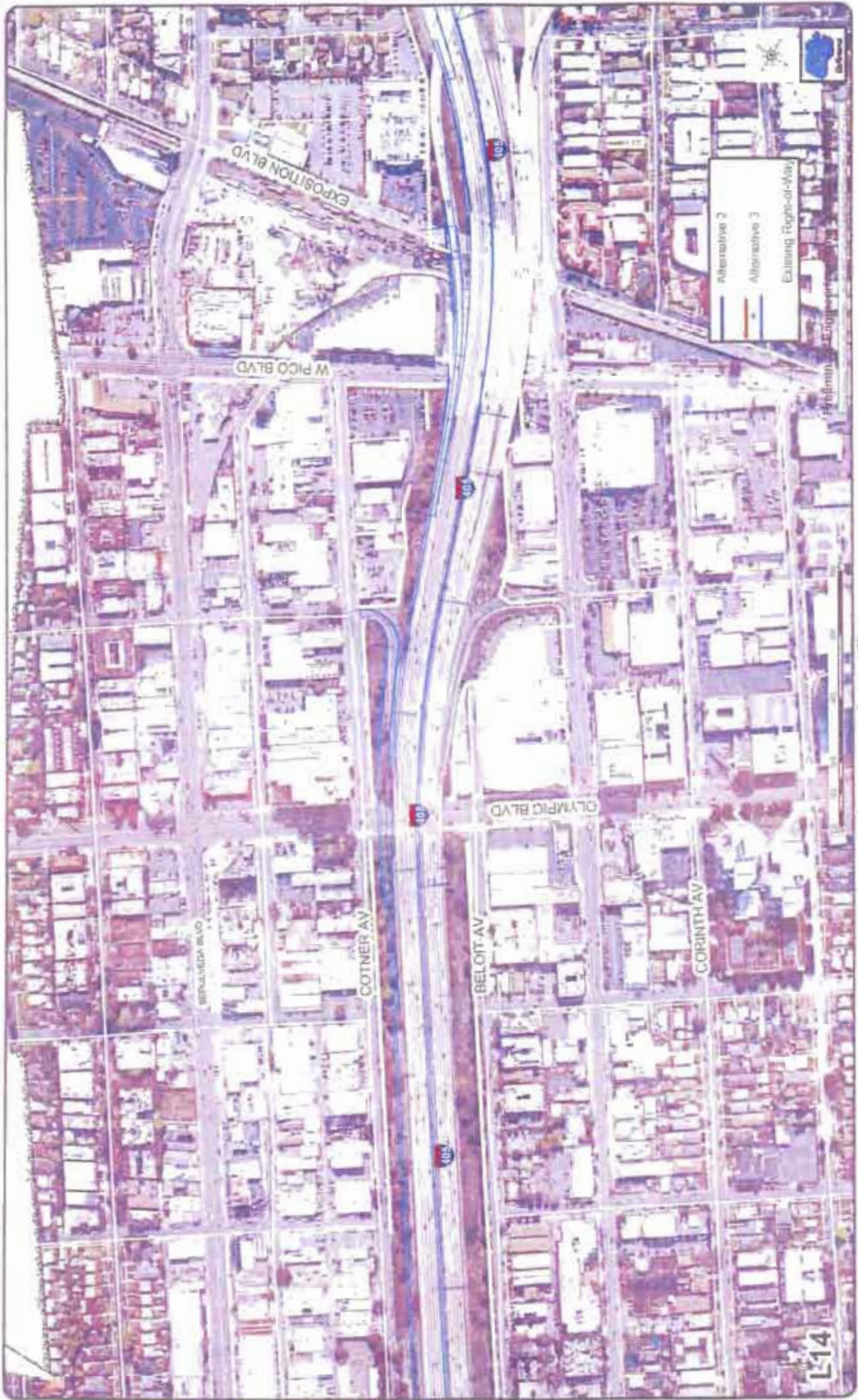
Preliminary Engineering Plans Subject to City



Alternative 2
Alternative 2
Existing Right-of-Way

L13

City of Memphis - Planning and Economic Development



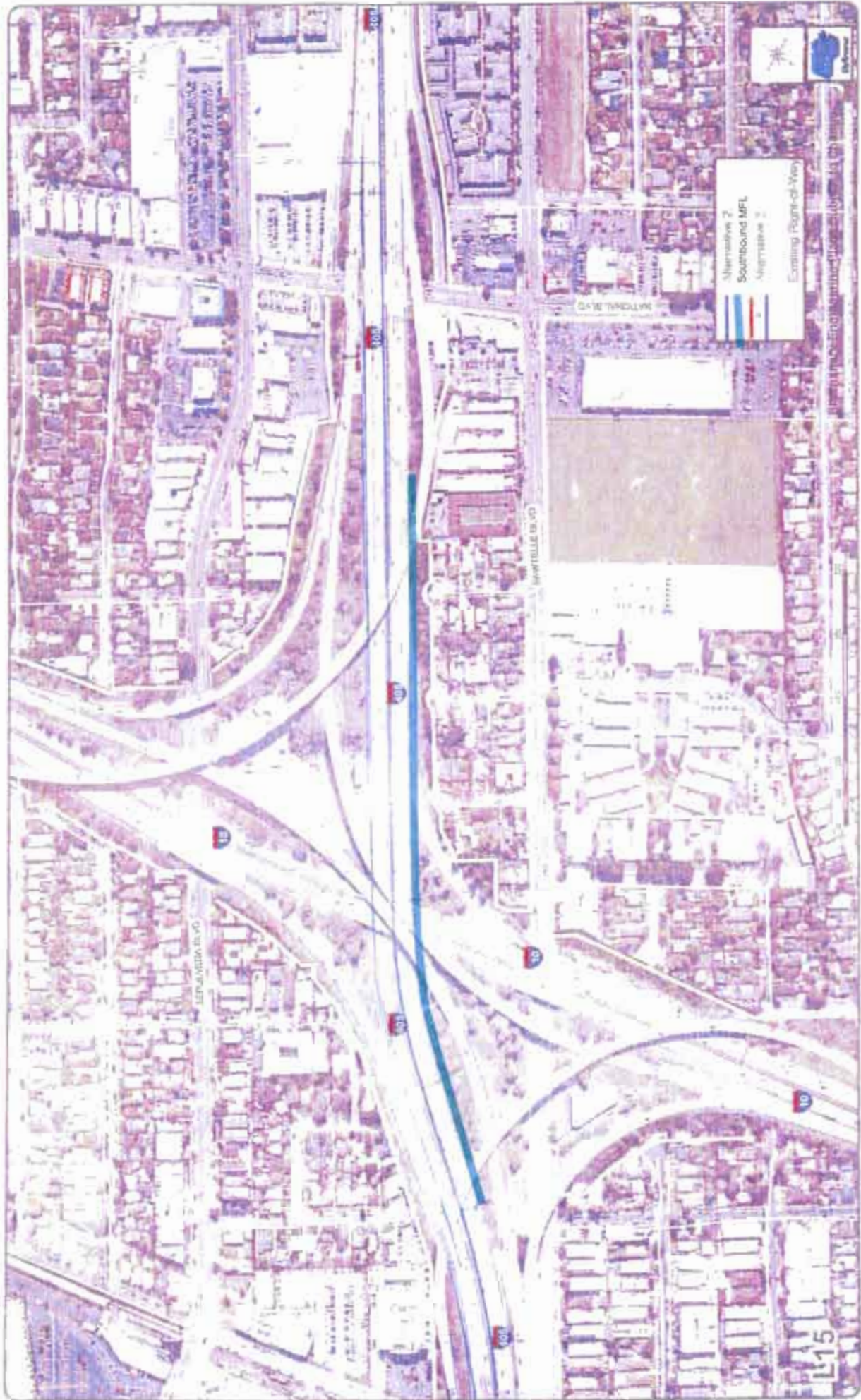
Alternative 2
 Alternative 3
 Existing Right-of-Way



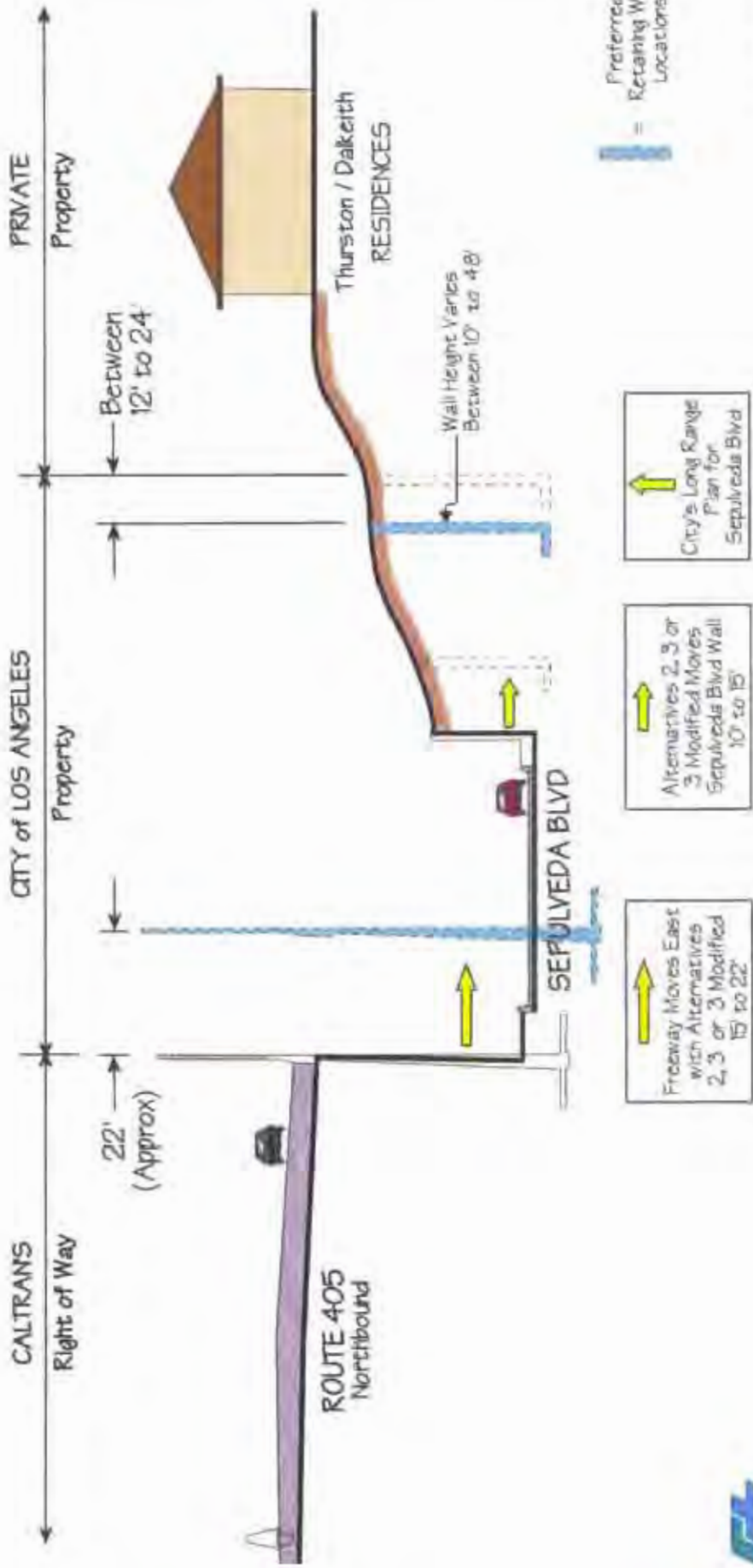
Highway
 Engineering

CONSULTING ENGINEERS ASSOCIATES, INC.

1514

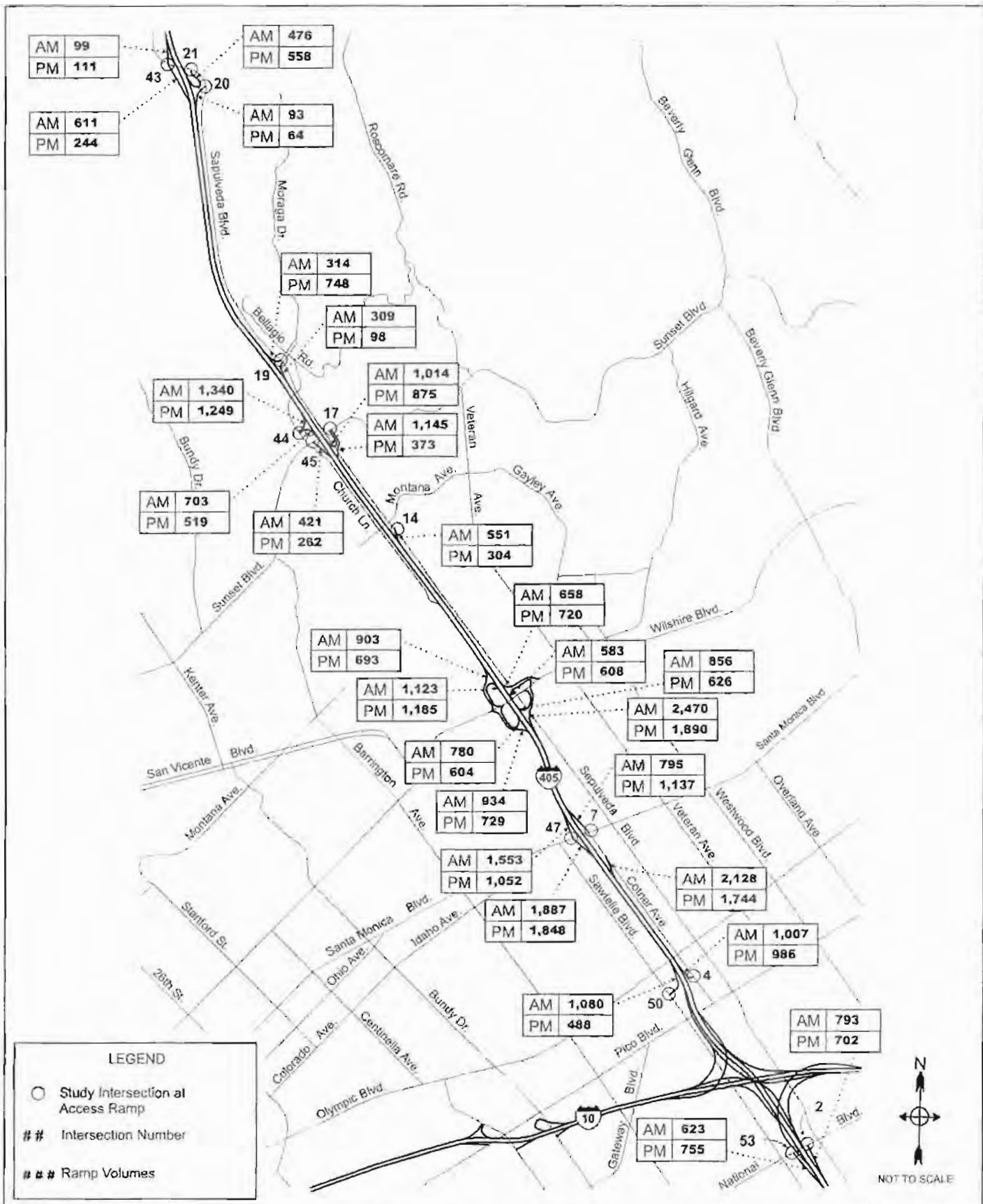


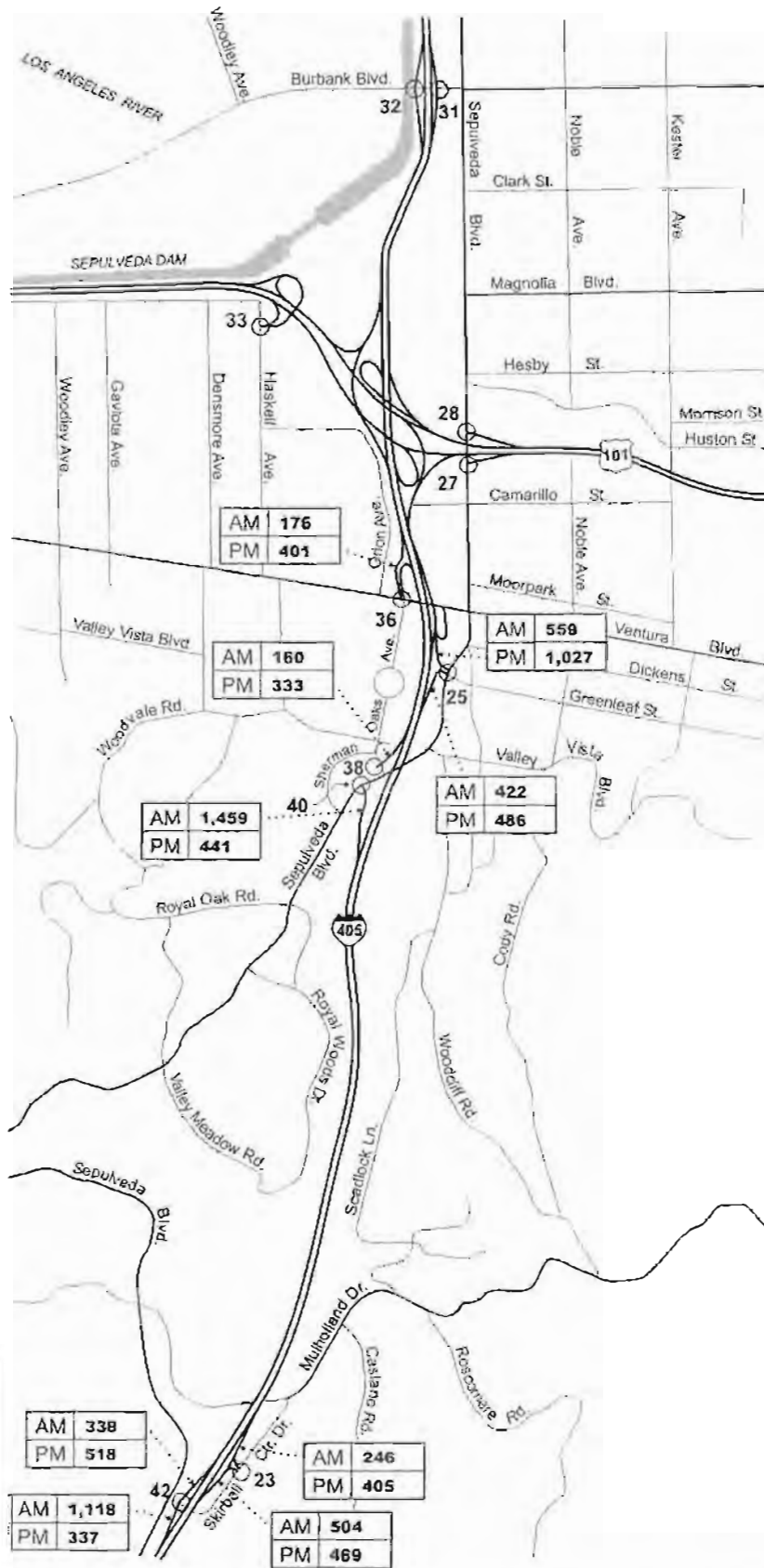
PREFERRED RETAINING WALL LOCATIONS ON SEPULVEDA BOULEVARD (Montana Avenue to Homedale Street)

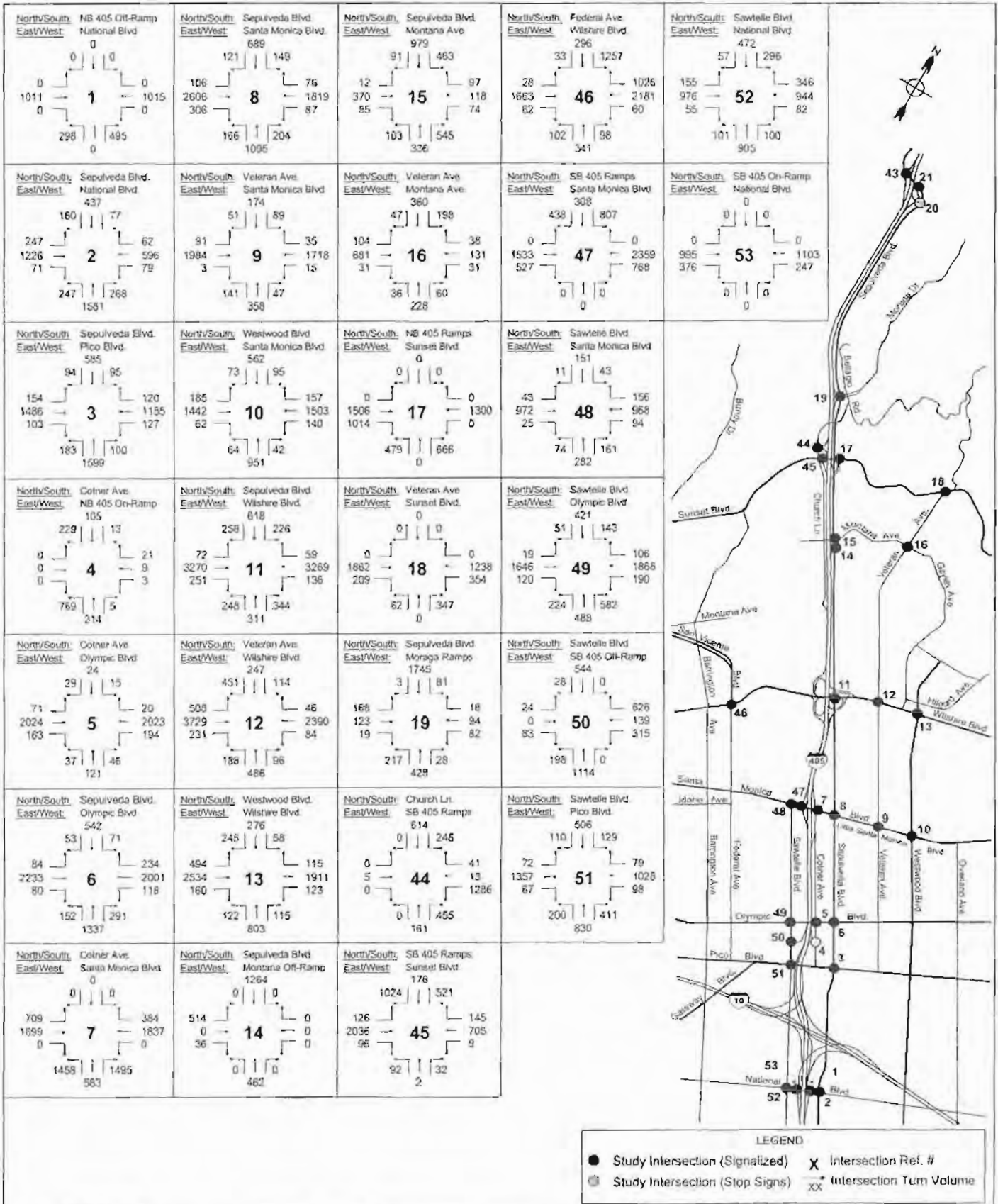


Appendix J

Ramp Volumes
&
Intersection Peak Hour Volumes

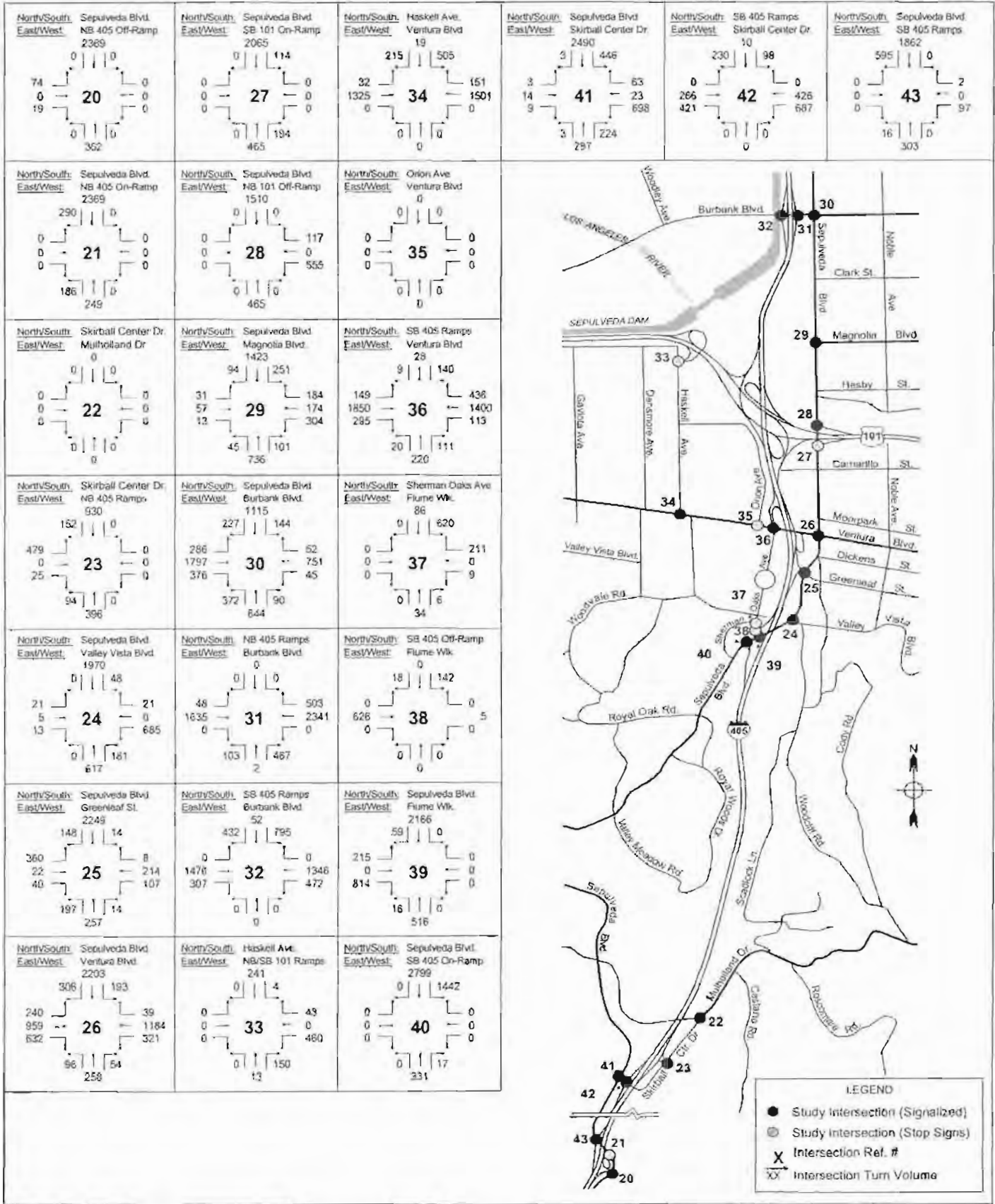






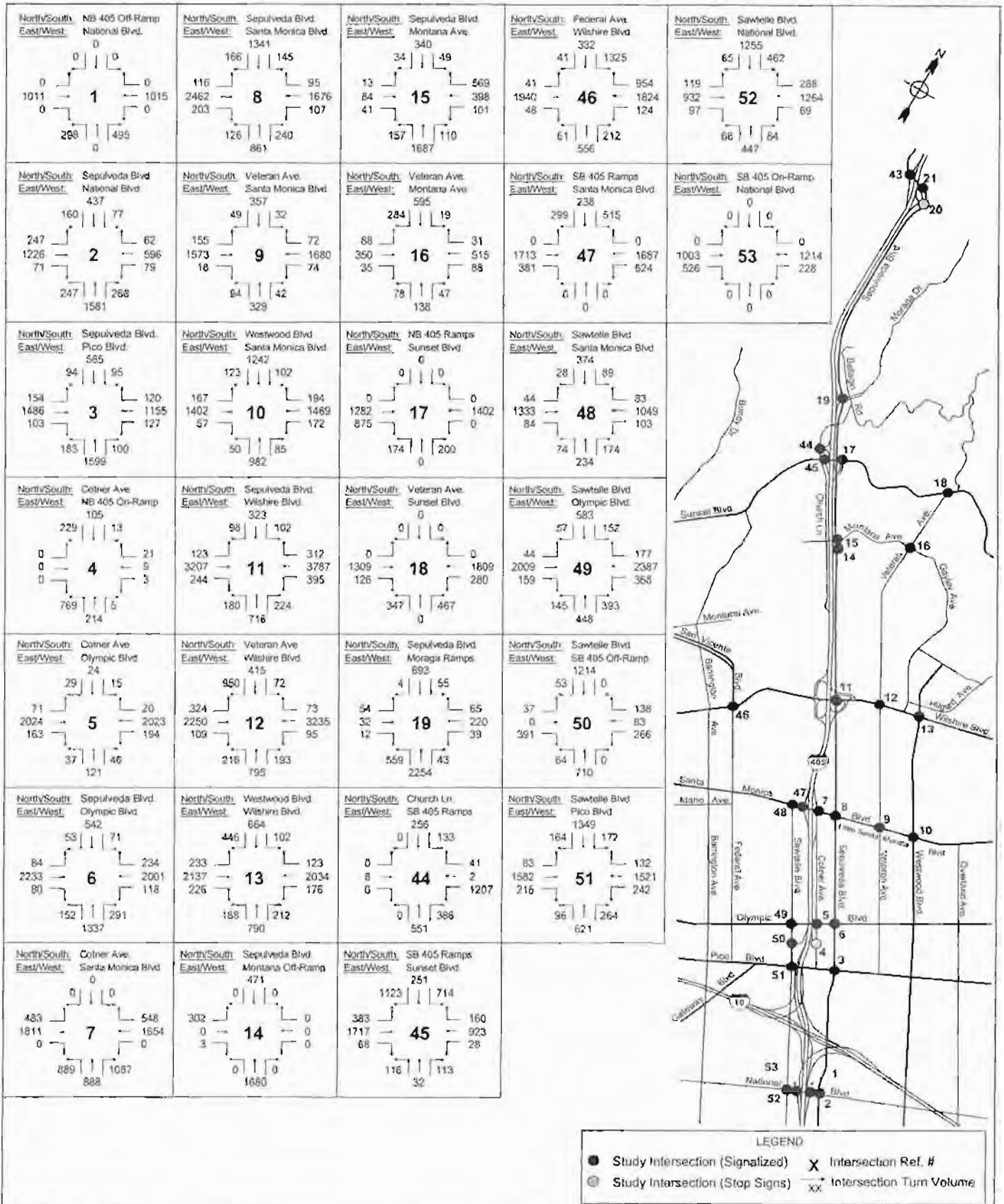
I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 1 (Year 2005) Turning Movement Volumes - AM Peak Hour (Southern Area)

Figure 7A

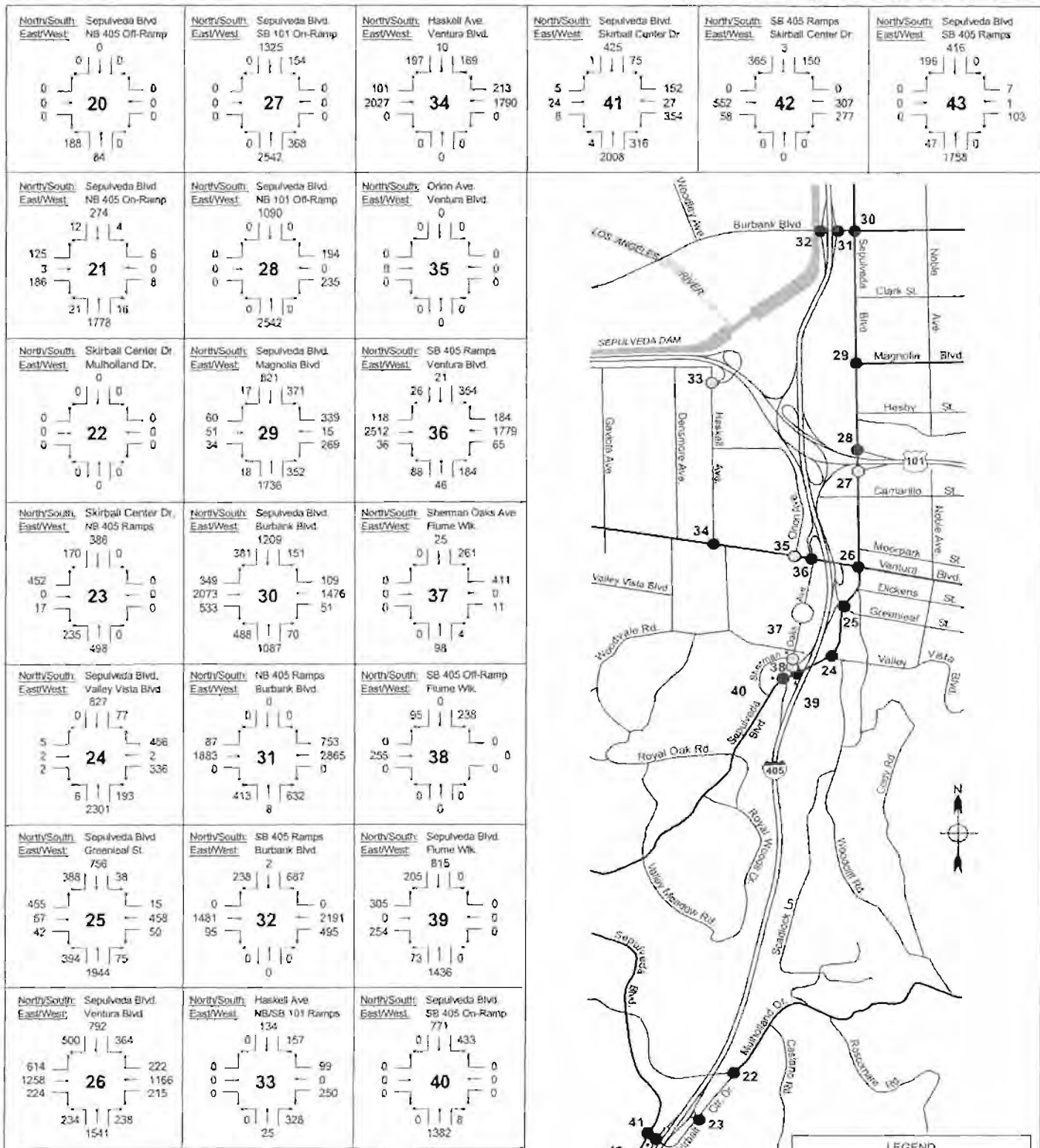


I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 1 (Year 2005) Turning Movement Volumes - AM Peak Hour (Northern Area)

Figure 7B

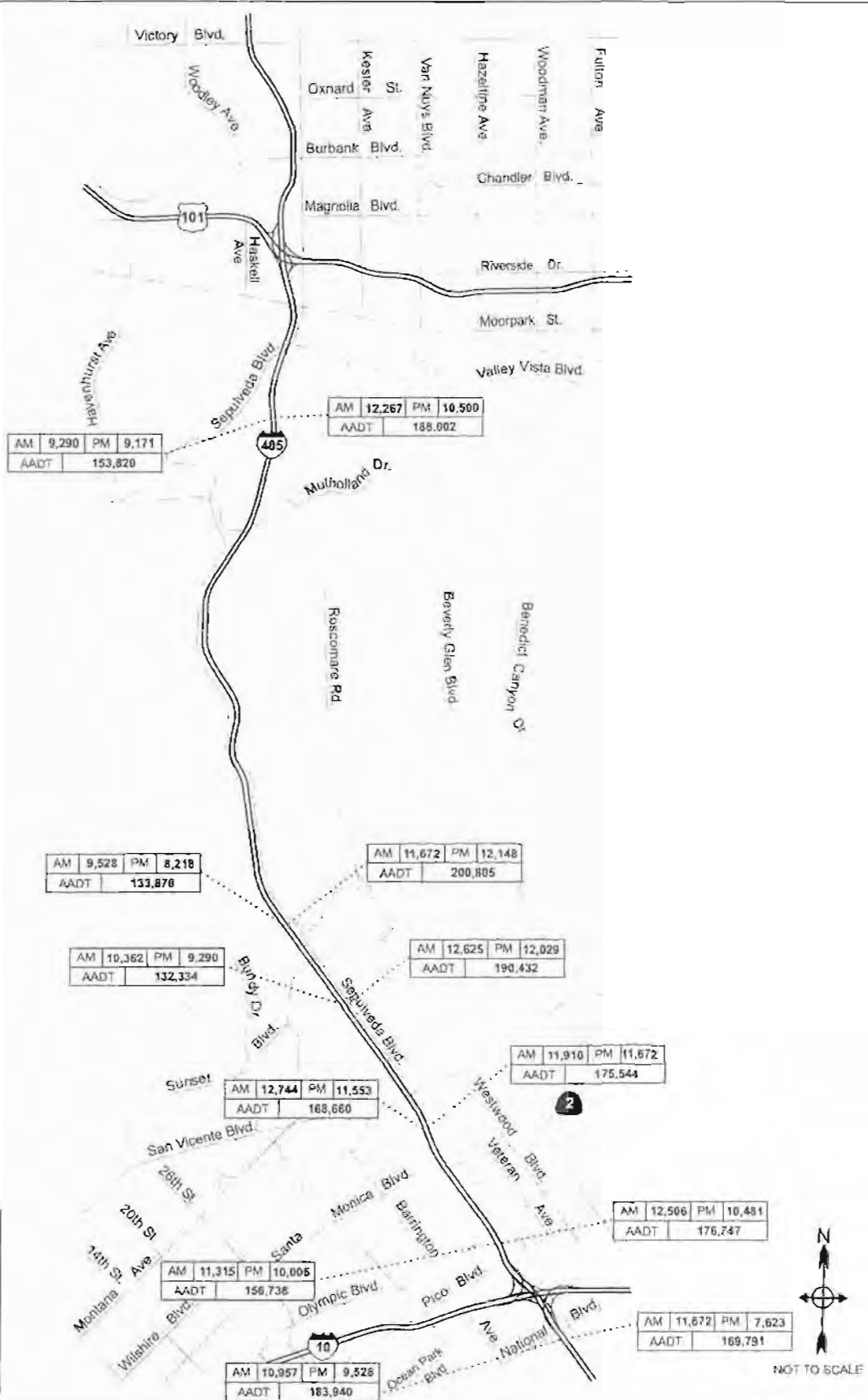


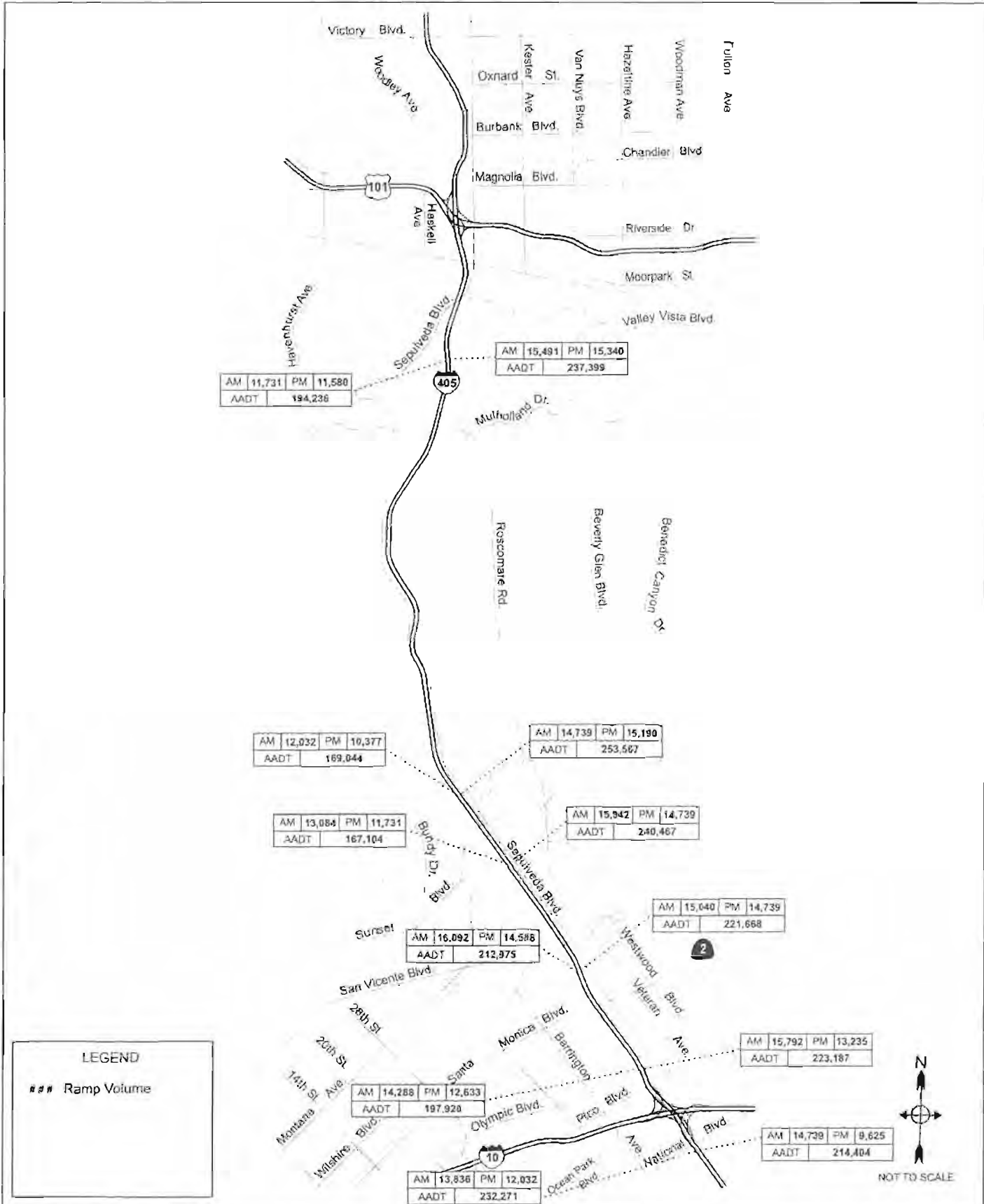
IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project Figure 8A
 Alternative 1 (Year 2005) Turning Movement Volumes - PM Peak Hour (Southern Area)

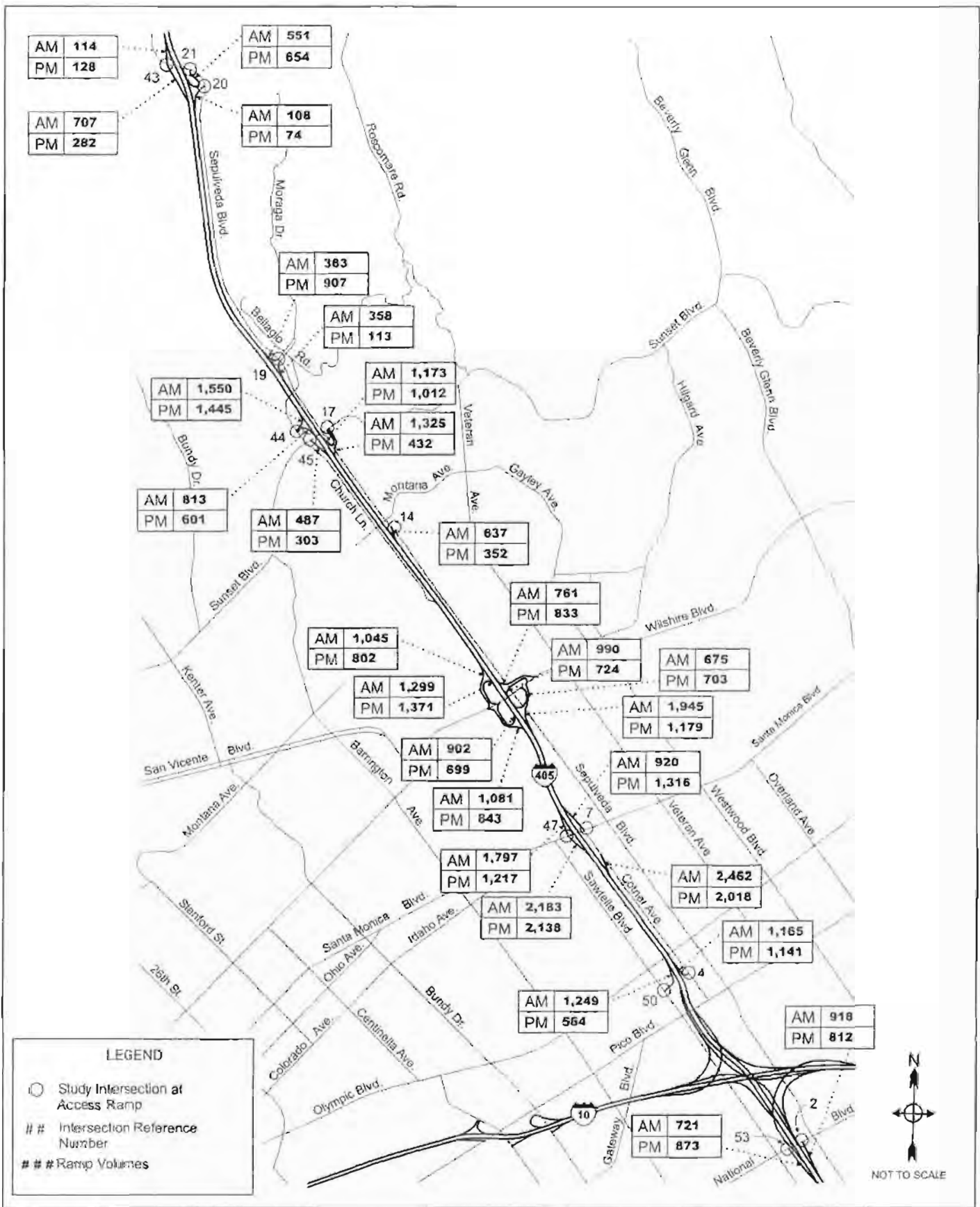


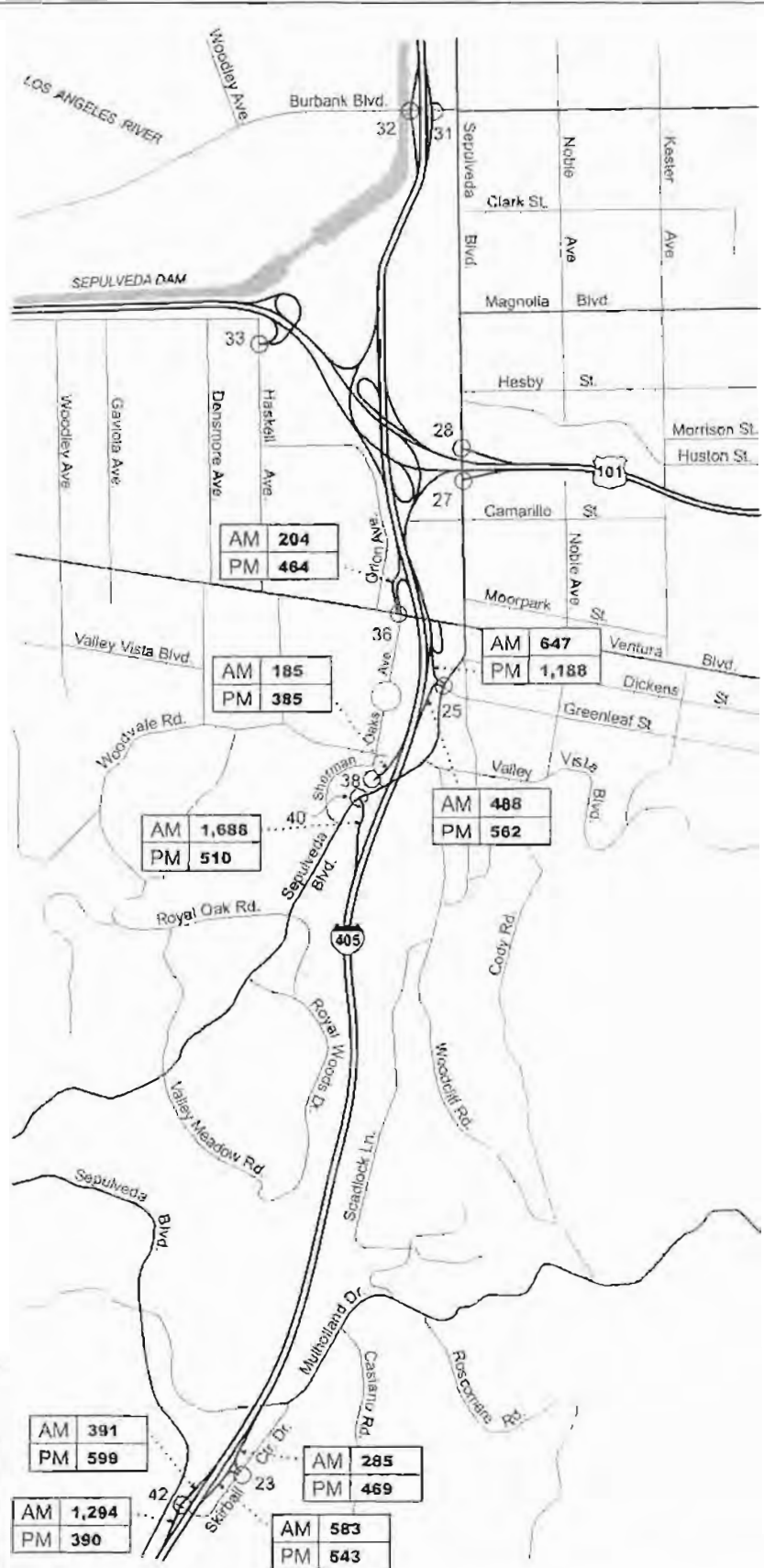
I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 1 (Year 2005) Turning Movement Volumes - PM Peak Hour (Northern Area)

Figure 8B





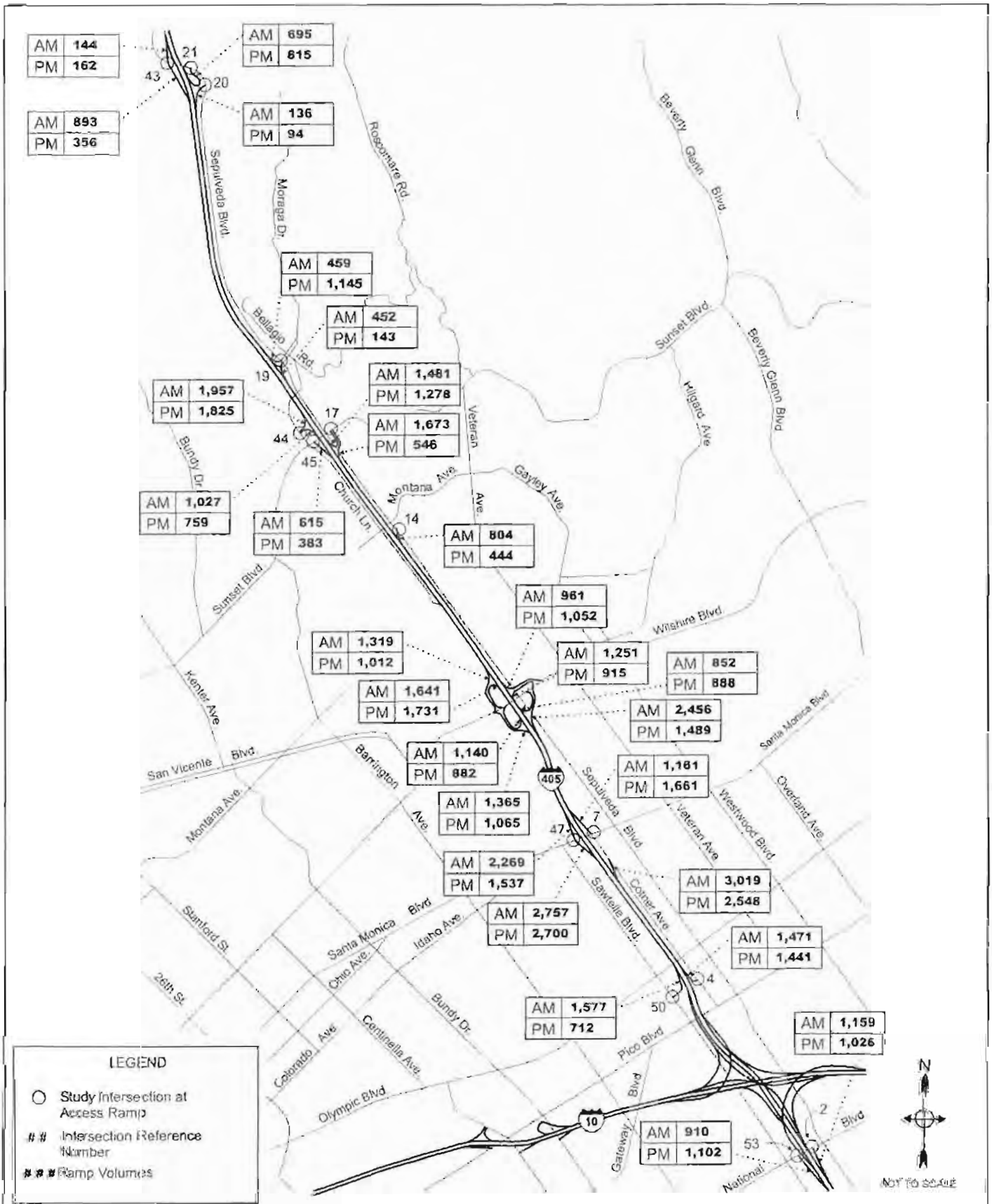




LEGEND

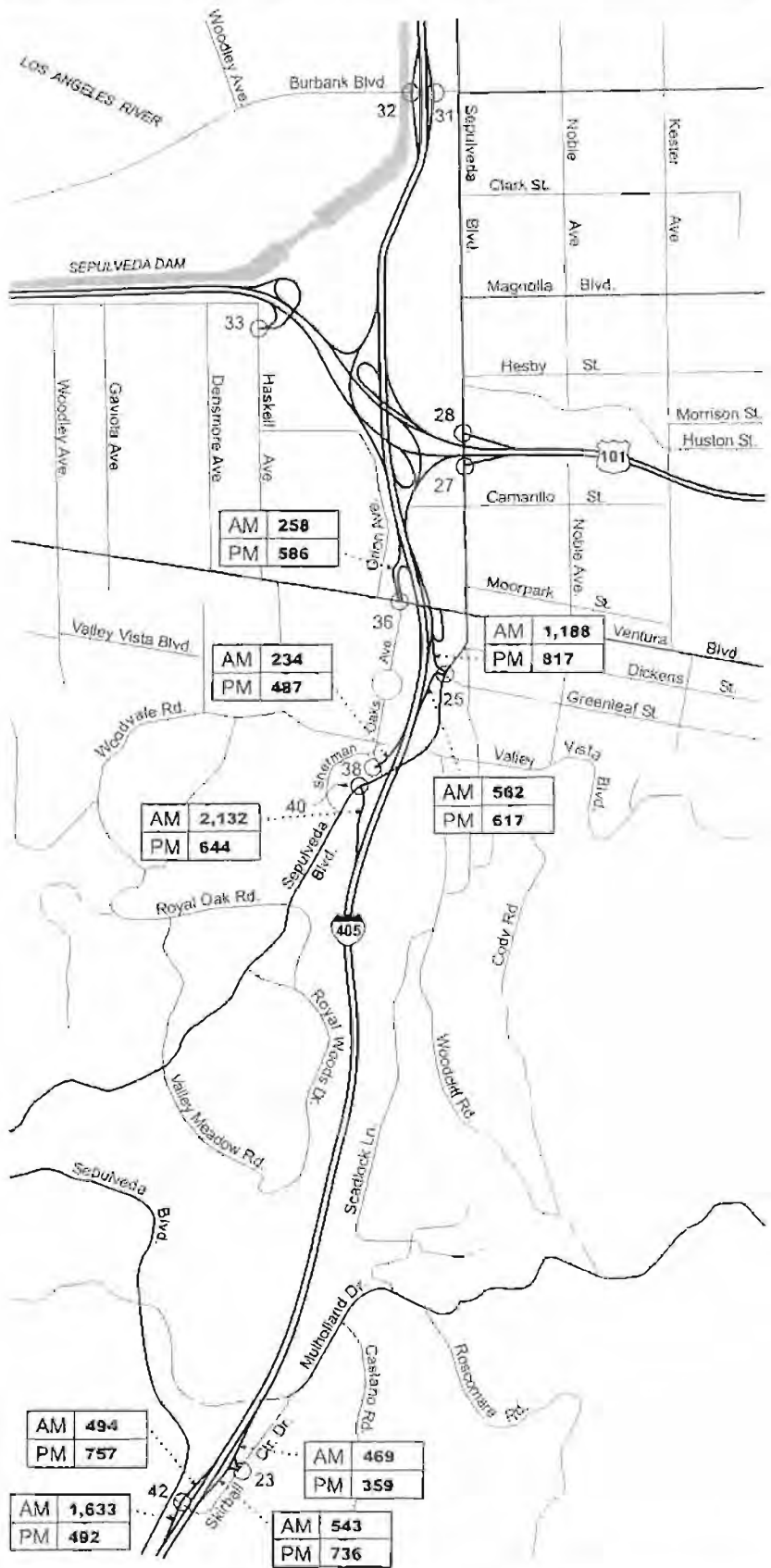
- Study Intersection at Ramp Location
- ## Intersection Reference Number
- ### Ramp Volumes

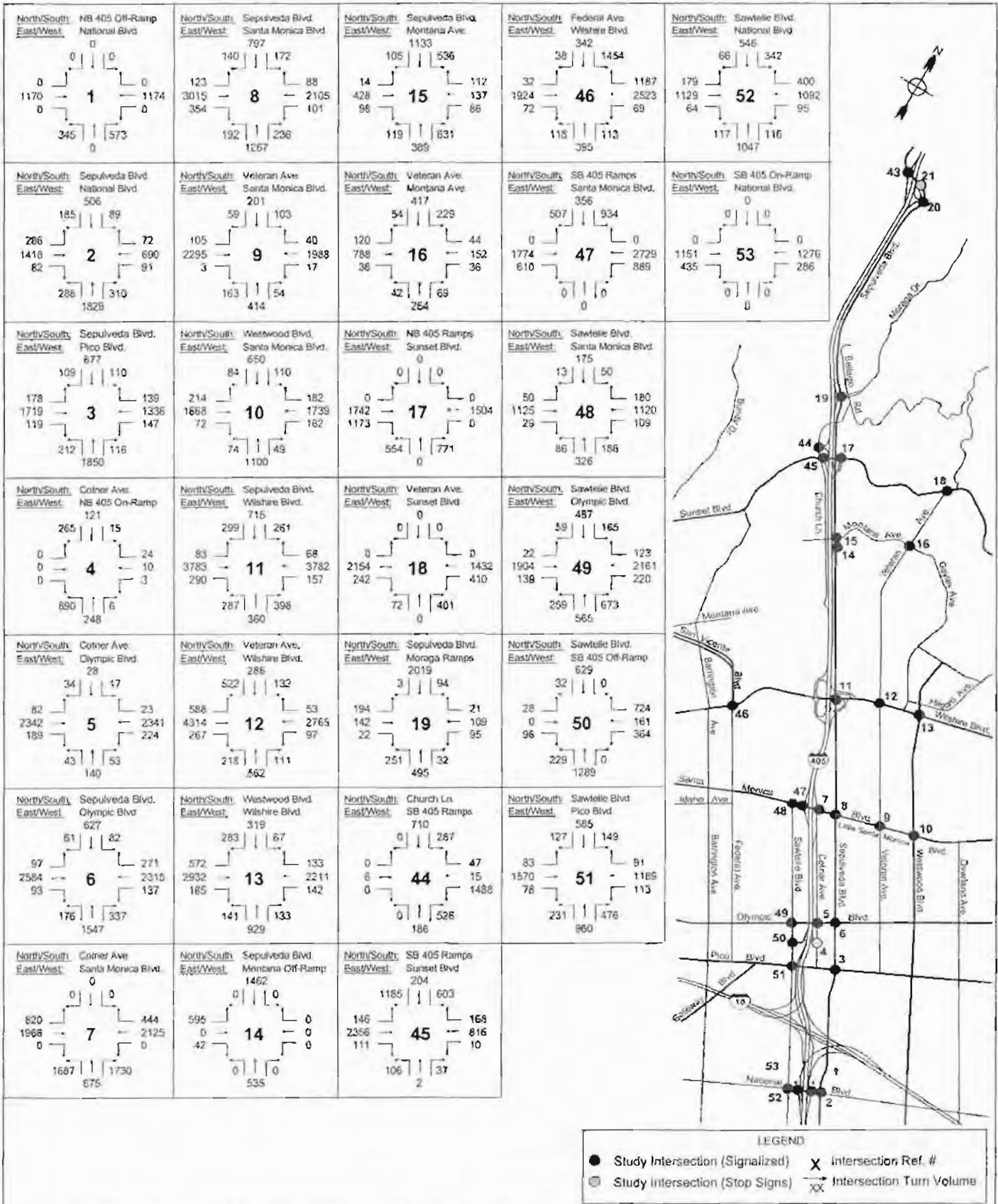




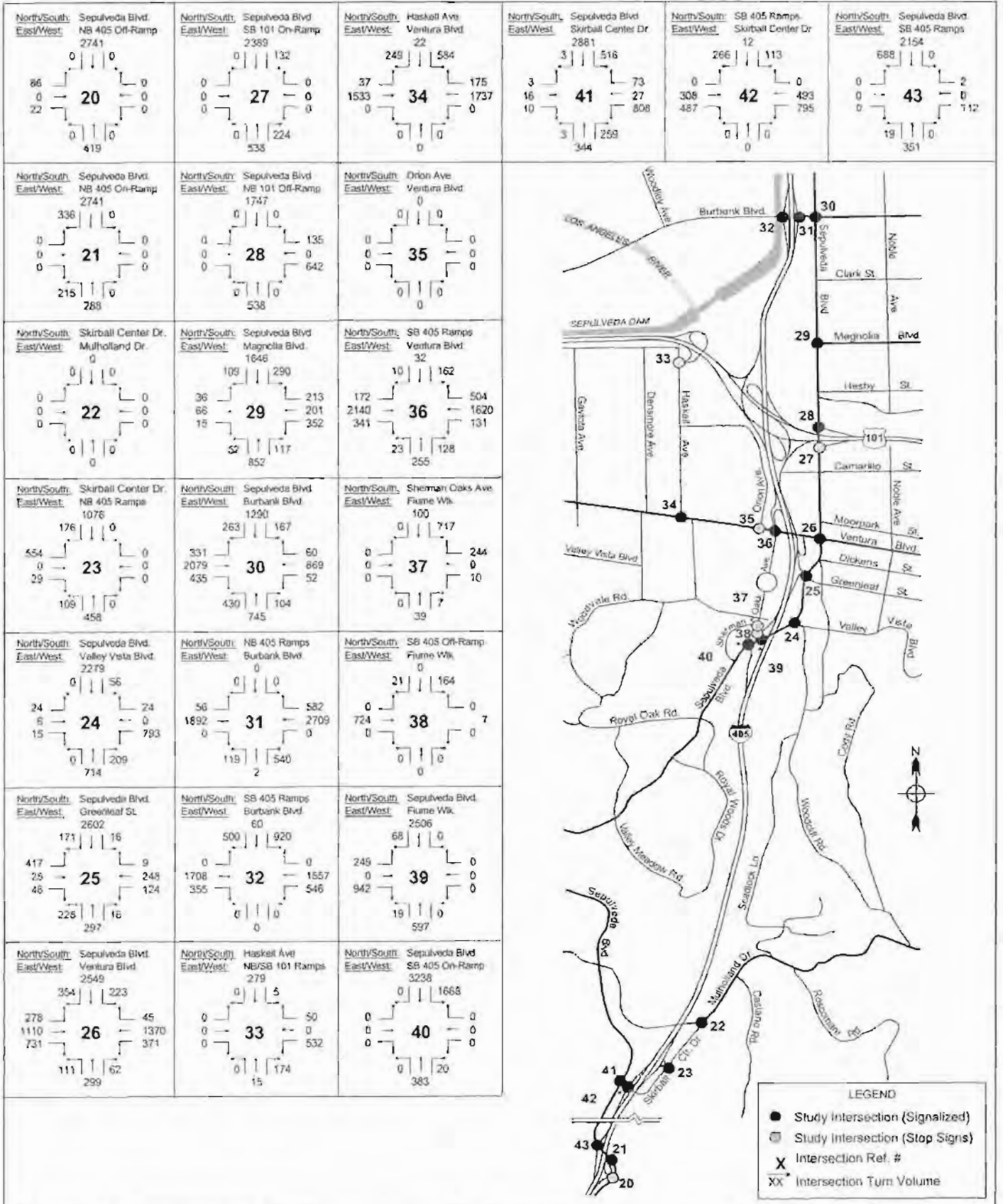
IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project Figure 12A

Alternative 1 Year 2031 Peak Hour Access Ramp Volumes - Southern Area

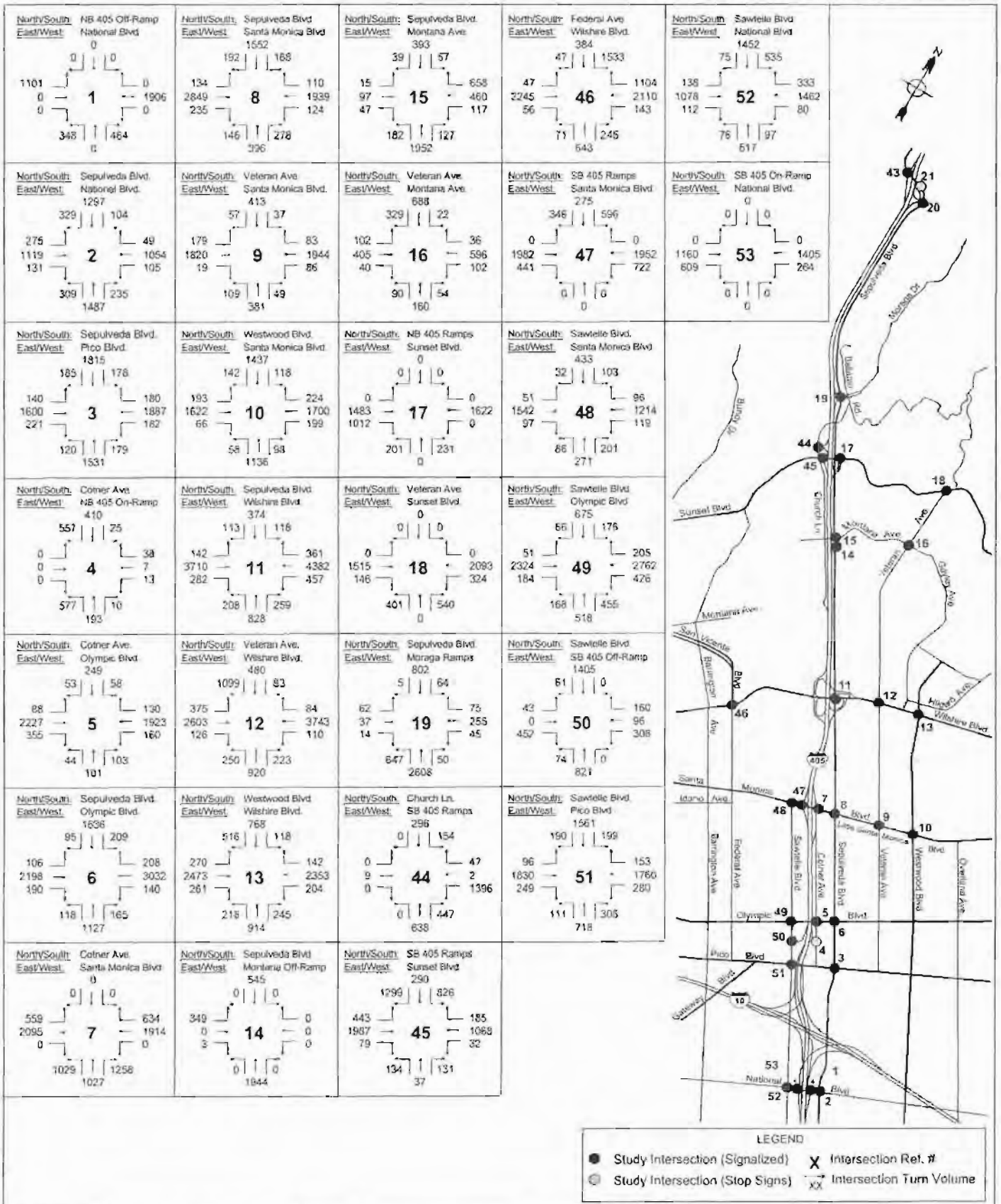




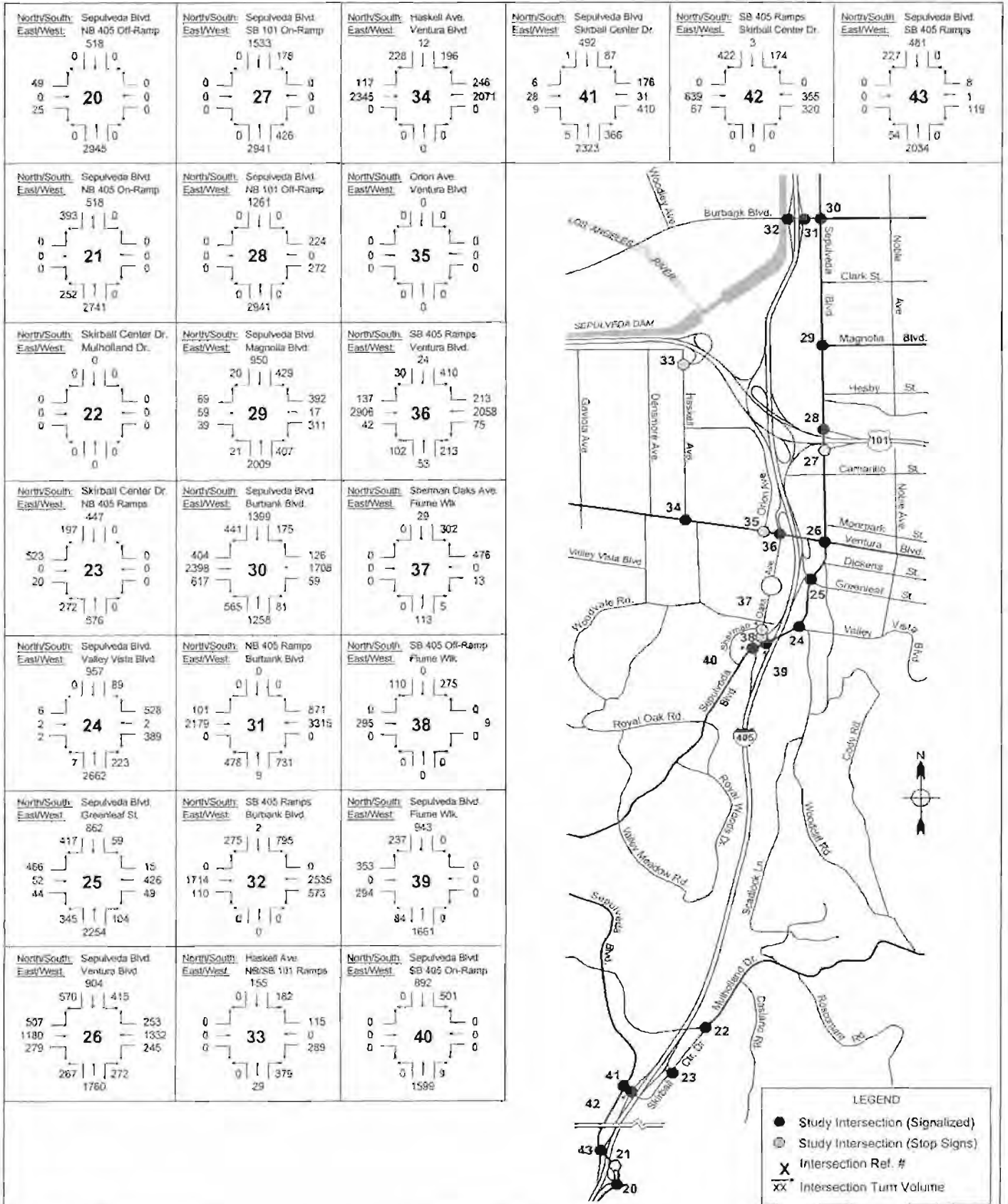
IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 1 (Year 2015) Turning Movement Volumes - AM Peak Hour (Southern Area) Figure 13A



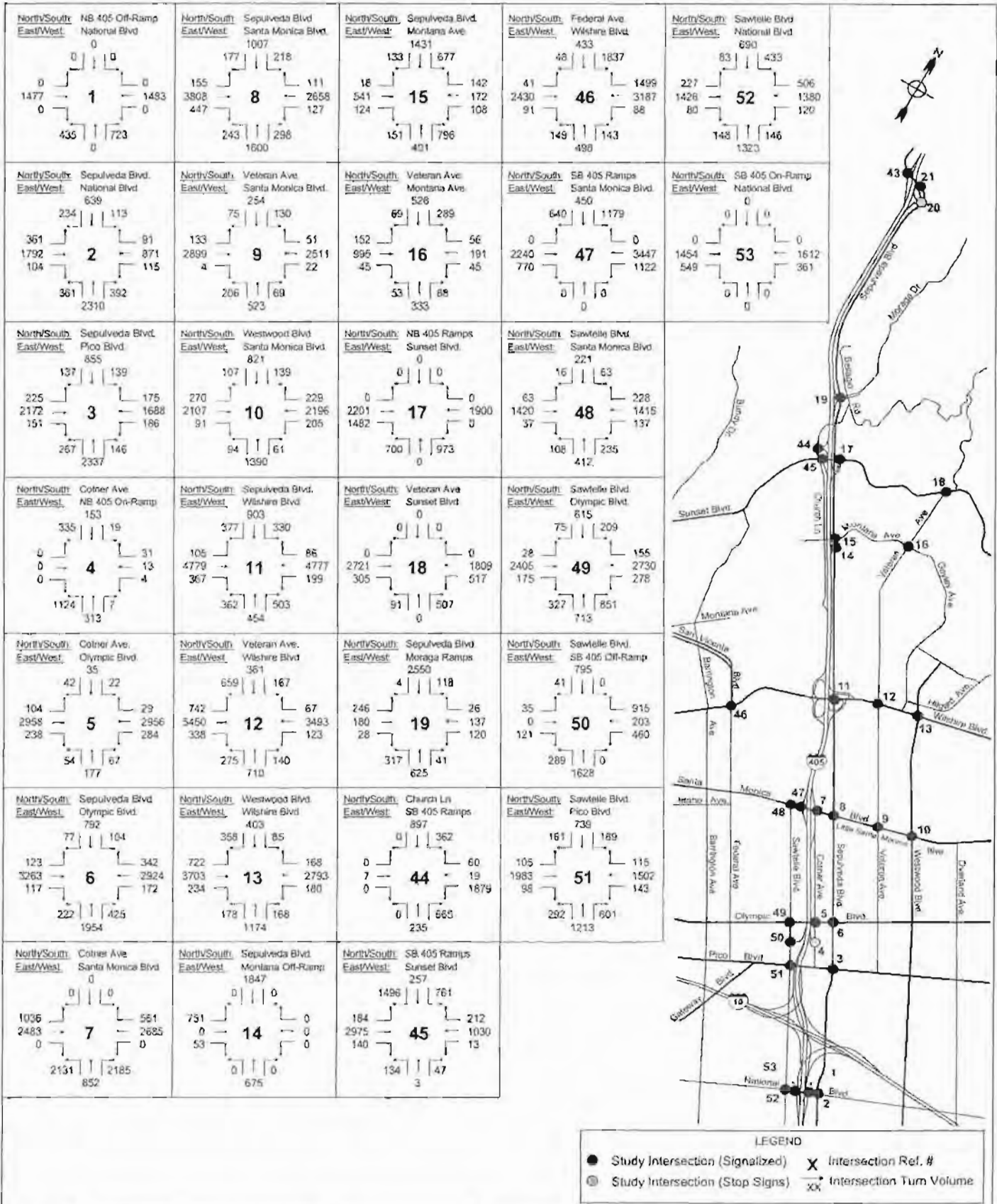
IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 1 (Year 2015) Turning Movement Volumes - AM Peak Hour (Northern Area) Figure 13B



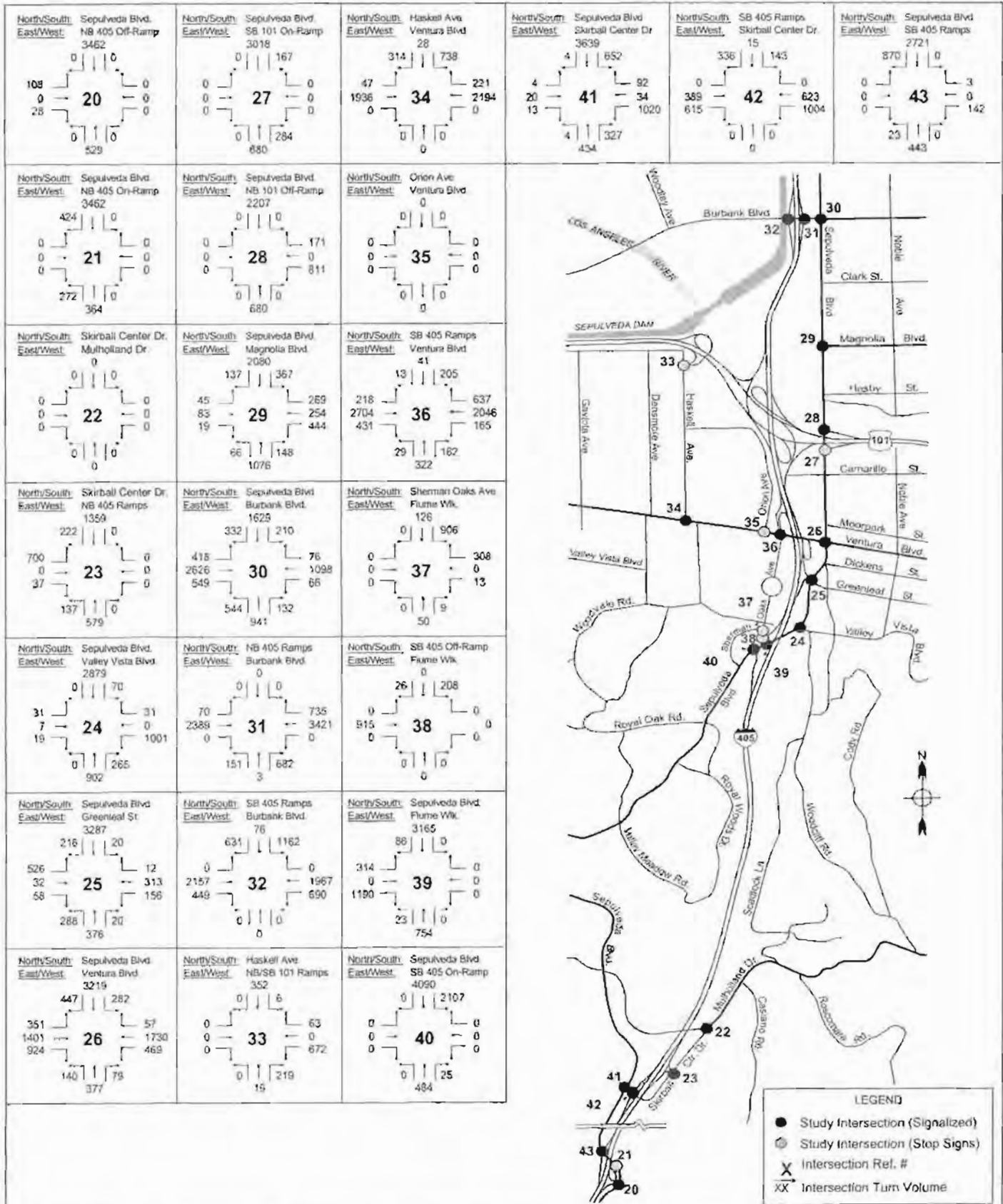
IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project Figure 14A
 Alternative 1 (Year 2015) Turning Movement Volumes - PM Peak Hour (Southern Area)



IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project Figure 14B
 Alternative 1 (Year 2015) Turning Movement Volumes - PM Peak Hour (Northern Area)

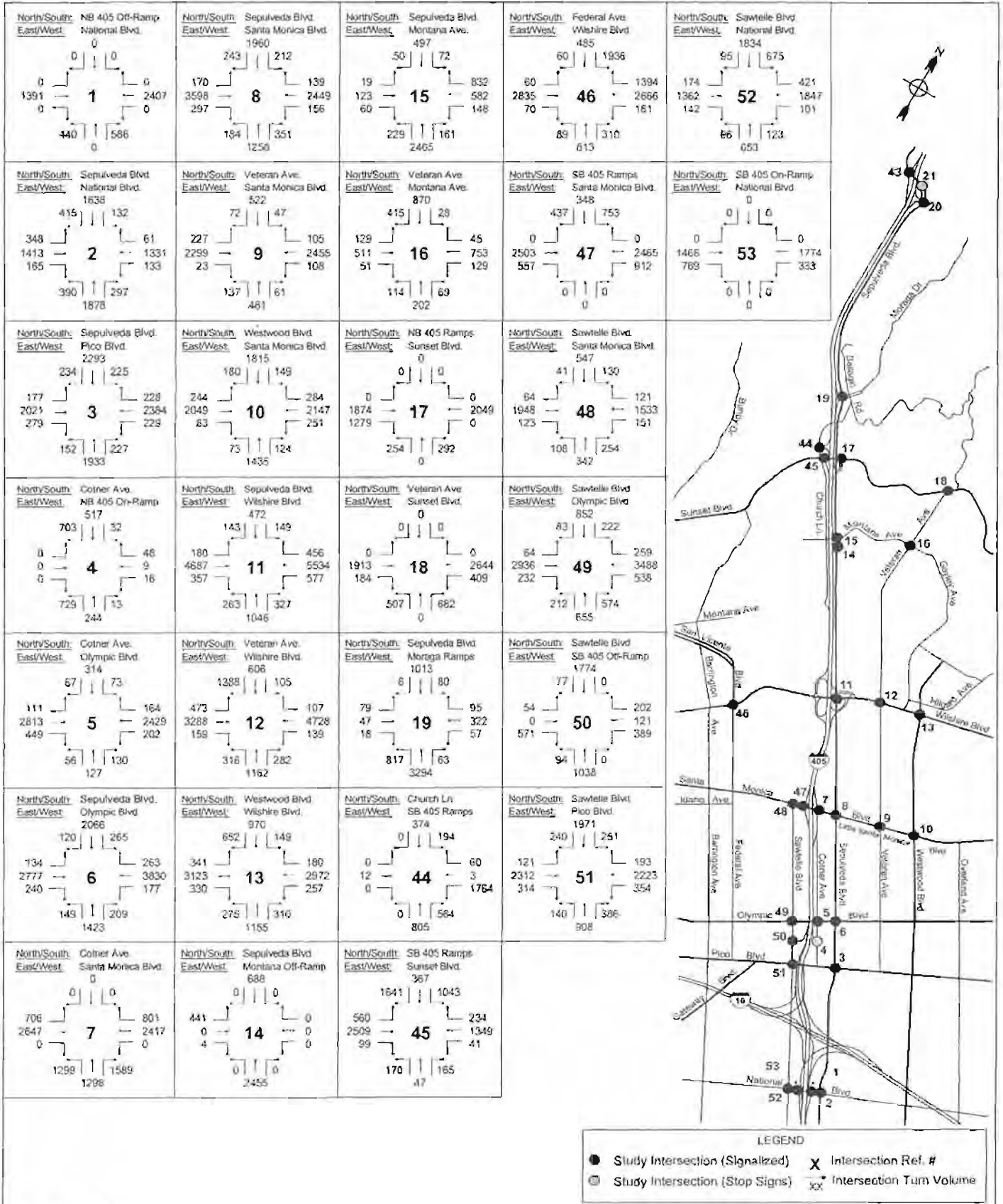


IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 1 (Year 2031) Turning Movement Volumes - AM Peak Hour (Southern Area) Figure 15A



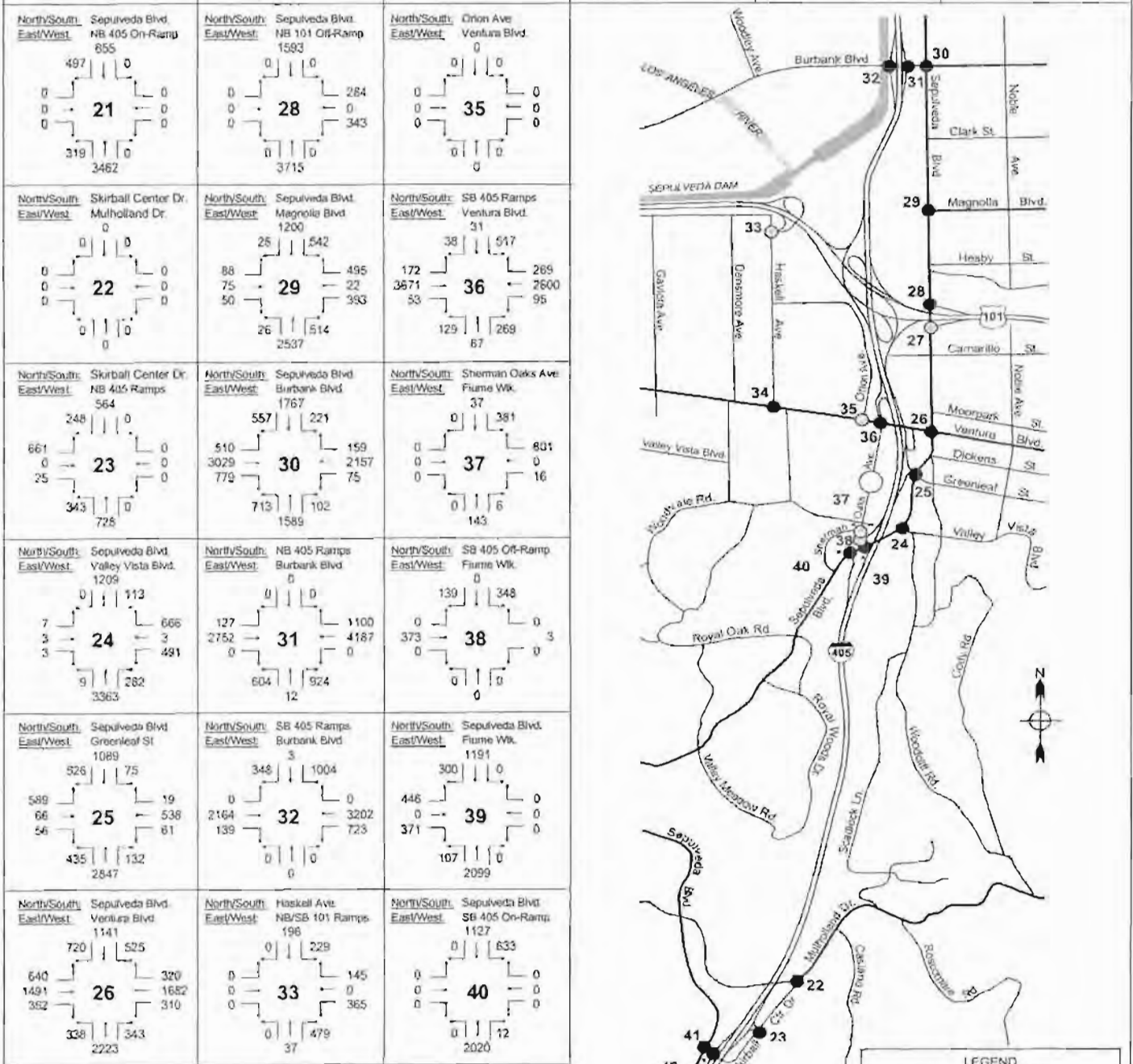
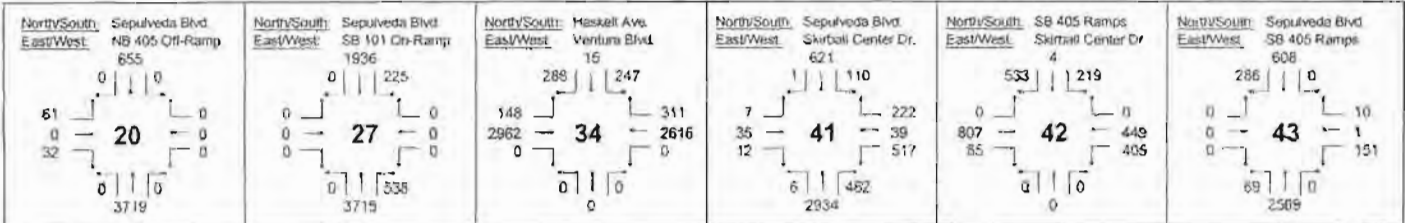
I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 1 (Year 2031) Turning Movement Volumes - AM Peak Hour (Northern Area)

Figure 15B



I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
Alternative 1 (Year 2031) Turning Movement Volumes - PM Peak Hour (Southern Area)

Figure 16A



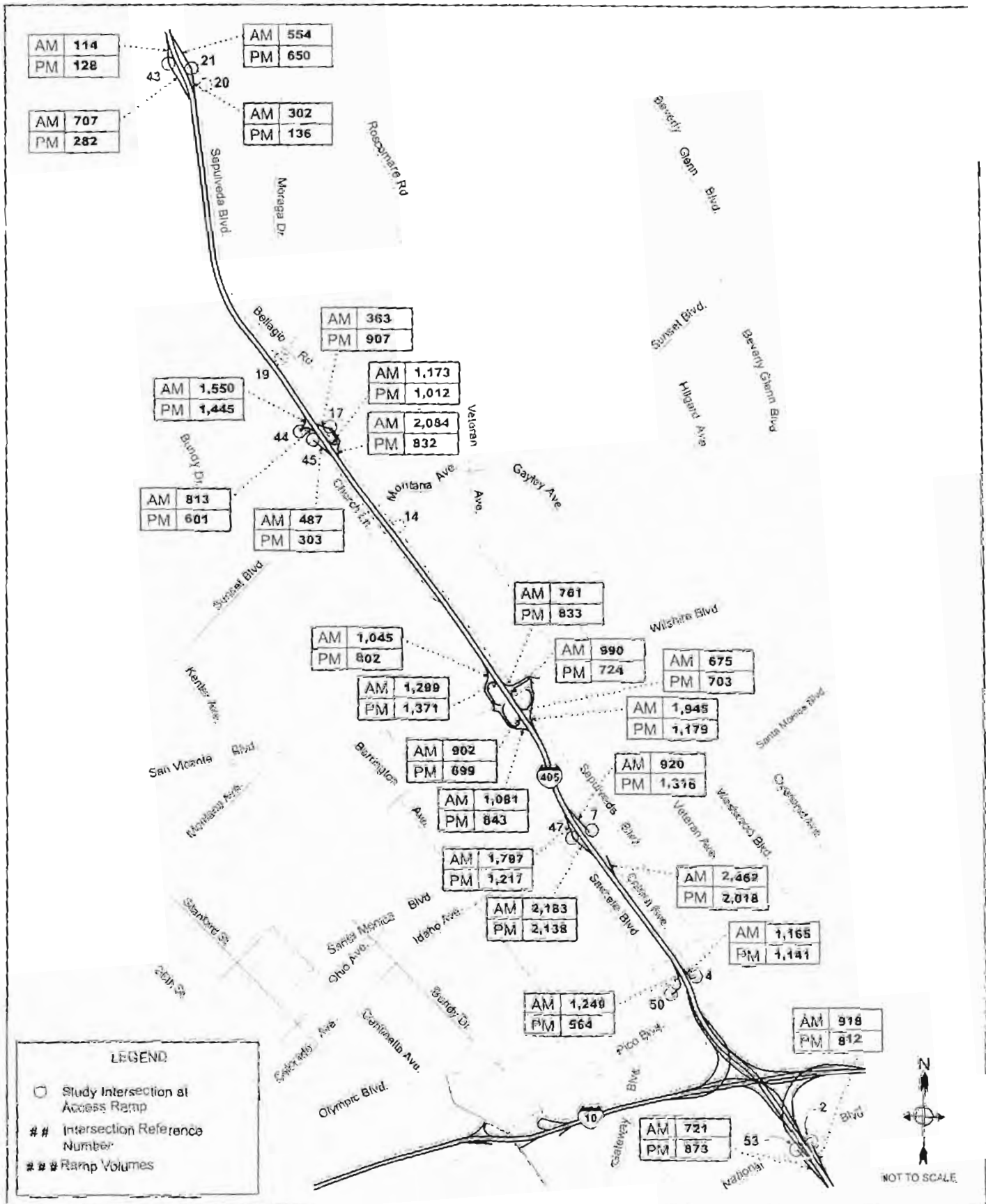
LEGEND

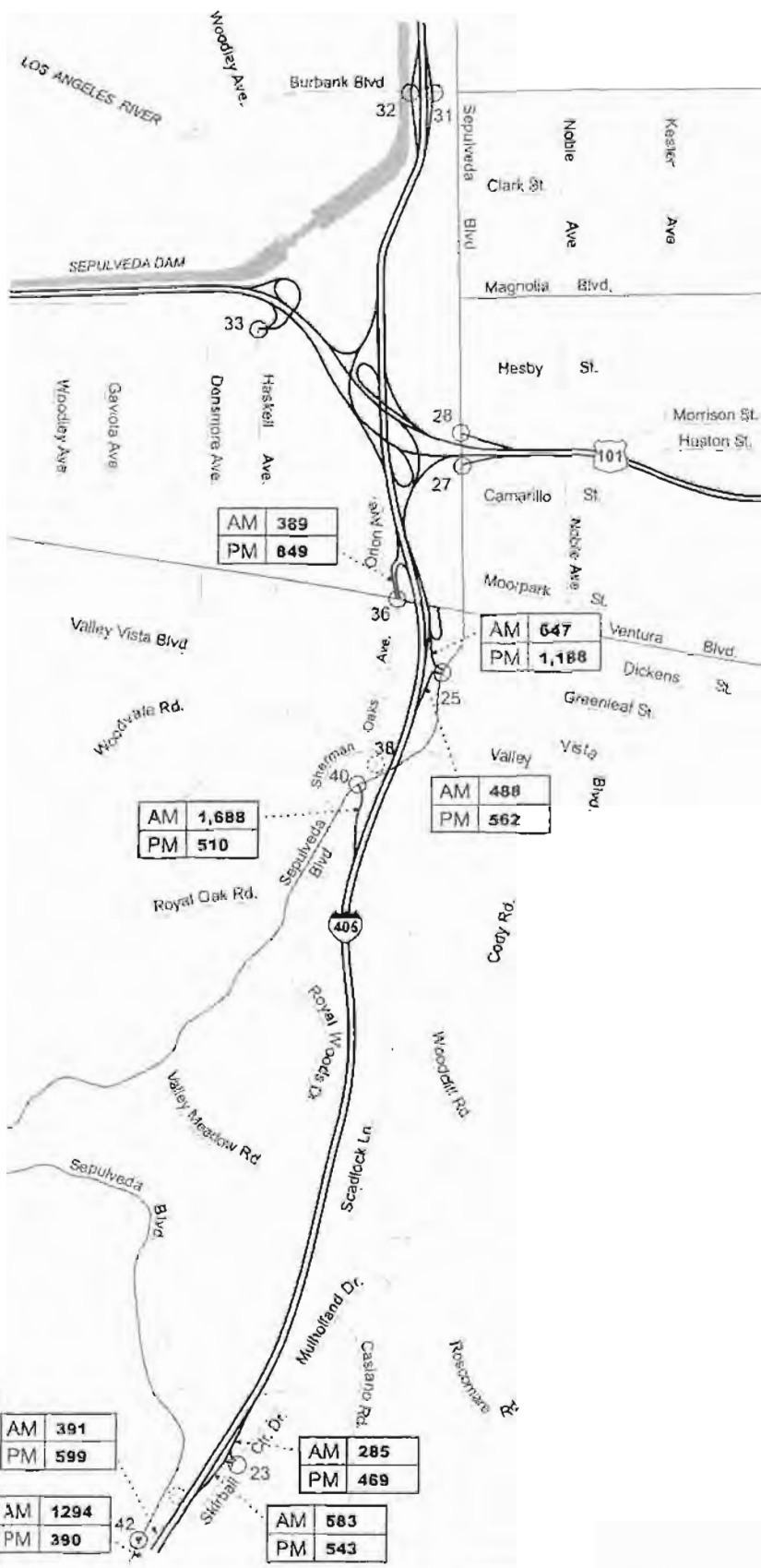
- Study Intersection (Signalized)
- Study Intersection (Stop Signs)
- X Intersection Ref. #
- XX Intersection Turn Volume



I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 1 (Year 2031) Turning Movement Volumes - PM Peak Hour (Northern Area)

Figure 16B

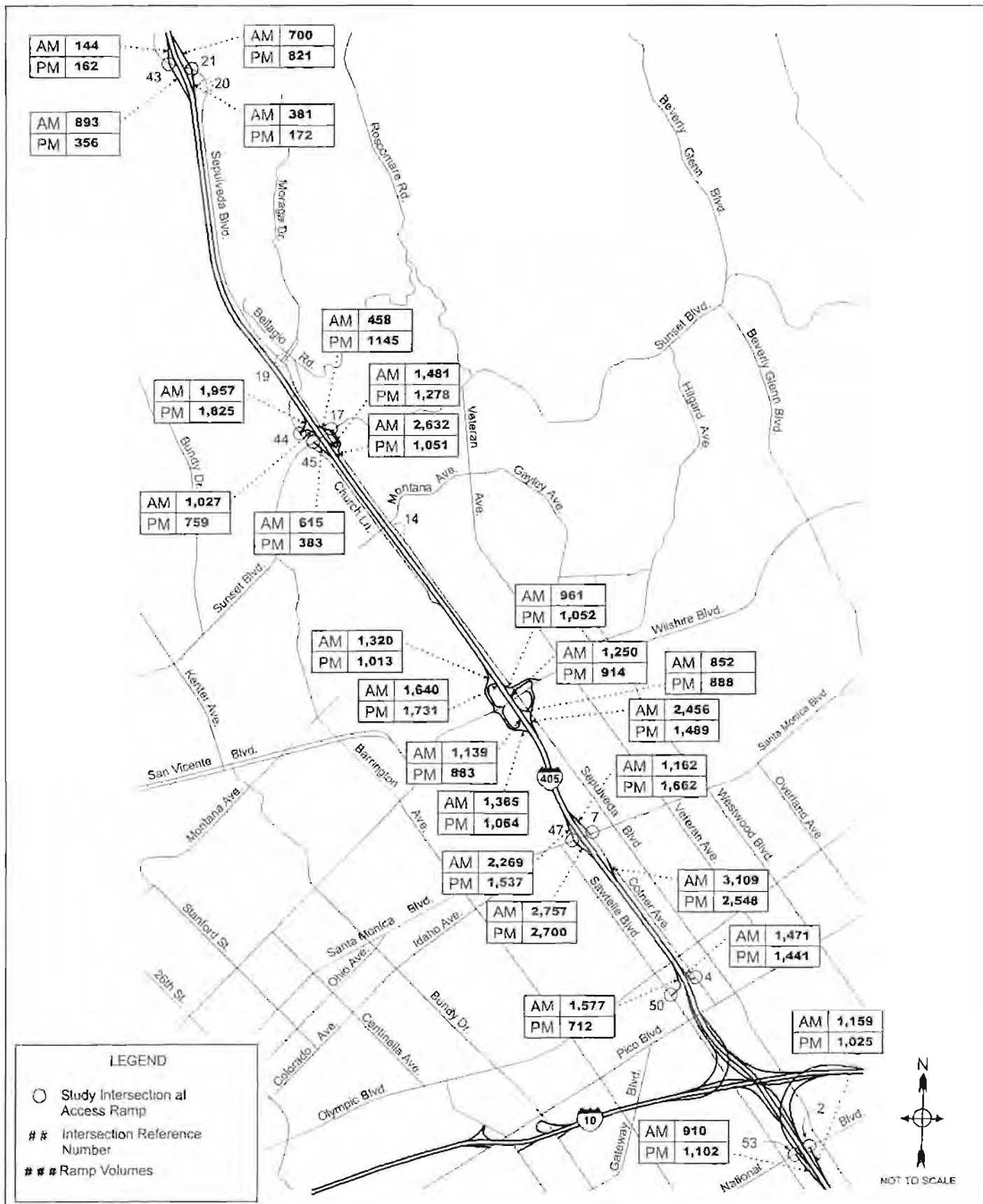


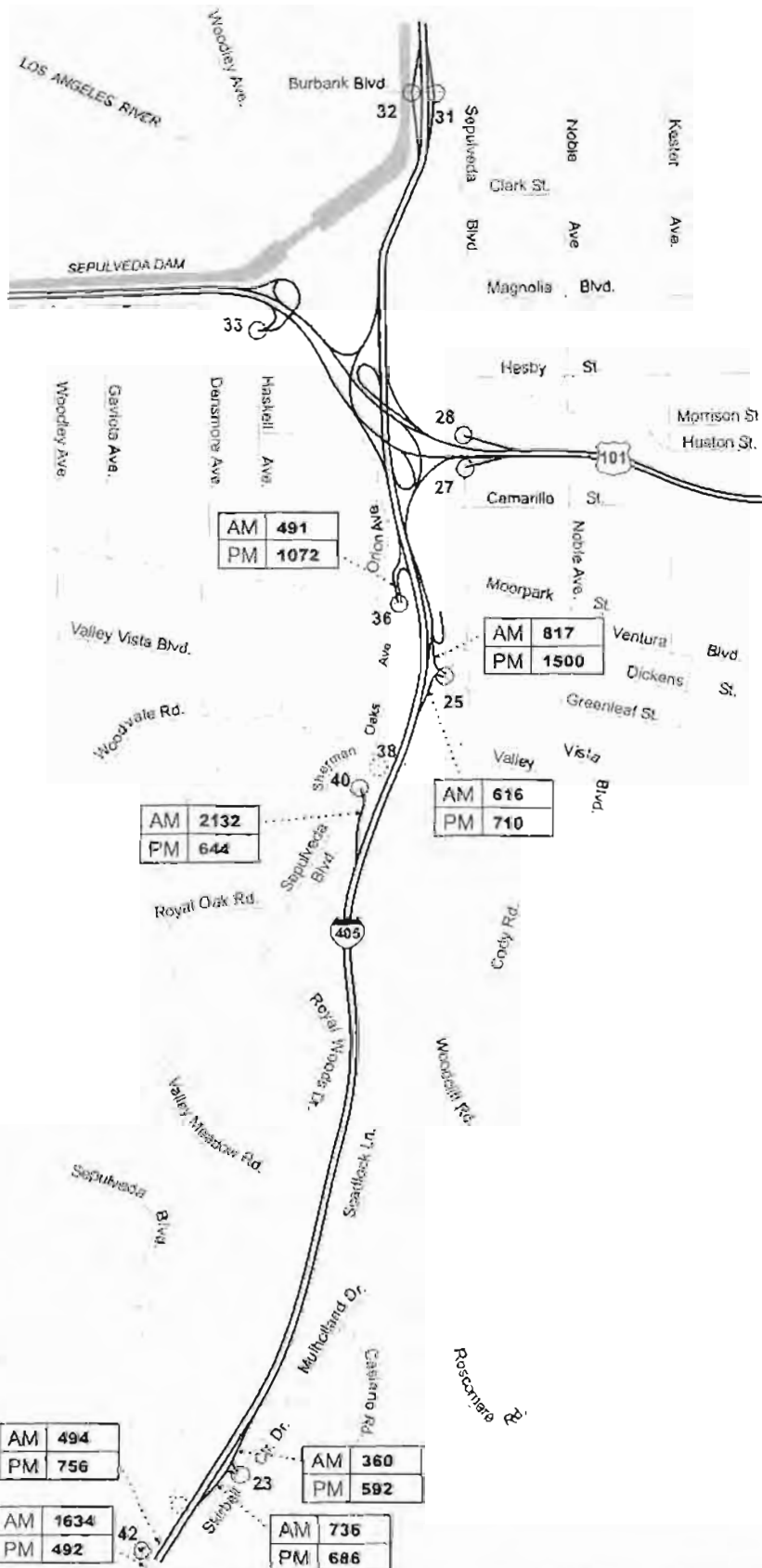


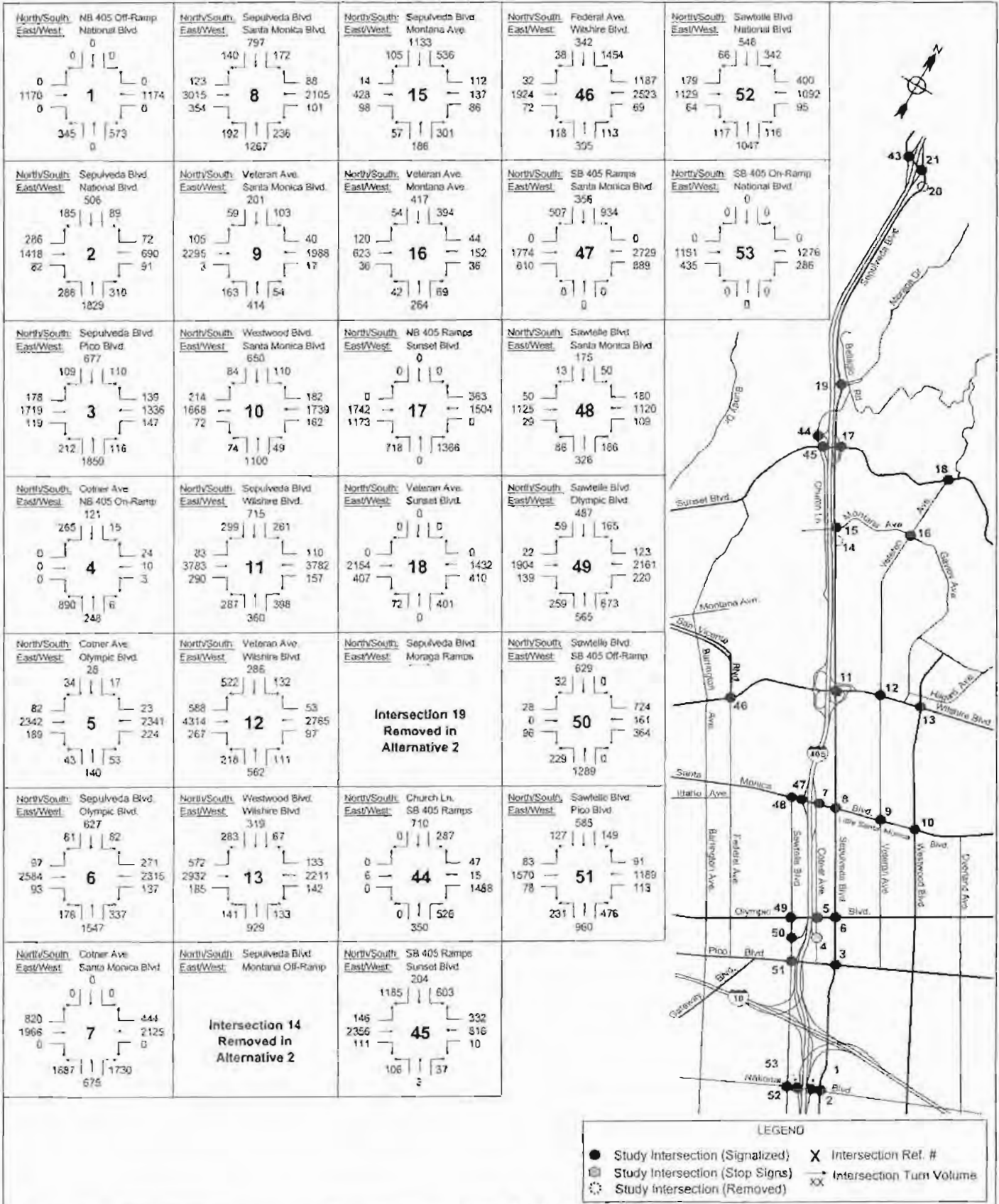
LEGEND

- Study Intersection at Ramp Location
- ## Intersection Reference Number
- ### Ramp Volumes



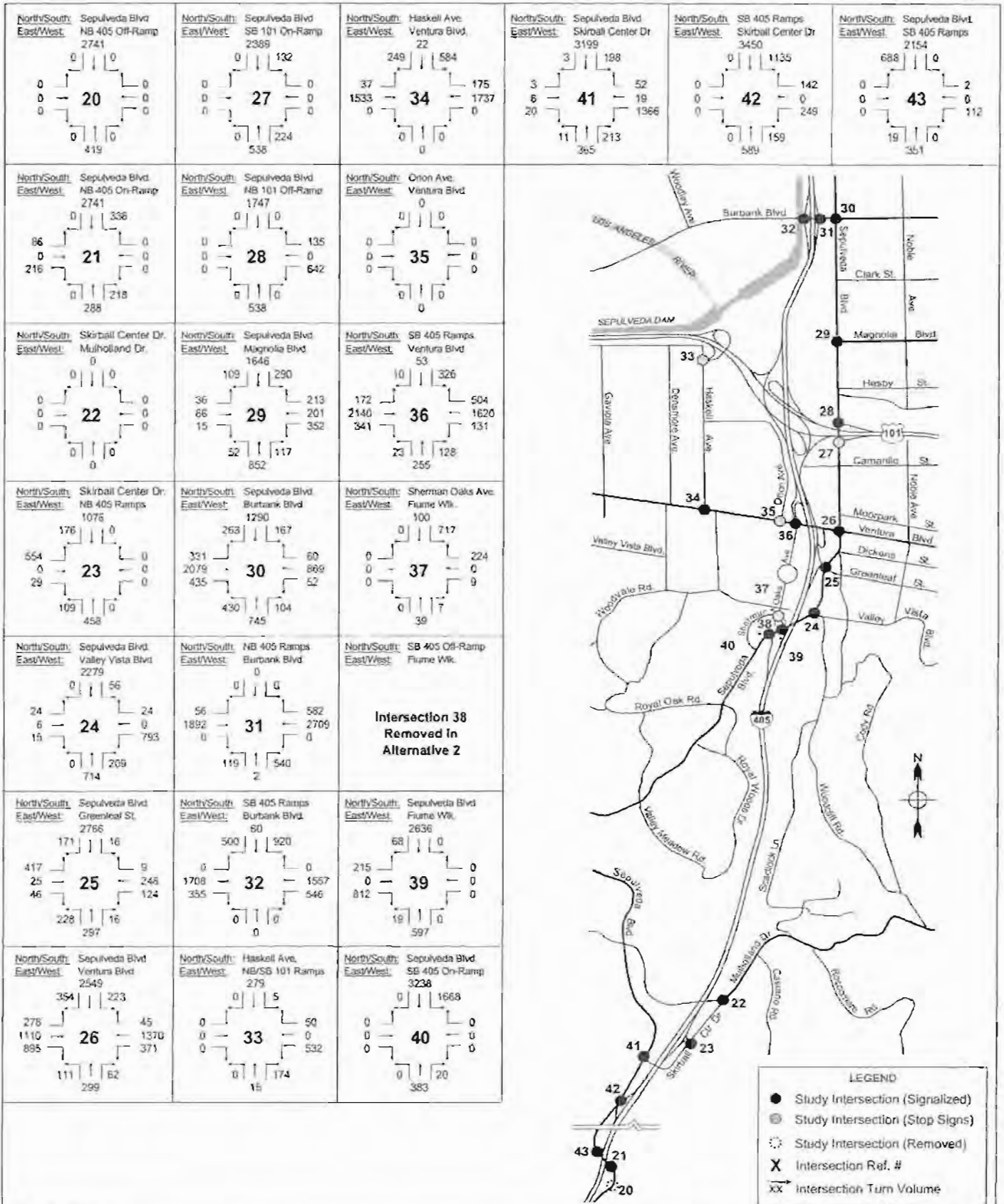


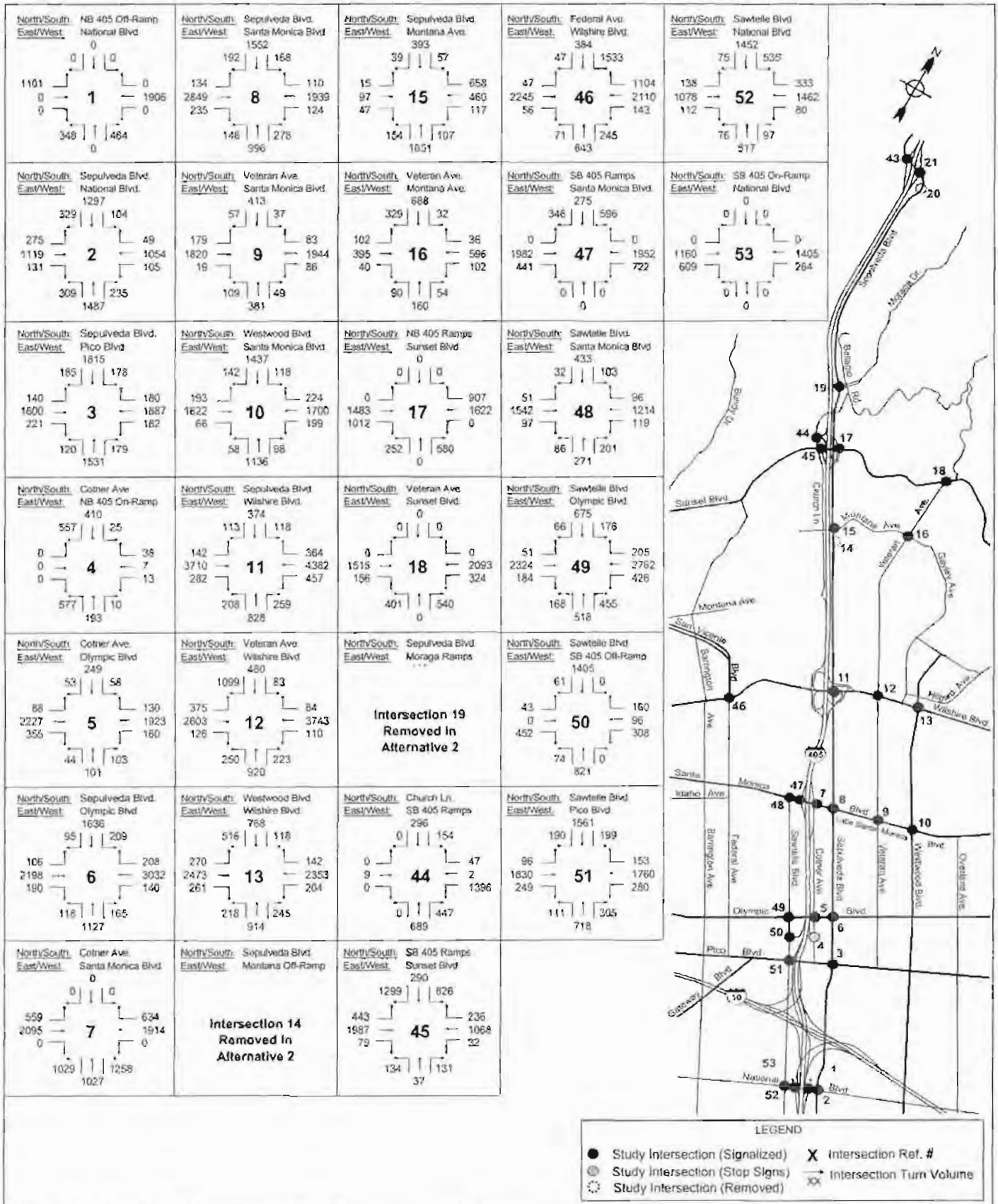




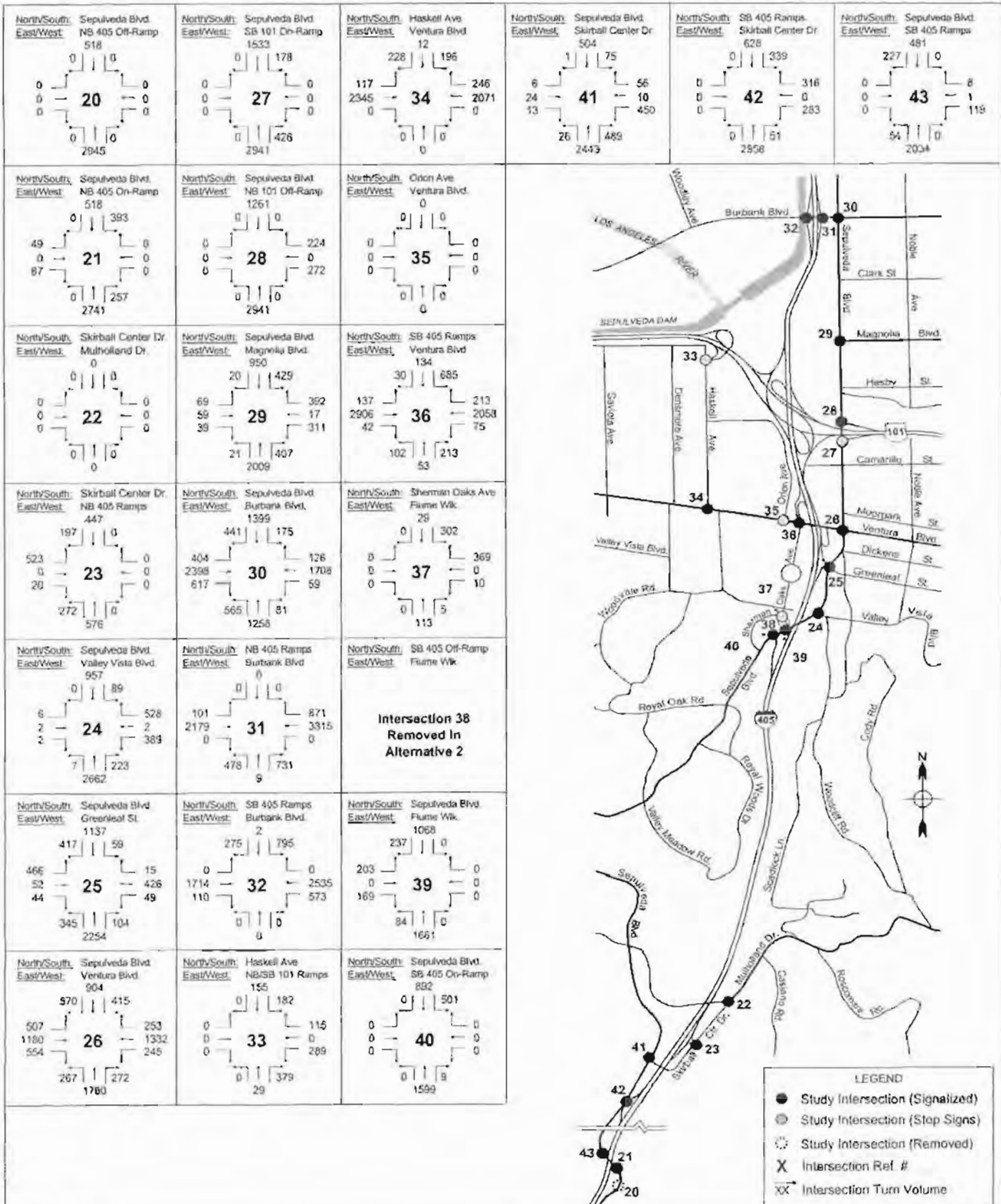
I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 2 (Year 2015) Turning Movement Volumes - AM Peak Hour (Southern Area)

Figure 21A



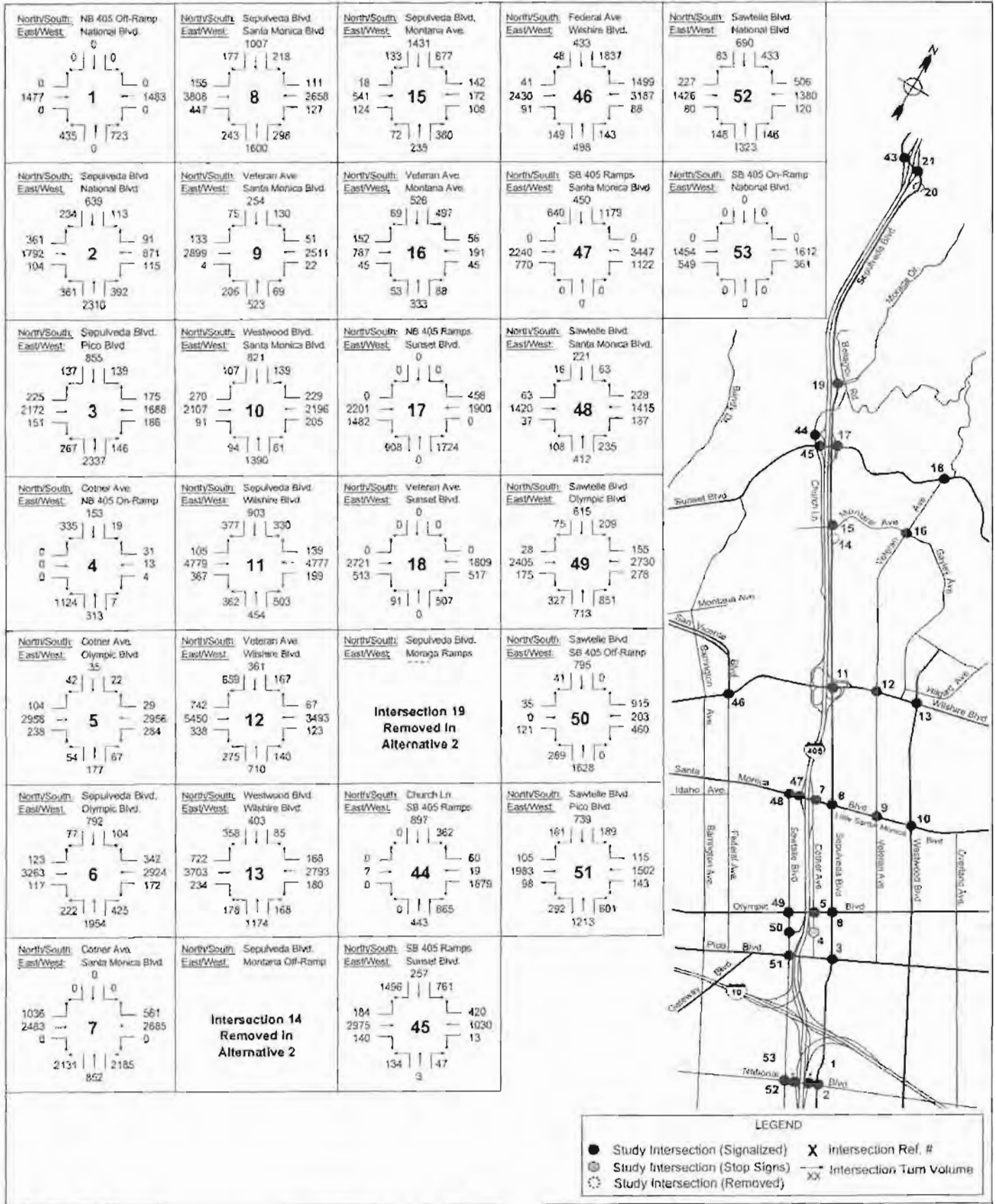


IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project Figure 22A
 Alternative 2 (Year 2015) Turning Movement Volumes - PM Peak Hour (Southern Area)



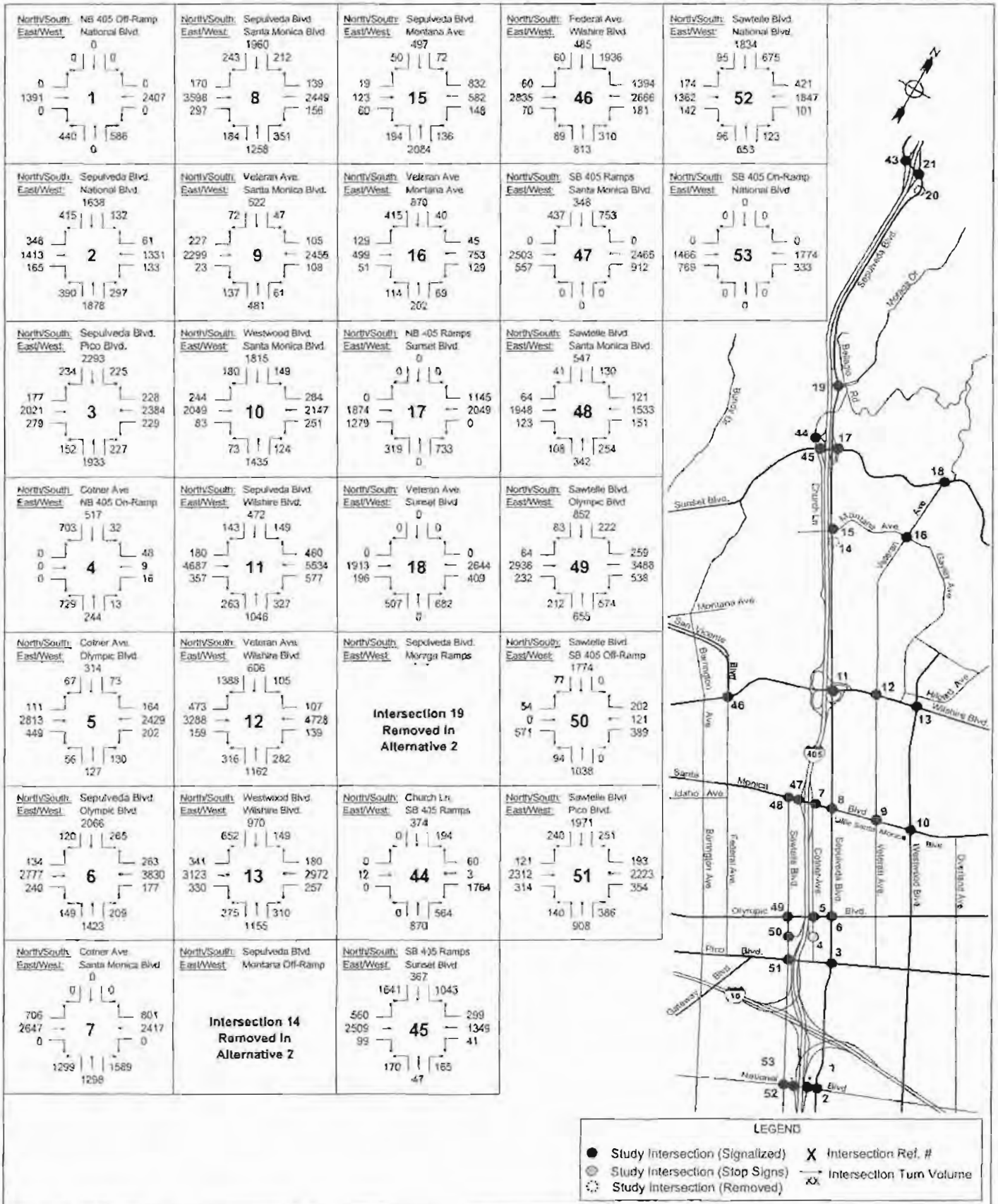
I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
Alternative 2 (Year 2015) Turning Movement Volumes - PM Peak Hour (Northern Area)

Figure 22B

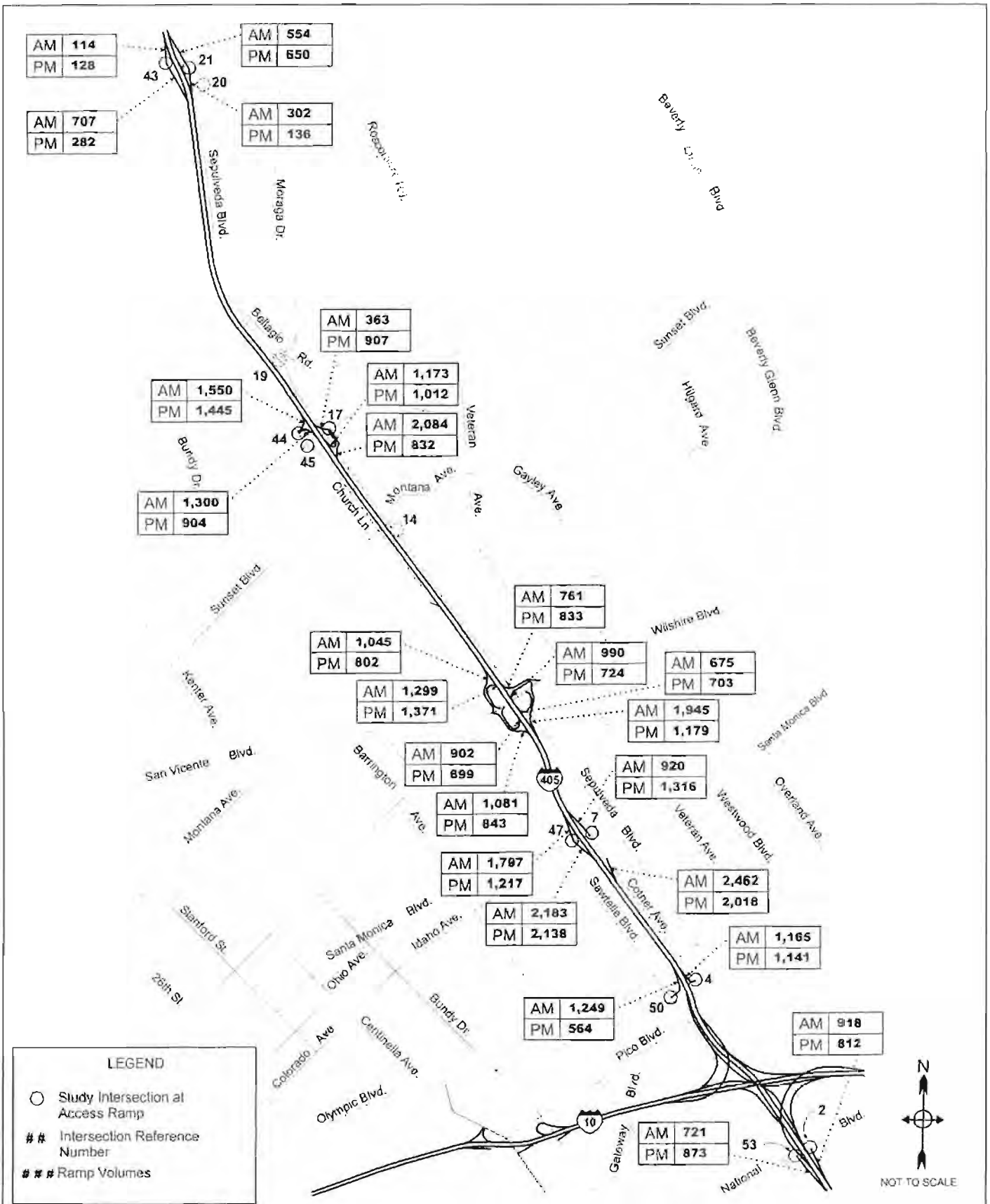


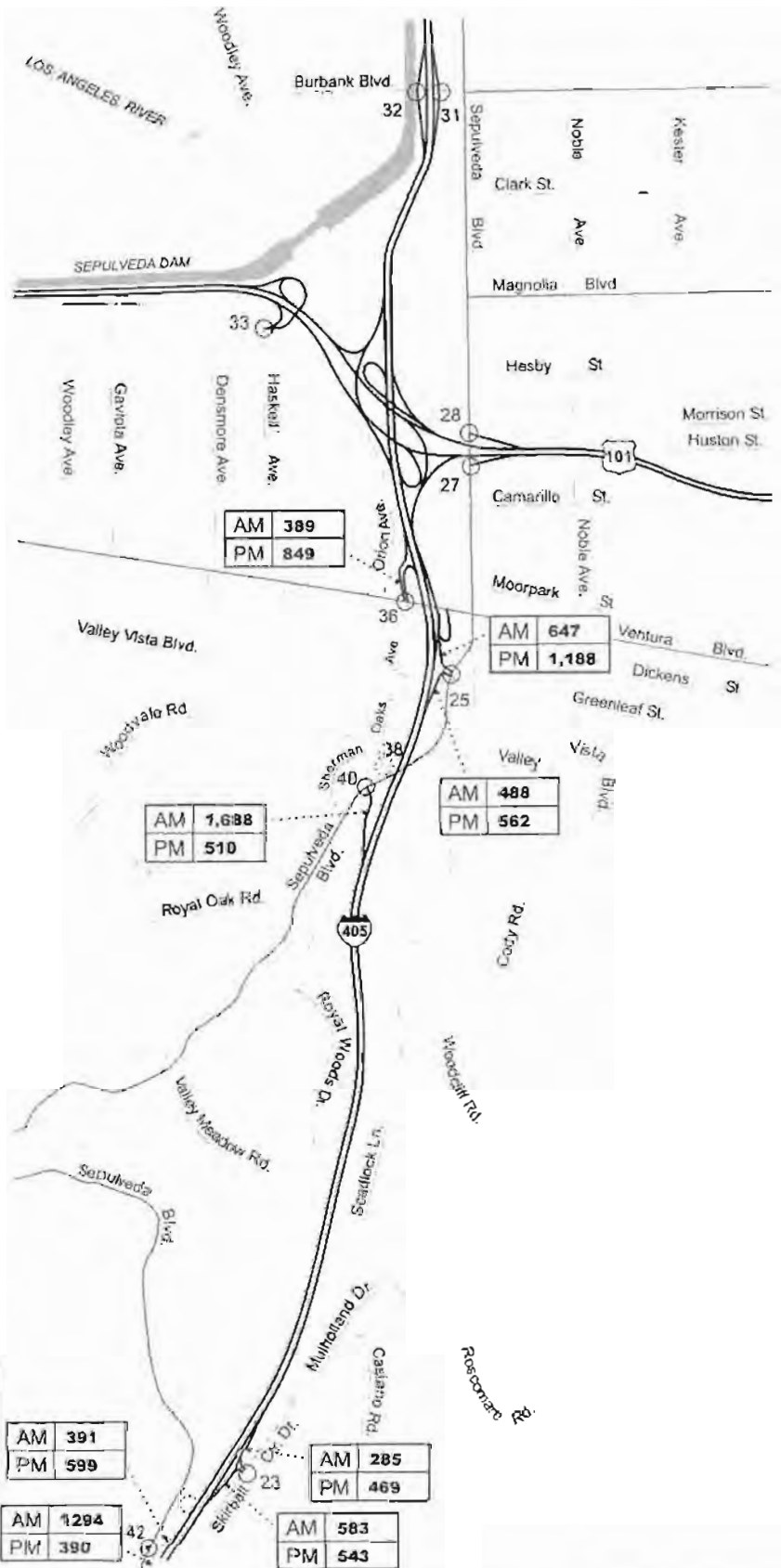
I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 2 (Year 2031) Turning Movement Volumes - AM Peak Hour (Southern Area)

Figure 23A



IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
 Alternative 2 (Year 2031) Turning Movement Volumes - PM Peak Hour (Southern Area) Figure 24A

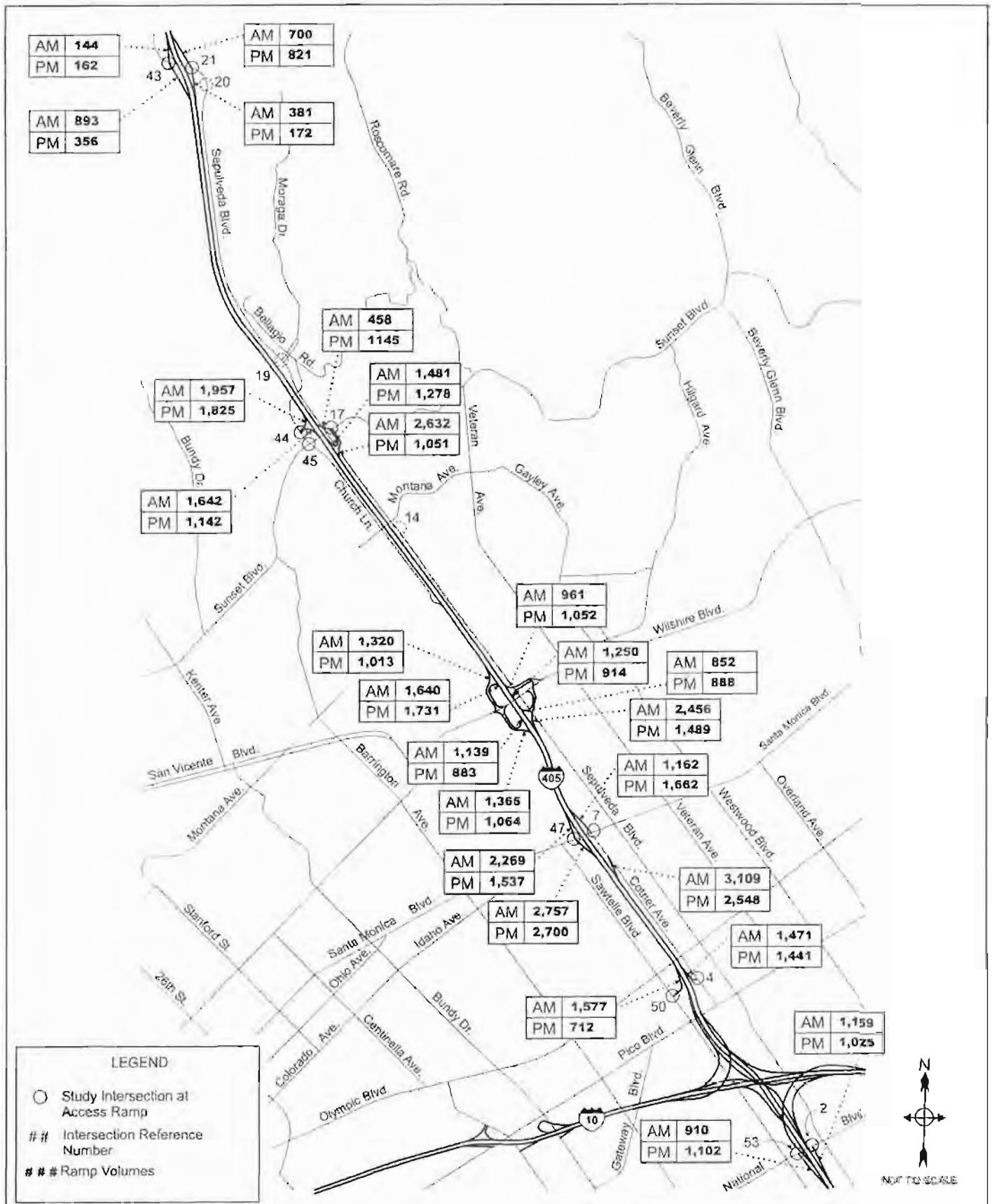


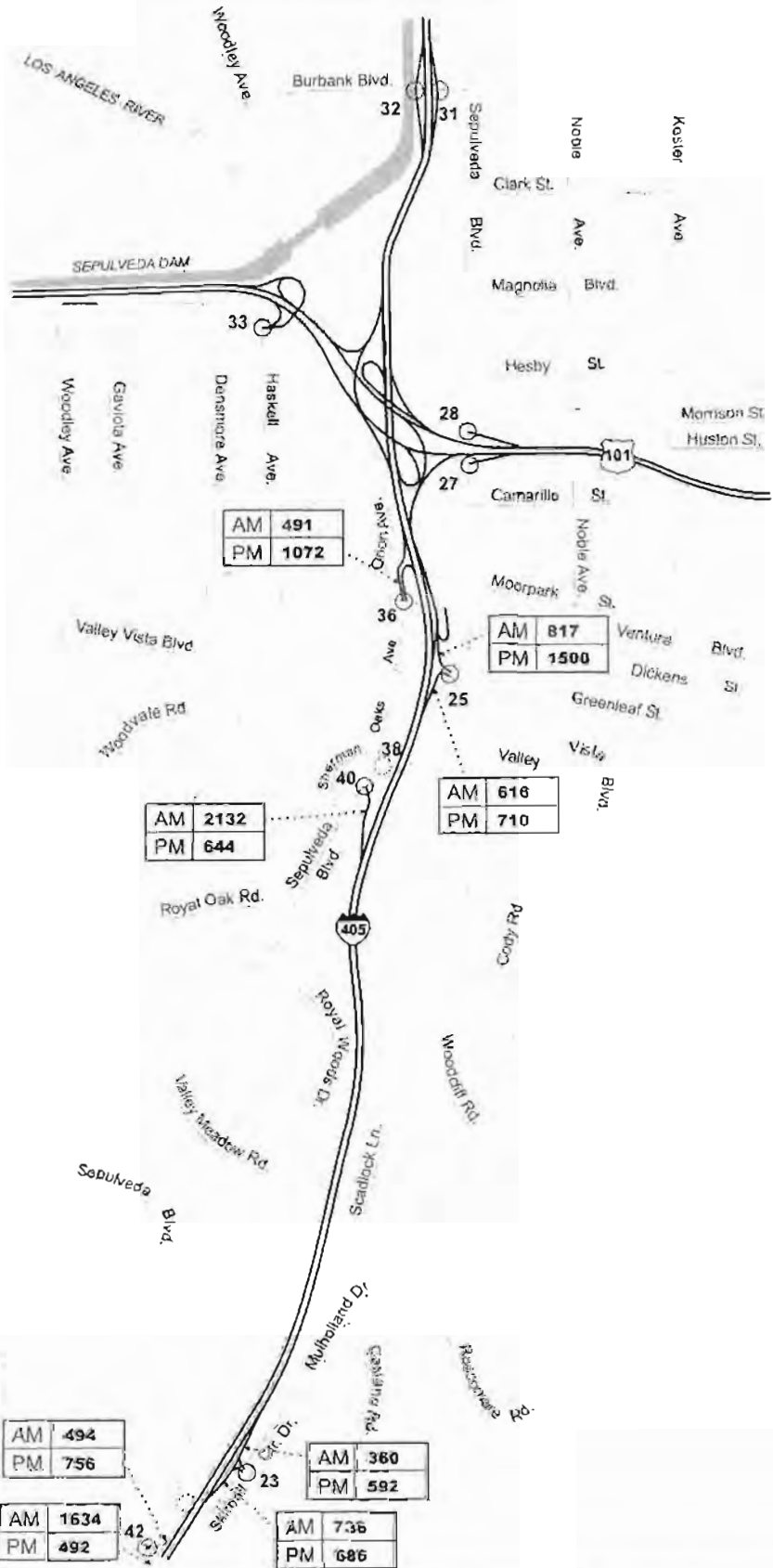


LEGEND

- Study Intersection at Ramp Location
- ## Intersection Reference Number
- ### Ramp Volumes







AM	491
PM	1072

AM	817
PM	1500

AM	2132
PM	644

AM	616
PM	710

AM	494
PM	756

AM	360
PM	592

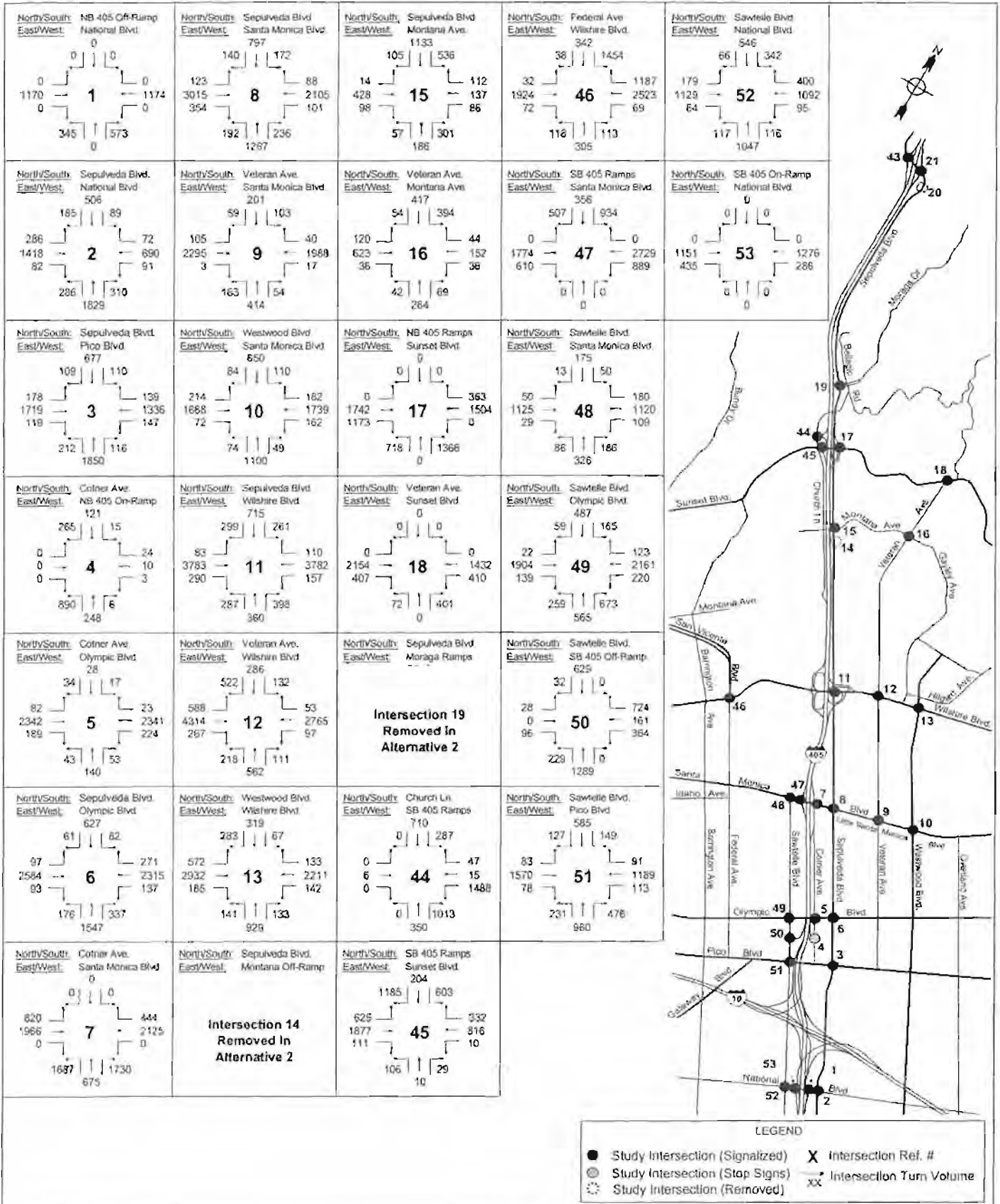
AM	1634
PM	492

AM	736
PM	686

LEGEND

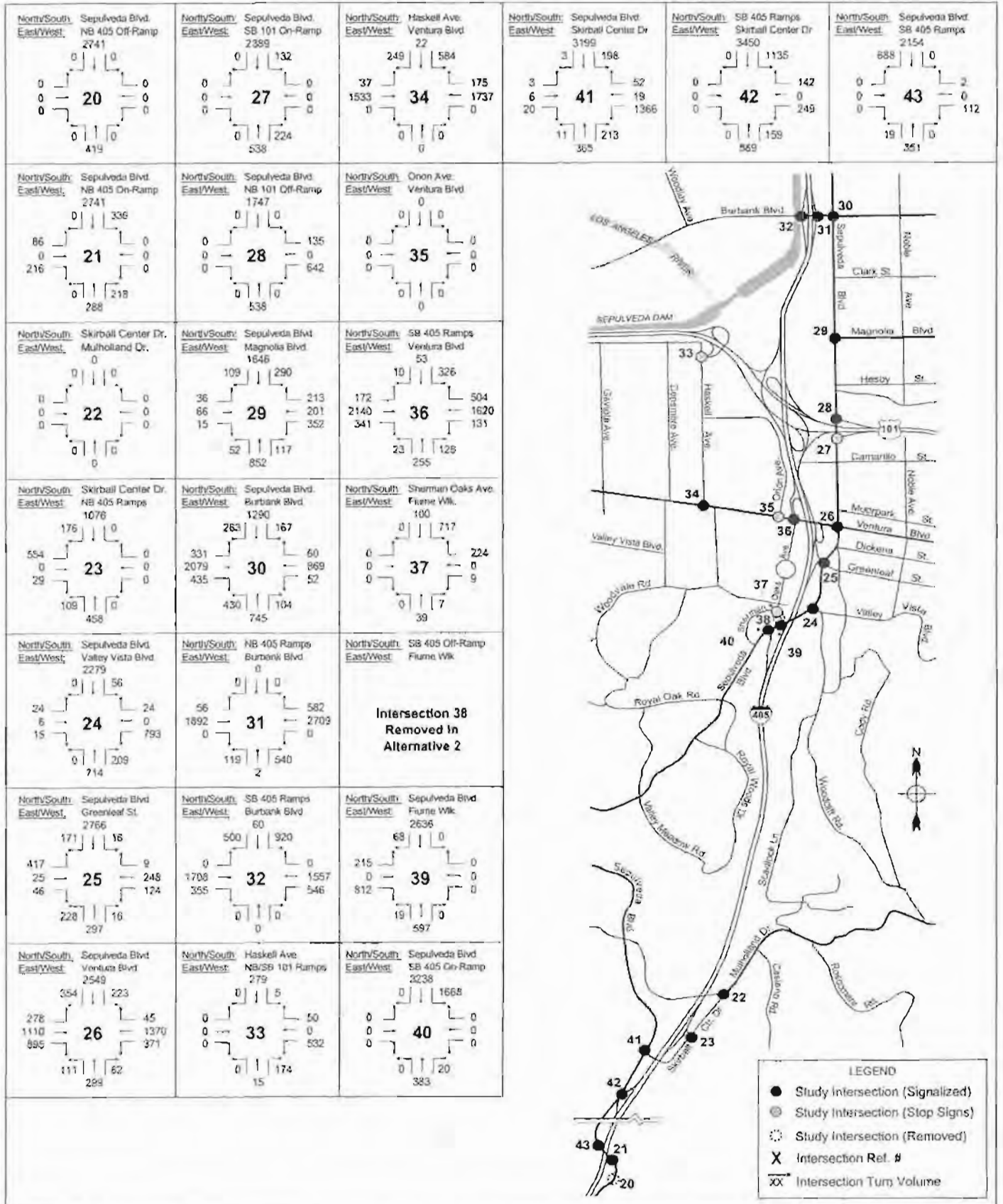
- Study Intersection at Ramp Location
- ## Intersection Reference Number
- ### Ramp Volumes

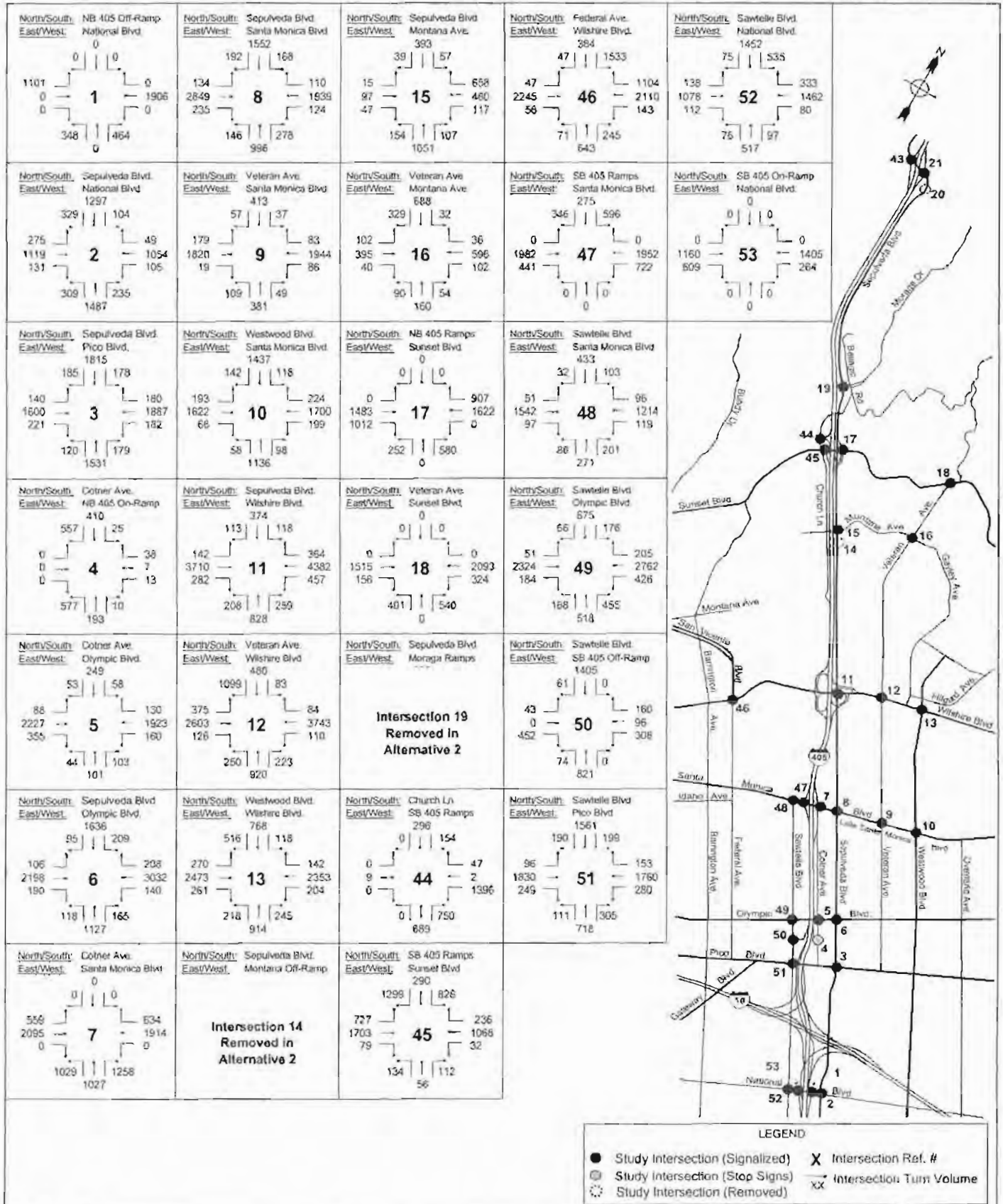


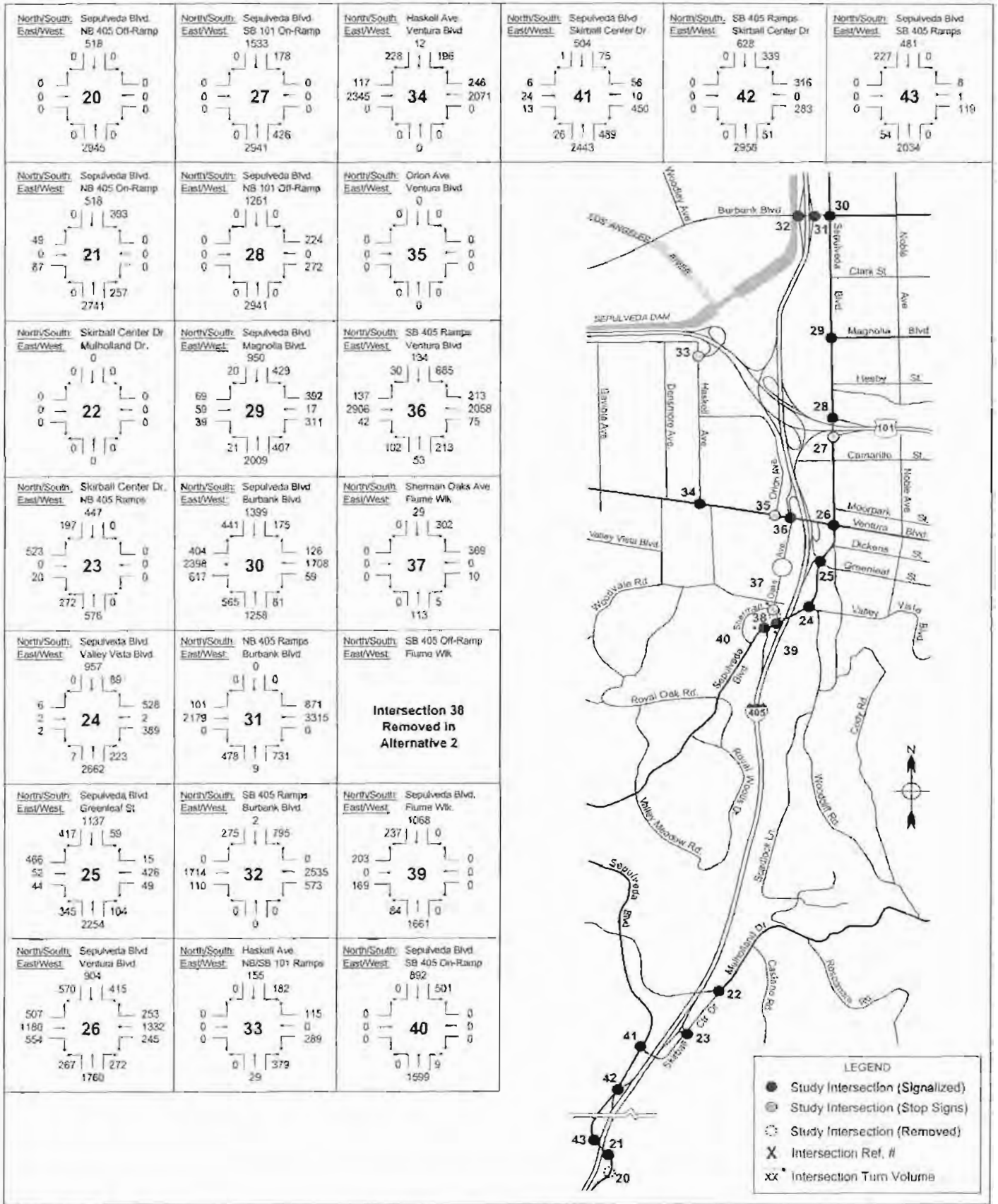


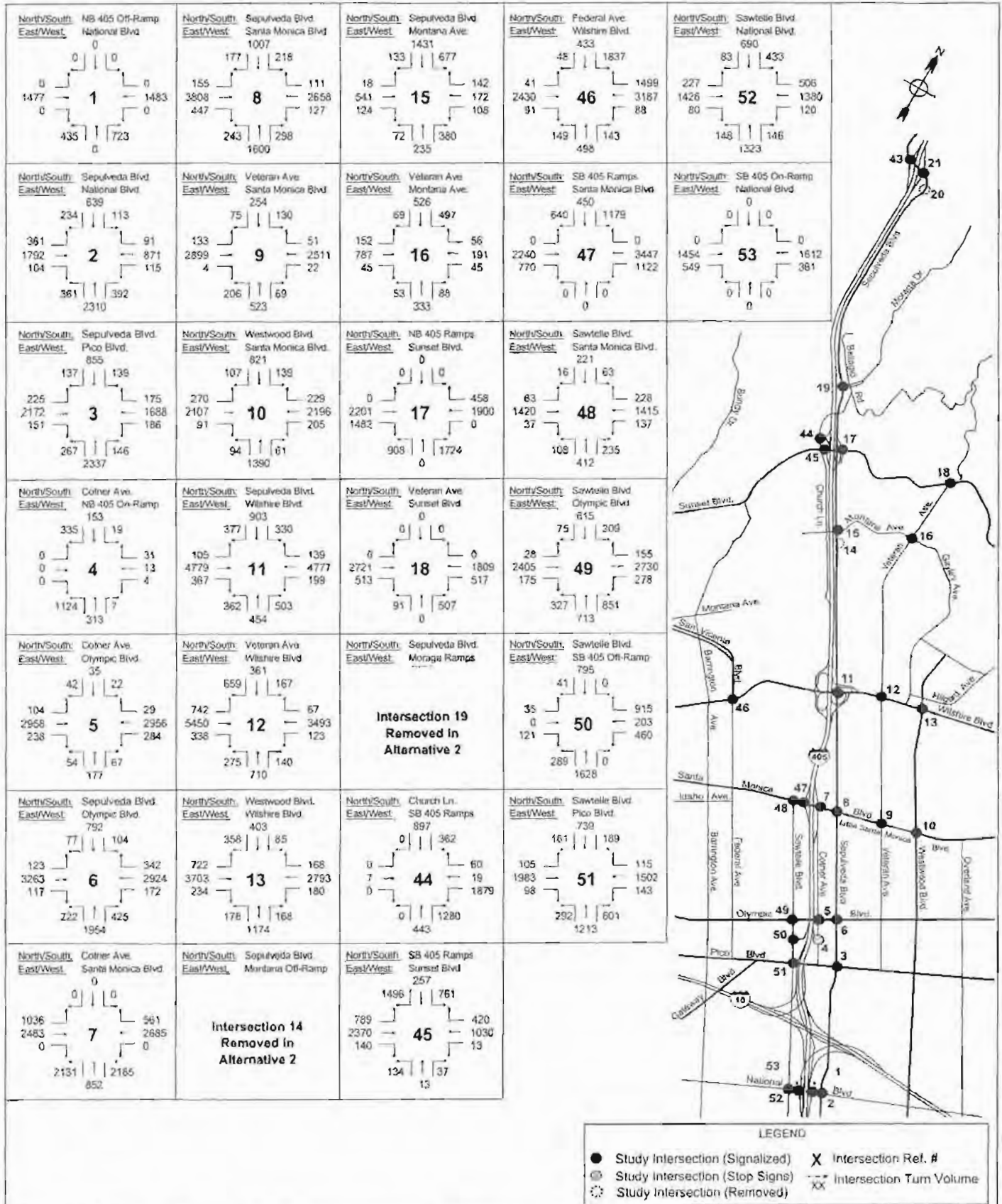
I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project
Alternative 3 (Year 2015) Turning Movement Volumes - AM Peak Hour (Southern Area)

Figure 29A

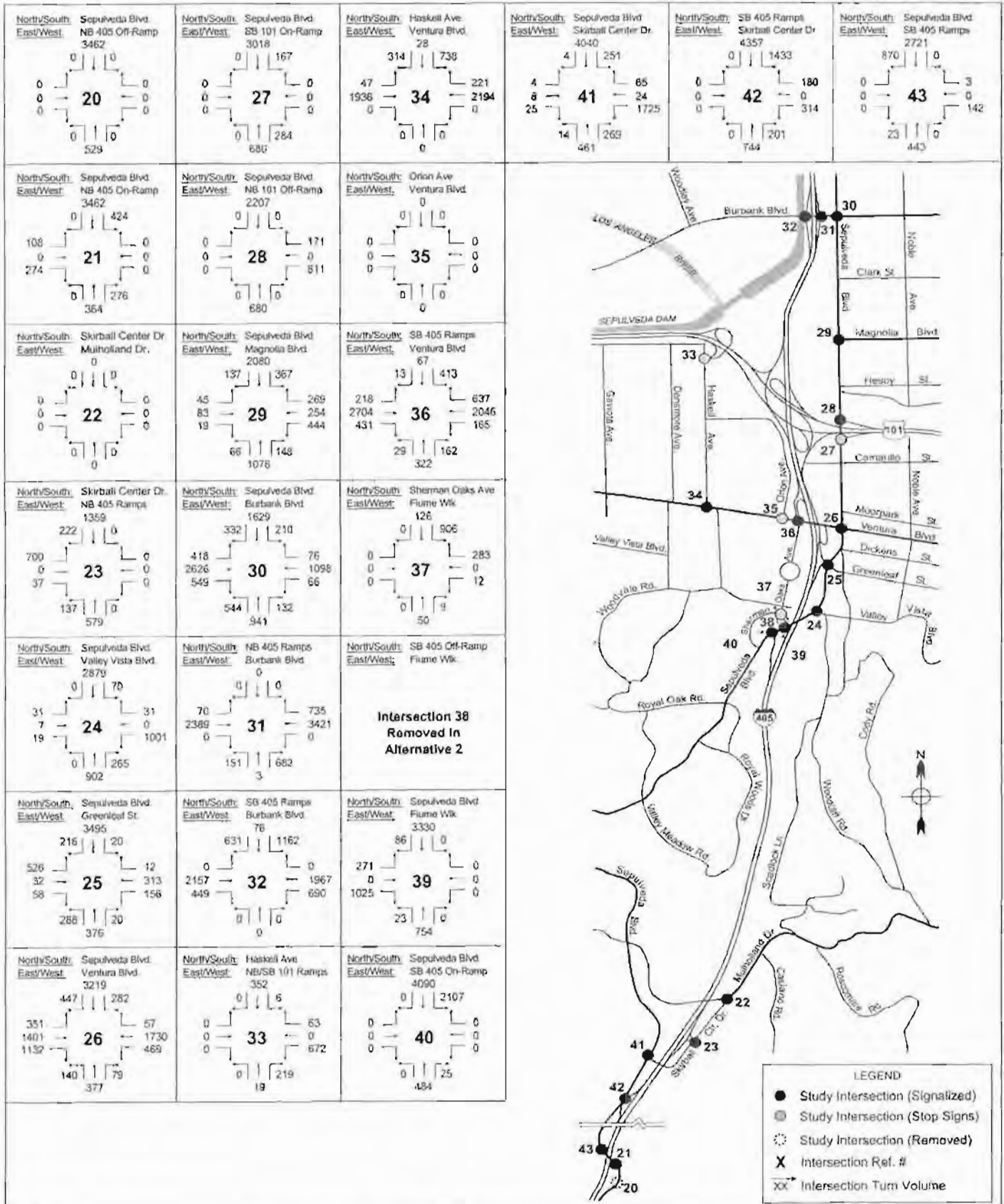


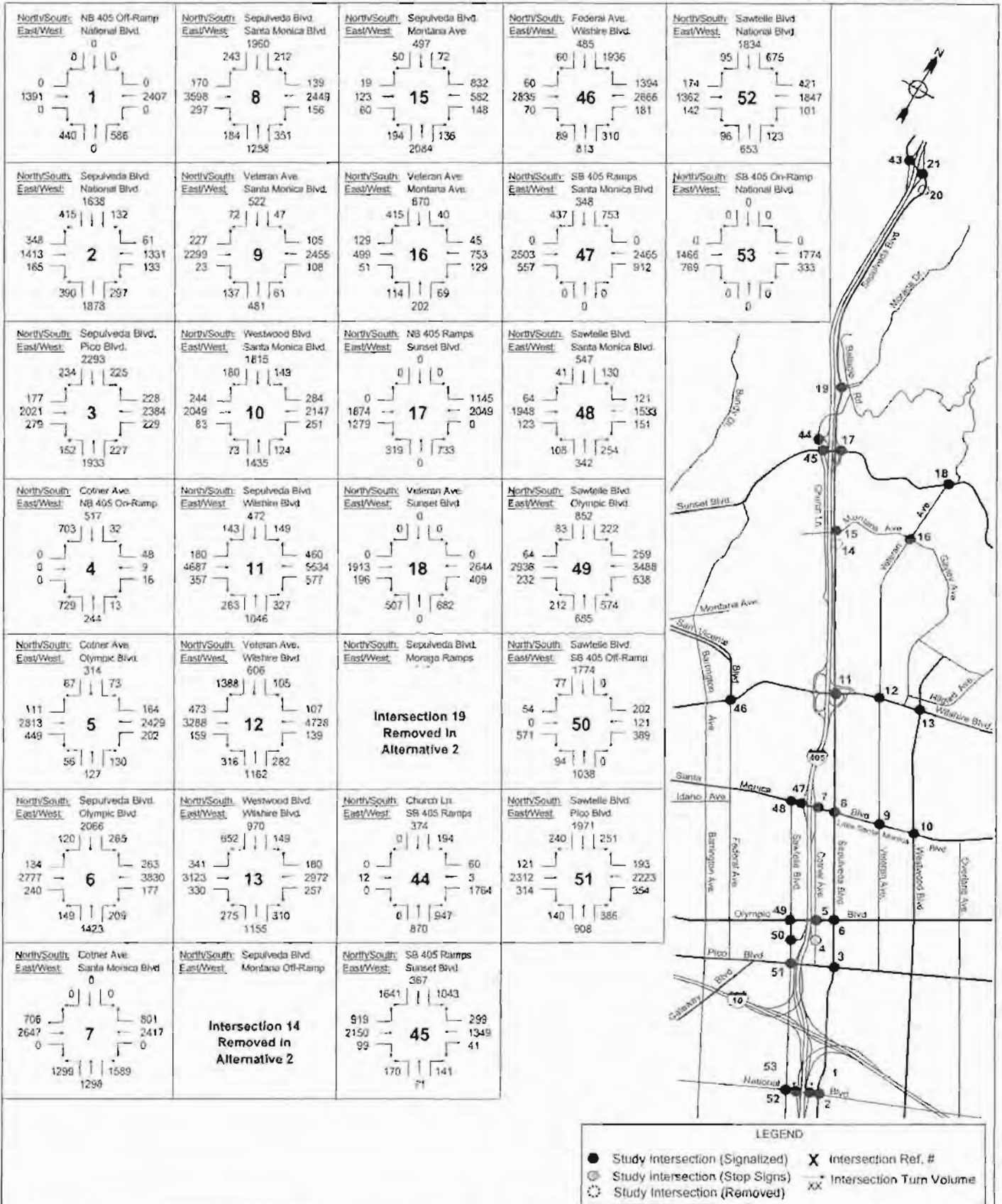






IBI GROUP I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project Figure 31A
 Alternative 3 (Year 2031) Turning Movement Volumes - AM Peak Hour (Southern Area)





IBI GROUP | I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project | Figure 32A

Alternative 3 (Year 2031) Turning Movement Volumes - PM Peak Hour (Southern Area)

Appendix K

Public Hearing Transcript

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CALTRANS COMMUNITY MEETING RE:)
)
SEPULVEDA PASS PROJECT)
)
)
)
)

CALTRANS COMMUNITY MEETING
WEDNESDAY, AUGUST 22, 2007

FILE NO. 070822VR
REPORTED BY: VERONICA RODRIGUEZ, CSR NO. 12215, RPR

1 MEETING HELD AT 2701 North Sepulveda Boulevard,
2 Los Angeles, California, at 6:30 p.m., Wednesday,
3 August 22, 2007, before VERONICA RODRIGUEZ,
4 CSR No. 12215.

5
6
7 APPEARANCES

8
9 Joe Brazile, Public Affairs & Arellano Associates
10 Genoveva Arellano, Arellano Associates
11 Edward Andraos, Program Project Management
12 Aline Antaramian, Project Design
13 Ron Kosinski, Environmental Planning
14 Doug Hoover, Right-of-Way

1 LOS ANGELES, CALIFORNIA; WEDNESDAY, AUGUST 22, 2007

2 6:30 P.M.

3
4 MS. ARELLANO: Good evening. It is now 6:32, and I
5 would like to call this public hearing to order.

6 Welcome to the Caltrans public hearing for the
7 proposal to improve traffic flow on Interstate 405 between
8 National Boulevard and Greenleaf Street in Los Angeles
9 County.

10 My name is Genoveva Arellano and I'm the presiding
11 officer for tonight's hearing. I'm here to aid the
12 hearing's process and to keep things moving in a fair and
13 orderly fashion. I will also attempt to keep this hearing
14 process as informal as possible, accomplishing all of our
15 objectives this evening.

16 Before moving onto a few items in terms of how we
17 will conduct the meeting this evening and our presentations,
18 I would like to acknowledge some very important and special
19 attendees that we have this evening.

20 First Council Member Jack Weiss is in attendance.
21 We thank him for attending, Council Member. Also,
22 representing United State Senator Barbara Boxer's office,
23 Corey Jackson. Representing Supervisors Zev Yaroslavsky's
24 office, Flora Gil Krisiloff. From State Senator Sheila
25 Kuehl's office, Laurie Newman. From Assemblywoman Julia

1 Brownley's office, Timothy Lippman. From Assembly Member
2 Lloyd Levine's office, Kan Matteo. From Assembly Member
3 Mike Feur's office, Ellen Isaacs. Mike's here, too.
4 Assembly Member Michael Feur. From Mayor Antonio
5 Villaraigosa's office we have several representatives, Tessa
6 Charnofsky, Borja Leon and Tony Cheung. From United States
7 Congressman Henry Waxman's office, Christina Romero.

8 I believe we've acknowledged everyone, but I'm sure
9 there may be others who may have slipped in. I'm sorry if I
10 overlooked anyone, but I'm sure we'll get that as we move
11 on. Now, the purpose of this hearing tonight is to receive
12 public testimony and to answer questions regarding the
13 project alternatives, the draft environmental document and
14 to give you the opportunity to present your comments
15 concerning the proposed project.

16 Notices of this hearing were published in advance
17 through the Los Angeles Times, through the Jewish Journal,
18 through the Los Angeles Watts Times. Letters were also sent
19 to our federal, state, county and local elected officials
20 and to other public and private organizations and
21 individuals. Notices were also directly mailed via U.S.
22 mail and electronic mail to approximately 1,500 interested
23 parties.

24 The notice and draft environmental document are
25 available for public review on the Caltrans website; this

1 address is included at the bottom of your agenda and on your
2 fact sheet as you came in. The proceedings here today are
3 being recorded by a shorthand court reporter. Caltrans is
4 holding this public hearing prior to making any commitment
5 to this project. No decision will be made until the
6 complete public record has been reviewed, including
7 information gathered at this meeting tonight, as well as any
8 comments received in response to the environmental document
9 itself.

10 When you came in you should have received an
11 agenda, a project fact sheet, a major questions and general
12 answers statement and a copy of the power point presentation
13 that we will be doing tonight. If you do not have any of
14 these documents, please raise your hand. Our staff will be
15 sure to get what you need or you can just visit the check-in
16 table to gather those yourselves. But these are the
17 hand-outs for tonight's meeting.

18 In addition, the question comment card is something
19 that everyone should have received when you came in and this
20 is what you should use to indicate to us your desire to
21 speak, or to make a statement for the public record, or to
22 write a question that you want answered by our panel this
23 evening. Please clearly mark which of these you wish to do.
24 There are three choices: I wish to speak. I would like to
25 have the following question answered. I would like to have

1 the following statement filed for the record. Only those
2 individuals who indicate on this card that you request to
3 speak will we be calling up to speak this evening. All of
4 the comment cards will become part of the official record of
5 this meeting.

6 After the presentations, we will take any
7 statements for the record, based upon the comment cards that
8 we've received. After these statements, we will answer the
9 submitted written questions, again, based upon the comment
10 cards that we've received. However, if you have a detailed
11 question regarding your specific property or something else
12 that's specific to you individually, it may be best if you
13 direct your questions directly to the individual Caltrans
14 specialist available at the stations around the remnant and
15 the atrium.

16 This can be done after my closing remarks this
17 evening. If you have any follow-up questions, extra comment
18 cards are available from the staff. If you need one, again,
19 please just raise your hand and our staff is situated around
20 the room to get you what you need at any time. We will not
21 be taking any questions from the floor without a completed
22 comment card.

23 If we run out of time, 9:00 is our closing time
24 this evening, your questions may not be answered at this
25 meeting tonight. We will get to as many of them as we can

1 tonight. Be assured, however, that your questions will be
2 addressed in the final environmental document. If you have
3 a lengthy prepared statement, please submit it to our staff
4 for the hearing record. We will receive it just as you've
5 prepared it.

6 You may also request to speak again using the
7 comment card and you can summarize those same comments
8 verbally to us tonight. All written statements will be
9 considered equal as any oral testimony. So whether you have
10 something written down or not, if you do oral testimony it
11 will all be treated equally.

12 The hearing record will remain open until Monday,
13 September 10th, 2007. You may submit a written statement to
14 Mr. Ron Kosinski, the Division of Environmental Planning,
15 Caltrans District 7; the mailing address is 100 South Main
16 Street, Los Angeles, California 90012. This address is also
17 directly included on your comment card for your convenience.
18 All information developed on this project is available for
19 inspection at the Caltrans district office. The draft
20 environmental document is also available for inspection at
21 libraries in the study area and, as always, is available on
22 the Caltrans website.

23 Again, we have use of this facility tonight until
24 9:00 p.m. Depending upon how many people want to speak, it
25 may be necessary to limit the length of your presentation in

1 order to ensure that everyone is given the chance to be
2 heard. I will be monitoring and controlling the public
3 speakers.

4 Our first order of business however, will be to
5 provide some introductory remarks from our Caltrans
6 officials and to provide you with a summary of the project.
7 As you note on your agenda, we have a series of speakers for
8 you. We will be starting by our project manager, Edward
9 Andraos.

10 Edward?

11 MR. ANDRAOS: Thank you, Genoveva. My name is
12 Edward Andraos. I'm the project manager for the Sepulveda
13 Pass Project. I just want to start with thanking you guys
14 for coming out this evening, for your participation, for
15 meeting with you.

16 With all committees, your participation, your
17 involvement, your comments do make a difference. As of last
18 meeting, we had over here back in June, June 11th I believe,
19 we have developed another option for Alternative 3. Which
20 we call, as you probably know by now, Alternative 3
21 modified. Please, your comments, your involvement, your
22 participation is an integral part with our environmental
23 document that we will process.

24 I would also like to thank the elected officials
25 and their representatives who met with you guys and met with

1 us several times to relay all your comments, all your
2 concerns and their participation was very diligent. They
3 were very instrumental in relaying your comments to our
4 officials and our engineers, so we could make this process a
5 successful one. As well as I wanted to thank the City of
6 Los Angeles who's been our partner for many, many years and
7 who's been working with us in developing lots of -- lots of
8 options, lots of mitigation measures that this project may
9 have impacted whether on the community or city streets. And
10 again, everyone is a stakeholder here and we would like to
11 hear from everybody. Thank you again for coming and joining
12 us.

13 With that, I kind of wanted to go with the purpose
14 of the project. Again, this project in general is that we
15 are adding a carpool lane in the northbound direction from
16 approximately 10 to the U.S. 101. The primary purpose of
17 the proposed project is to include mobility by reducing
18 existing and forecasted traffic congestion on the I-405.
19 This project would enhance traffic operations, as well by
20 adding freeway capacity in an area that already experiences
21 heavy congestion as you know.

22 Furthermore, this project would enhance safety
23 throughout the corridor. One, minimizing environmental and
24 social-economic impacts. Now, in addition to improving
25 mobility and reducing congestion, the project aims as well

1 to eliminate weaving problems. Weaving is basically when
2 vehicles move from one lane to another, crossing other
3 vehicles' path. Transfer through traffic trips to the
4 regional freeway system, increases commuter times for all
5 travelers, reduce air pollution, as well as promote
6 ridesharing.

7 In our freeway, on the 405, we have a gap in the
8 carpool lane system, in the carpool lane stretch between the
9 101 and the 10. Completion of the Sepulveda Pass Project
10 will close that gap to provide a continuous carpool lane
11 from San Fernando Valley to the El Toro "Y" in Orange
12 County. So with the completion of this project we will have
13 a continuous carpool lane all the way from those limits
14 northbound as well as southbound.

15 What does this project do for us in savings? What
16 does it save? Well, typical users of the HOV lane system
17 saves approximately one minute per mile. In alternative 2
18 and 3 that we have for this project, studies that we have
19 conducted have resulted in showing that we are going to be
20 saving approximately 16,000 vehicle hours of delay through
21 this corridor, per day.

22 The need of this project, the Sepulveda Pass
23 between the I-5 and U.S. 101 is due to heavy traffic
24 congestion and due to several factors. Some of those
25 factors are inadequate capacity; a gap in the HOV system, as

1 I mentioned, vehicle weaving, and this freeway, this
2 segment, also experiences above average accident rates.

3 An HOV lane would add capacity to the mainline
4 freeway system and prevent traffic conditions from further
5 deteriorating, due to forecasted traffic volume increases
6 between the year 2015, when we will be approximately
7 completing this project, and 2031, which is about 25, 24
8 years.

9 From the traffic operation perspective, an HOV lane
10 will result an improved condition with substantial benefits.
11 In addition, the proposed project would standardize traffic
12 lanes, the mediums and shoulders, and also allow the State
13 to implement current functional and safety design standards,
14 which increases safety and overall operation of this
15 facility.

16 With that, I finish my presentation right now. And
17 I want to turn it to the next speaker Aline Antaramian from
18 Project Design.

19 MS. ANTARAMIAN: Good evening, ladies and
20 gentlemen. My name is Aline Antaramian, Chief of Design.
21 Thank you all for being here at the public hearing for the
22 405 HOV project.

23 As some of you know, I've been involved with the
24 design of this project for a few years. We have been
25 working very closely with our partners, the City of L.A.

1 Department of Transportation, Metro, the County of L.A., the
2 Feds and the public officials to ensure that the needs of
3 the homeowners, community and the businesses are met.

4 At this time, I'm going to walk you through the
5 design elements and the alternatives of the project. And
6 I'll be available to answer your questions at the end of the
7 presentation. The Route 405, also known as the San Gabriel
8 Freeway, is the north-south route. It originates at I-5 in
9 Orange County, in the City of Irvine and terminates at I-5
10 in L.A. County, near Mission Hills.

11 Currently, there are three projects to add HOV
12 lanes that are being constructed along the 405 corridor.
13 This proposed project will fill the last HOV lane gap on the
14 I-405, between Route 10 and Route 101.

15 As you can see, the existing northbound 405 between
16 Route 10 and 101 has five 11-foot mix flow lanes, a 4-foot
17 median and a 10-foot wide outside shoulder. The existing
18 southbound freeway consists of one HOV lane and four to
19 five, 11-foot through lane, a 2-foot path median and a
20 10-foot wide outside shoulder. There are 12 local street
21 undercrossings and three overcrossings within the project
22 limits.

23 As you know, several facilities are significant
24 constraints to the widening of I-405 between Route 10 and
25 101, including the Salvation Army, the V.A. Medical Center,

1 the Veteran's Administration Center, the Federal Building,
2 the L.A. National Cemetery and the Getty Center. Widening
3 is also constrained by high steep side slopes between Getty
4 and Skirball and private apartment buildings and houses
5 north of that location.

6 The accident report for 405 mainline shows that
7 between the years 2002 and 2005 accidents on northbound and
8 southbound Route 405 are mainly rear-end, side swipes and
9 hit objects. This is indicative of stop-and-go traffic
10 created by congestion. Adding the northbound HOV lane and
11 standardizing the mix flow lanes on 405, will reduce the
12 congestion-related accidents.

13 I'm going to walk you through the alternatives.
14 The first alternative, the no-build alternative.

15 This alternative would maintain the existing
16 freeway and interchange configuration. The congestion would
17 not be alleviated and the existing conditions would
18 deteriorate over time.

19 Alternative 2, is proposed to widen the existing
20 facility to add one standard northbound HOV lane, also
21 standardizing the northbound lanes, median and shoulder,
22 which means 11- to 12-foot median; 12-foot HOV lane; zero to
23 4-foot buffer, HOV buffer, five to six, 12-foot lanes and a
24 10-foot right shoulder. To accommodate the I-405 widening,
25 Sepulveda Boulevard would be rerun between Montana and

1 Moraga and around the Getty Center.

2 Alternative 3 includes all the features of
3 Alternative 2 and standardizes the southbound lanes, median
4 and shoulder, which means we would have 11-foot to 12-foot
5 half, medians, 12-foot HOV lanes, zero to 4-foot buffer,
6 five to six, 12-foot lanes and half foot shoulders.

7 Now, we have a new alternative, the Alternative 3
8 modified. This alternative was brought about through public
9 input. All of the features in Alternative 3, plus the
10 freeway realignment or shift between Montana and Sunset.

11 Now, I'm going to walk you through the major
12 interchanges. The first major interchange is Wilshire
13 Boulevard. The Wilshire Boulevard interchange will be
14 improved in both directions with Alternative 2 and 3. The
15 on- and off-ramps are going to be in different levels to
16 eliminate weaving.

17 The southbound off-ramp to eastbound Wilshire will
18 be grade separated or elevated from the southbound on-ramp
19 from westbound Wilshire. The northbound on-ramp from
20 eastbound Wilshire will be grade separated or elevated from
21 the northbound off-ramp to westbound Wilshire.

22 These configurations of Wilshire Boulevard would
23 provide three flow movements and eliminates weaving
24 sections, which will result in reduced traffic congestion
25 and improved operational efficiency and will reduce the

1 traffic access. Montana off-ramp will be closed due to the
2 widening of the freeway. There would be no room between 405
3 and Sepulveda Boulevard for this isolated ramp.

4 Alternative 3 at Church Lane. Church Lane is
5 realigned due to the widening of the freeway. Keeping the
6 existing width of 32-feet, would have required acquisition
7 of properties along Church Lane as presented at the June
8 public meeting.

9 Alternative 3 modified, at Church Lane. We have
10 since worked with the City of Los Angeles, Department of
11 Transportation and developed a design in consideration with
12 the comments and concerns of the residents in the area. The
13 proposed widened freeway in this area will be realigned and
14 shifted in order to avoid impacting properties along Church
15 Lane.

16 Although the freeway is being shifted, the width of
17 Church Lane will be reduced to a 12-foot lane in each
18 direction with no parking. A narrow street will be provided
19 along the wall for landscaping purposes to plant vines to
20 enhance the visual impact of the wall and to act as a
21 graffiti deterrent.

22 At this location, we are narrowing the freeway
23 buffers from 8 feet to zero feet and the median from 24 feet
24 to 22 feet. Sepulveda between Montana and Sunset will be
25 realigned easterly, requiring reconstruction of the

1 retaining wall along the property line of the adjacent
2 residences. There will not be any soil nail walls. There
3 will be just normal retainers.

4 Sunset Boulevard interchange. The northbound 405
5 off-ramp to eastbound Sunset Boulevard will be widened from
6 two to three lanes to mitigate the impacts of the closure of
7 the Montana off-ramp. The northbound on-ramp from eastbound
8 Sunset would have two exclusive 12-foot lanes on Sunset
9 Boulevard Bridge and two, 12-foot lanes on the on-ramp.
10 Also, going eastbound on Sunset, it is proposed to have
11 three, 12-foot through lanes, a 4-foot shoulder and a 5-foot
12 sidewalk.

13 As you know, the existing Sunset Bridge has three
14 through lanes that reduces to two lanes existing. Westbound
15 Sunset Boulevard, it is proposed to have three, 12-foot
16 through lanes, a 4-foot shoulder, a 5-foot sidewalk and the
17 median of 10-foot will be provided to separate the eastbound
18 traffic from the westbound traffic.

19 Sepulveda Way will remain open. There is also a
20 proposal from City of L.A. for two left-turn lanes from
21 westbound Sunset into the on-ramp. Now, it doesn't show on
22 this slide, but the northbound Moraga on- and off-ramps are
23 being retained and realigned at the same location with
24 slight improvements.

25 Now, Sunset Boulevard interchange Alternative 3,

1 with Alternative 3, northbound is going to be the same, but
2 southbound Sunset Boulevard on- and off-ramps will be
3 realigned. The eastbound Sunset to southbound 405 on-ramp
4 will be closed due to the widening of the freeway and to
5 avoid acquiring about a dozen homes.

6 The on-ramp closure will be mitigated by three
7 left-turn lanes from eastbound Sunset into Church Lane and
8 southbound on-ramp. In addition, we are currently working
9 with the City to agree upon other mitigation measures for
10 closing the southbound on-ramp.

11 With Alternative 2, we are reconfiguring the
12 existing hook ramps to match the southbound ramps to form a
13 diamond-shaped interchange and we are going to signalize the
14 intersection of Sepulveda and the on- and off-ramps.

15 With Alternative 3, it is the same as Alternative
16 2, plus the on- and off-ramps at Getty Center are being
17 modified to accommodate the freeway widening. Mulholland
18 Drive and Skirball Center. The northbound Skirball Center
19 on- and off-ramps will be modified to accommodate the
20 freeway widening. Skirball ramp design option: A design
21 option will be to move the on- and off-ramps north about 300
22 feet to have a better site distance, better turning
23 movements and improve the operation of the ramps.

24 We're going to have a brand new bridge on Skirball
25 and a brand new bridge on Mulholland Drive with the same

1 number of lanes. Skirball Center, the southbound, one
2 option is to keep the southbound Skirball Center Drive on-
3 and off-ramps where they are today; and the other option,
4 the southbound Skirball Center Drive interchange will be
5 relocated about 2,000 feet to the south to form a
6 T-intersection with Sepulveda Boulevard. The traffic
7 congestion problem due to the proximity of the two traffic
8 intersections will be eliminated. We are currently studying
9 this consideration and we're working with the City on it.

10 Design option at Valley Vista. The first design
11 option is to keep Valley Vista off-ramp at the same
12 configuration, just widening the freeway. The second option
13 is proposing to move the off-ramp and the on-ramp south to
14 Sherman Oaks Avenue and signaling the intersection. Thank
15 you.

16 MS. ARELLANO: Thank you, Aline.

17 Before I ask Ron to come up to make the
18 presentation on the environmental aspects of the project, I
19 do want to acknowledge that we have a few other
20 representatives from our elected offices that this community
21 is very well represented, and so they definitely are here in
22 force.

23 From Assembly Member Karen Bass' office, we have
24 two representatives, Darryn Harris, as well as Jenny
25 Punsalan Wood. And also from Councilman Bill Rosenthal's

1 office, we have Norman Kulla. Thank you. Thank you to all
2 our staff from elected representatives who are in attendance
3 and to our electeds themselves.

4 I also want to additionally mention if there are
5 any questions or comments that come up during the
6 presentations, because naturally as you get more
7 information, more questions come up, just fill out a quick
8 comment card at any point, and we'll pick that up from you
9 and we'll get to that during the question-and-answer period
10 or the question period so that we can make sure that our
11 presentations move along. We want to make sure we keep as
12 much time for our public presentation.

13 Now, with that I'd like to introduce Ron Kosinski
14 to talk to you about the environmental planning impacts.

15 MR. KOSINSKI: It's nice to be here again and see
16 so many friendly people who are very interested in their
17 community and the impacts on their community.

18 I'm with the environmental planning. Our division
19 is charged with the responsibility of making sure your
20 concerns, the environmental concerns are, in fact,
21 considered as we make way through this very difficult
22 decision-making process. Our efforts are basically to look
23 at ways of avoiding, minimizing and mitigating impacts. All
24 of the project alternatives have significant adverse
25 impacts. I'm going to be summarizing the impacts as I go

1 through presentation from the south and north basis similar
2 to what Aline did.

3 These are some of the concerns or major concerns
4 dealing primarily with displacement and acquisition,
5 construction impacts, community disruption, traffic impacts,
6 both during construction and then afterwards, the visual
7 impacts, as well as there's biological and historical
8 impacts, historical property impacts.

9 The no-project option, next slide, please. This is
10 the no-project option we were applauding for a while ago.

11 This is the option which says we like things the
12 way they are. The mobility and the volume, based on the
13 traffic congestion we have, is something we can live with;
14 the air quality emissions, which are continuing to increase
15 because of the stalled cars and the stop-and-go traffic, is
16 something we can live with in the air. And we'd like to
17 have the money sent someplace else, West Covina, anyplace
18 else but here.

19 The other alternatives we have are 2 and 3 going
20 from south and north at the Wilshire interchange. We are
21 involved with permanent easement. We've been talking with
22 the federal people in terms with the federal building and
23 their tenants, dealing with the loss of parking, moving in
24 and out of that area and other construction impacts that are
25 going to adversely affect that particular operation. The

1 Salvation Army, the child care center are also impacted
2 seriously here in construction in this location.

3 Alternative 3, as you have heard, and obviously are
4 very well versed with, 30 properties including the Village
5 Church that were impacted by that plan. There were also
6 additional impacts associated with that in terms of
7 character of the community and the cohesion of the community
8 that would be lost with this option.

9 We have moved to this Alternative 3 modified, which
10 basically is Alternative 3 with change, which is about a
11 third of a mile section that you see on the map here. Shift
12 reduction. Width of the streets in this area have been done
13 to try to accommodate the saving of those properties. We
14 don't like taking properties and it's important that this
15 community remains as whole as possible. The development of
16 this alternative led to impacts associated with that
17 alternative anyway.

18 The next slide showing the Brentwood Glen visual
19 evasion currently versus what it would look like after we
20 basically take Church Lane. We reduce the width so we have
21 no parking on that street, so it's basically a two-way
22 street.

23 As I said, it's something that certainly over time
24 might be improved with this, but certainly remains a
25 significant impact on the community. I also, should make

1 mention for those of you who say the MTA has a bus line that
2 runs on this street, so it will be difficult to keep them on
3 the street with this plan.

4 When we moved this alternative, we shifted the
5 freeway east and with that, with the previous plans, there
6 were -- there was a plan shifted freeway of Alternative 2
7 and 3 to the east. A maximum of about 15 feet or so. And
8 that then in turns shifted Sepulveda east into the slopes
9 over there. The slopes, of course, are owned by the City of
10 Los Angeles. And they were -- they've owned that for some
11 amount of time in an effort to increment that for future
12 widenings of Sepulveda Boulevard.

13 So we have this Alternative 2 and 3 relocation of
14 the walls that we have out there. I mean, they're variable
15 heights. Some are five, six, ten feet. Some go up to 35
16 feet. So the heights will vary in this particular location.
17 And the location, of course, is up to -- is open to
18 question. The question being, should we pick Alternative 2,
19 is going to be a certain location. It's about 15 to 20 feet
20 east of Sepulveda.

21 If we build with remodified and an additional eight
22 feet east or if we, in fact, would accommodate the City
23 Master Plan, we could put this wall on the City right-of-way
24 and put near the property line so that the City's future
25 widenings wouldn't be jeopardized by this project.

1 These are options that we're looking at. No
2 decisions are being made. Your input, as well as the
3 City's, is important to make a decision on this. There are
4 commercial properties that are -- would be acquired if, in
5 fact, certain alternatives would be selected with
6 Alternative 2 and 3. The Verizon building, the switching
7 station would have to be relocated. This is not an easy
8 task. It would take some amount of time. Also, the Rodeo
9 Realty Building on the other side of Ovada Place would be
10 acquired as a part of the need to widen the freeway in this
11 area.

12 There is a multi-family acquisition in this area at
13 152 Sepulveda. It's a four-unit apartment complex and it's
14 right next to the property at 140 to 148, that's basically
15 been closed and has a fence around it.

16 And I'm not sure if that property owner, who just
17 has an EIR/EIS approved for redevelopment of that parcel, is
18 also going to be taking this parcel. Because the City has
19 approved taking the apartments and turning them into
20 condominiums or replacing them with something rather nicer.
21 So that property may be taken before we have opportunity to
22 acquire, if we take these alternatives.

23 Moving on to Getty Center Drive. We have been
24 working with Getty Center people who are here today, again,
25 and there are construction access issues and impacts on that

1 property. The Getty Center, of course, is a very important
2 attribute to this community and we're working very closely
3 to make sure that they, during construction and afterwards,
4 are impacted to a minimum feasible extent.

5 There is also a temporary construction easement to
6 the Getty Trail Head that's going to have to be relocated.
7 The parking area will be temporarily closed. Additional
8 parking would have to ultimately be provided in this area.

9 Moving on to Skirball Center, which Aline has
10 talked about the option at this location. This is very
11 important area because replacement of both the old crossing
12 at Skirball and Mulholland over-crossing with the
13 billion-dollars alternatives. There are churches, temples,
14 schools, other facilities along that area which could
15 potentially be adversely impacted, both short-term and
16 long-term, if we don't do this project right.

17 So we go to Mulholland Community and the Roscoe
18 Mare that have been interacting with us to make sure that
19 their concerns are, in fact, incorporated into the final
20 product that we recommend. This is an area where wildlife
21 also crosses at night. There are records of deer kill and
22 other animal that are killed on Sepulveda, and on- and
23 off-ramps in this area.

24 So we're looking to widening that structure,
25 putting a crossing for these critters that are in jeopardy,

1 to make it a safer drive for the people driving at night.
2 Sometimes they're not necessarily driving as slow as they
3 need to be. We've got the Sierra Club, wildlife
4 federations, and we've got 20 or 30 other letters of people
5 in support of crossing on Skirball as well as over Sepulveda
6 Boulevard at this location.

7 Mulholland Drive, as I mentioned, is a removal
8 replacement. This is a structure that is eligible to the
9 National Registry of Historic Places. It was built in 1959.
10 At the time it was an incredible engineering feat. So
11 taking that down is something that we're going to have to do
12 some recording on and work with the State Historic
13 Preservation officer to make sure we do right.

14 Then we have sound walls. Sound walls are usually
15 a big issue for some reason. We haven't had too much
16 interaction with people on sound walls, but it is very
17 important and on a project of this magnitude, sound walls
18 would be one of the first things that would be put in and
19 it's an important element of this project. There are
20 constructionabilty issues with some of these sounds walls
21 that need to be worked out. And in the final environmental
22 document, we hope to address these issues to your
23 satisfaction.

24 The options at Valley Vista are really the last
25 displacements where people are involved. The moving of the

1 Valley Vista interchange at its current location, moving
2 that out would be widening the freeway takes about six full
3 acquisitions. If we go to this, it moves, it's three or
4 four full acquisitions, one or two part acquisitions.

5 These are hook ramps. The Sherman Oaks Homeowners
6 Association have been working on this because they have some
7 ideas in terms of closing too many and discouraging
8 run-through traffic through this neighborhood. So this is
9 another issue which the community has provided a lot of
10 useful input on; and it's going to be interesting what kind
11 of decision we make there.

12 We've received hundreds of commentaries from you
13 and it's clear to us this community is very cohesive, very
14 passionately in love with this community the way it is; and
15 we certainly recognize that and respect it. Because of
16 that, this is a really very difficult decision. So people
17 thought we made a decision already what to do, that's not
18 possible. This is very, very difficult decision. So that's
19 why we're here today, to continue to listen to you. Thank
20 you.

21 MS. ARELLANO: Thank you, Ron.

22 We have two more presentations. But before we get
23 to your public comments, I'd like to introduce Mr. Doug
24 Hoover, who will be reviewing the right-of-way information.

25 DOUG HOOVER: Good evening, everyone. I'm Doug

1 Hoover. And before I begin with the major component of the
2 right-of-way process, I want to talk about something very
3 important. And that's really kind of an overview of what
4 right-of-way is and why it's important. It's very important
5 because this is the point where we connect with you
6 one-on-one as the people who own these properties, who own
7 the homes and businesses; and we do understand that this is
8 often a very emotional process.

9 It's important that you know that everyone in
10 right-of-way will be treating each of you with the same
11 dignity and respect that we would expect if we were on the
12 other end of this process.

13 One of the most important first steps is the
14 appraisal of the real estate and this process begins with a
15 real estate appraiser contacting you via letter and they
16 would advise you to accompany them to make measurements,
17 collect data and explain the impact of the project to your
18 property. It can be a partial acquisition or even a full
19 acquisition. They collect data. It's a good time for you
20 to talk with the appraiser to bring forth your concerns.
21 They bring that back and create a market value appraisal.

22 That is then handed to our acquisition department.
23 They will be contacting you to make a personal appointment
24 and to come with you to your home or wherever you would like
25 to meet, they're very flexible at time and days. We

1 understand, again, you do have lives. So if it's at 9:00 on
2 a weekend, we do whatever is necessary. They would present
3 the State's written offer in writing to you and begin some
4 negotiations to hopefully arrive at what you believe would
5 be fair and equitable.

6 If for some reason we reach an impasse on it, you
7 still have the right to go through the condemnation process
8 and have the courts decide what is fair and equitable to
9 you. Even up to the date of trial we'll still try to
10 negotiate with you and work with you in that process.

11 When we arrive at some fair compensation, we then
12 introduce the relocation assistance program and they will
13 meet with you to talk about the needs you have. It can be,
14 even with a partial acquisition, you may need something in
15 your yard relocated, all the way to a full acquisition.
16 Whether it be helping you to explain all the rights and
17 benefits that you deserve under the federal program and we
18 work with you all the way through to the point if you need
19 it to reestablish yourselves.

20 Thank you for your time.

21 MS. ARELLANO: Thank you, Doug. We do want to move
22 ahead.

23 Ed, we do have a final presentation quickly, if you
24 will, a project schedule so we can get right into our public
25 comments.

1 MR. ANDRAOS: Currently, as you know, we are in the
2 environmental document process at this time and we're
3 expecting to complete that and have environmental approval
4 in late 2007, as well as we are going to be working on the
5 preliminary design, which hopefully will be completed by
6 early 2008.

7 Once we have that record decision, right-of-way of
8 process will begin. That we're estimating that is going to
9 be also around early 2008. We are looking to start
10 construction in mid-2009. And at this time we're
11 anticipating that construction will be completed in late
12 2013.

13 MS. ARELLANO: Thank you, Ed.

14 What I'd like to do now. Let's move into our
15 public comments. We've received a number of requests to
16 speak, so we would like to get through all of them. In
17 addition, we have a few individuals from our elected
18 officers, our elected officials themselves who requested to
19 speak.

20 So with that, I'd like to reintroduce you to
21 Assembly Member Mike Feur.

22 MR. FEUR: Thanks very much.

23 I know a lot of you have said: What am I doing
24 here? Aren't things pretty complicated in Sacramento?
25 They're very complicated in Sacramento, but I flew down here

1 this afternoon anyway. I'll fly right back, but it's really
2 important for me to be here with you. I'm here, and let me
3 say I appreciate -- look, here's the thing. As you all
4 know, I'm a very direct person. And I'm going to say what I
5 think in as direct a way as I can tonight, recognizing that
6 this continues to evolve and that I will continue to listen
7 carefully with each of you.

8 I think I met with representatives from every
9 organization here, where you all live, in the course of the
10 last period of time to be sure that I have heard very
11 carefully and very specifically all your concerns. You
12 know, as a City Councilman, I can decide these things. As
13 members of the assembly, I'm not the arbitrator, I'm an
14 advocate. But I want to share with you some of the things
15 that I intend to advocate, based on my listening to you and
16 to your representatives.

17 Now, the first thing I'm going to say is that I
18 fought hard for the money for this project. And many of you
19 know that. The bond that you all passed, and I knew there
20 would be some reaction like that; that's okay because this
21 is what I'm paid to do. I work for you. I know that. The
22 bond that you passed had included in it \$4.1 billion to
23 expand freeways to relieve congestion some way, a big
24 portion of which was going to come to Southern California,
25 somewhere. And today was a light traffic day on the 405.

1 We all know that.

2 And I, like you -- like many of you, at least,
3 endured that traffic coming here. On this light traffic
4 day, it's clear why we need to alleviate congestion on the
5 405. For me, the question has always been: How to do that
6 with the least intrusive impact on people's lives and in the
7 most cost effective way, and to do so in the most-forward
8 thinking way we can.

9 And that's what I want to talk about tonight. I
10 want to separate what I'm going to say into two categories.
11 One is procedural fairness; and the other is the substance
12 of the projects.

13 On the process, I think this process needs
14 accurately to be perceived by everyone to have integrity and
15 to be transparent and clear. And in light of these goals,
16 and given how important this is to everybody here. I own a
17 home. I have a family. I get it. You are taking precious
18 time here because you care so much. I understand that.

19 In light of those goals, I think that the draft
20 Environmental Impact Report should be recirculated and I
21 think that recirculation, and I think it should be done so
22 that everyone can be clear on what is at stake. I think it
23 must be done consistent with another goal, and that is, to
24 be sure that we don't sacrifice funding, including federal
25 funding, that is at stake here.

1 Because we know Councilman Berman worked very hard,
2 among others, to get money that was going to go to some
3 other state to come to California. I want to be sure we
4 don't sacrifice that funding. And if we can, I think we
5 should. But at a minimum, if it would implicate the funding
6 to do that. And as a minimum, as a matter of process, I
7 think the comment period should be extended so that you have
8 a full opportunity to weigh in.

9 Now, my role as an advocate on the substance, I'm
10 going to speak in broad strokes, but let me share with you
11 what those strokes are. First, I do think, as I mentioned,
12 that a northbound carpool lane has to be built to finish the
13 HOV lane running from Orange County to the Valley. It's
14 going to increase the capacity of the freeway. It's going
15 to alleviate some congestion for at least some period of
16 time.

17 Now, one of the issues associated with that, that
18 may be a little more of a detail than a broad stroke is
19 this: There has been, and I think many of the leaders in
20 this room of communities have been into this issue. There
21 has been an ongoing issue about the width of the lanes of
22 the freeway.

23 The question is: Are those lanes going to be
24 11-feet wide or 12-feet wide? Now, the Federal Highway
25 Safety Administration folks say that for safety purposes 12

1 feet is what's necessary. Obviously, all of us in this room
2 has safety as our paramount concern.

3 However, I think many of you know I've requested
4 from every source possible every document that might in some
5 substantive way verify that that is as a scientific matter
6 true that, in fact, 12-foot lanes are meaningful safer than
7 11-foot lanes. The only document I've seen is, in my view,
8 inconclusive on that subject.

9 So on this issue, which has implications because
10 12-foot lanes mean a wider freeway; right? So on this
11 issue, until we see data that substantiates the point that
12 it is meaningfully safer to have 11-foot versus 12-foot
13 lanes, I will urge that Caltrans seek a federal waiver of
14 the 12-foot lanes.

15 Next, there is this discussion, as many of you
16 know, of the southbound mix flow lane from Skirball to
17 Waterford section. Now, the reason for that it's been
18 described to me is because a big bottleneck there and a lot
19 of that traffic is headed toward Wilshire; and if they can
20 be diverted at that point off Wilshire, it can alleviate as
21 things move south. In theory, it sounds like it might have
22 balance, but there are lots of issues yet around the
23 southbound lane that I think have yet to be conclusively
24 resolved.

25 And I think that I personally today cannot prejudge

1 the significance of the need for the southbound lane until
2 there has been a real reconciliation of interest and goals
3 between Caltrans and the City of Los Angeles, on one hand,
4 which has some serious concerns about that and all the
5 stakeholders as well. So on the southbound lane from my
6 standpoint, I think the book needs still to be open.

7 I spoke with many of you over the course of the
8 last number of weeks and many tonight, but the next thing
9 I'm going to say, and that is, as we look to the future of
10 transportation in our region, many of you have talked to me
11 about the peace, the essence of which is, we need to be
12 refocusing our efforts on public transit as a means of
13 alleviating traffic. And so I think, I think it's important
14 for us to preserve the possibility of public transit down
15 the middle of the freeway. It is likely to be, I've looked
16 at mapping that Caltrans and the umpteen others have done
17 about the possibility of that.

18 Now, many folks here have said, you know, that's
19 not a meaningful point to raise in this setting because
20 we're only talking about a finite stretch of the freeway
21 here. And preserving some width here doesn't do the job, if
22 you're trying to get public transit down the 405 from, say,
23 Palmdale to the airport. And that may lead to the fact that
24 there is limited space up and down, may lead to elevated
25 transit.

1 Some of you know, as a City Council, I advocated
2 for that with Mayor Riordan, but I think it's important to
3 reserve the option. And I hope this can be built in a way
4 that preserve that option. So we don't look back on this
5 project and say: If only we had done that, we could be in
6 much better shape in the future.

7 Another point I want to make tonight, which I think
8 that, and this is a point that perhaps matters to some of
9 you more than others. But I think that we need to give the
10 L.A. Department of Transportation, the right-of-way
11 necessary for a future widening of the City at Sepulveda,
12 for what it's worth, which I think is the issue that
13 motivates three-quarters of you to be here.

14 Here is what I want to say about it. You know that
15 from the inception of this project I have said that I
16 severely question the need for takings of any houses. And I
17 said orally and in writing many times that we should be
18 taking every step possible to limit those takings and I
19 believe that a freeway consistent with the principles that
20 I've stated tonight can be built without any takings of any
21 houses in Brentwood Glen.

22 I also want to say this about Valley Vista. I hope
23 that we can do the same with regard to Valley Vista. I have
24 looked at every permutation from the engineers. And so far
25 I have not seen any permutation that would preclude some

1 takings of several houses in Valley Vista. So I'm here
2 again to urge Caltrans to go back to the drawing board again
3 and do better regarding Valley Vista.

4 I also think in general terms, I won't be as
5 specific, we need to minimize the impacts on Westwood Hills,
6 on Bel Air and on Brentwood. I flew down tonight to make
7 these points. Some of them are broader than others. But I
8 think that all of us need to recognize that we're in this
9 together. If we can have a project at the end of the day, I
10 think that alleviates congestion, preserves possibilities
11 for public transit, and alleviates your concerns about
12 takings of yours where you've invested so much of your life.
13 That's my hope. Thanks very much.

14 MS. ARELLANO: Thank you very much. I would now
15 like to call Councilmember Jack Weiss. Thank you.

16 MR. Weiss: Thank you. Good evening.

17 I have to tell you, this is an extraordinary
18 turnout for a not so hot August night. I mean, you've all
19 heard of "National Lampoon Summer Vacation." Well, this is
20 Caltrans Summer Vacation for you; and it's a hot ticket. It
21 is going to continue to be a hot ticket in this part of
22 town. And the reason folks are here tonight and the reason
23 I will speak briefly is because the communities' voices need
24 to be heard before any decisions are made. That is the
25 essential reason we are here today. And I want to thank

1 Caltrans for listening.

2 I want to thank Caltrans because a few weeks ago
3 along with some folks with Westwood Hills, which is in a
4 district that I represent, Caltrans came to my office and we
5 sat down. We rolled out the map and they listened. Now,
6 they are not there yet and I think I know why they're not
7 there yet, 'cause this is basically a horse trillion show,
8 as I understand it. But I appreciate the fact that Caltrans
9 came and listened. And I want to assure everyone here and I
10 want to assure Caltrans, we're going to keep talking and
11 keep talking and keep talking until you finally listen to
12 that. 'Cause it is that important to all of us.

13 And just as I want Caltrans to reach out and do
14 more for Westwood Hills, I also want Caltrans to reach out
15 and do more for my friends from Sherman Oaks. Where's Beth?

16 Beth Green? Are you here?

17 There's Beth Green. I had the chance tonight to
18 introduce Beth Green to Doug Failing, and I'm glad you all
19 finally met. But I think we need to have a lot more
20 meetings. A lot more give and take between Sherman Oaks and
21 Encino and Caltrans as well. And on that issue in
22 particular, we don't want to be a laboratory a couple years
23 from now with regard to the issue of cut through traffic and
24 the impact of these sort of decisions on our neighbors. We
25 want those issues analyzed and addressed on the front end.

1 And let me tell you, I appreciate the concerns of
2 the L.A. Department of Transportation have shown for the
3 areas that I represent. But I want Caltrans in the picture
4 from the start with respect to the issue of mitigating
5 impact. I want to see you all at the table with D.O.T. now.
6 I don't want to have to find out five years from now what
7 the impacts really are.

8 And finally, I have a number of friends here
9 tonight from the institutional corridor, in particular from
10 the schools that are affected. They have a lot of concerns
11 about construction impacts about staging, about emergency
12 access to and from those schools. And Caltrans, you got a
13 lot more engineers at Caltrans than we have people in this
14 room, please listen to those people, hear their concerns.
15 And thank you, though, very much for coming here yet again
16 and listening to the concerns of these communities. Thank
17 you very much.

18 MS. ARELLANO: Thank you very much, Councilmember.
19 I now would like to call up from Supervisor Zev
20 Yaroslavsky's office, Flora Gil Krisiloff.

21 MS. Krisiloff: Good evening. I'm here on behalf
22 of Supervisor Yaroslavsky, and I want to thank all of you
23 for taking the time to be here this evening.

24 I was here at the last hearing and I know that this
25 is a lot of time that goes into all of you being here and

1 all the efforts that you take to be informed and the
2 Supervisor thanks you so much for contacting him and letting
3 him know how you feel about all these issues.

4 I'm here to reiterate what Supervisor Yaroslavsky
5 has stated previously and continues to tell Caltrans, which
6 is define that solution that is the least disruptive, that
7 minimizes disruptions to all of the stakeholders in our
8 communities, and those stakeholders include schools, our
9 residents and our businesses.

10 Secondly, he absolutely wants a solution that
11 minimizes the taking of any private property in establishing
12 an HOV lane. I also want to note that Alternative 3 appears
13 to take more private property than any other alternative.
14 And even as a modified, Alternative 3, it appears to be the
15 most disruptive.

16 Again, I'm here on behalf of Supervisor Zev
17 Yaroslavsky and I'm here to urge Caltrans to develop and
18 pick an alternative that minimizes the taking of property,
19 that minimizes widening, is the least disruptive and creates
20 an HOV lane, but without wreaking havoc on our communities.
21 Thank you.

22 MS. ARELLANO: We have one additional individual
23 from an elected office who has elected to speak, and that is
24 from Councilmember Bill Rosenthal's office, Norman Kulla.
25 Norman.

1 MR. KULLA: Councilmembers had two working meetings
2 with Caltrans where we've sat down and we've talked about,
3 of course, Beverly Glen has been the feature attraction.
4 But Sunset, the Sunset overpass, our friends at Mountain
5 Gate, on the south side of Mulholland, have been a feature.
6 And recently we've had some contact with our friends from
7 the Getty who have expressed some concerns. There are a lot
8 of issues and we have found Caltrans to be good listeners.

9 Ara Palvir and Ken Hustings from the Los Angeles
10 Department of Transportation have been great partners from
11 the City. There have been a lot of plans on the table. And
12 this is a process; it's a work in process. So we want the
13 comment period extended as well discussed that with
14 Mr. Failing. There's much, much work to be done. And so
15 we're going to be at the table. We're going to be there and
16 we're going to work with our partners at Caltrans.
17 Caltrans, we're going to have our friends and colleagues
18 from the L.A. D.O.T. there and we're going to continue to be
19 listening to our communities and we're going to get it
20 right. Thanks very much.

21 MS. ARELLANO: Thank you very much.

22 Just for your information, we have about 34
23 additional speakers who have requested to speak. Time check
24 right now is 7:40. We are here until 9:00 o'clock so we'll
25 be moving through those and getting to as many of the

1 questions as we can tonight. We do have a good number of
2 questions as well to be answered.

3 So what I will do is announce the speakers. Three
4 at a time so you can prepare yourself to come forward to
5 this microphone here to my left. The first three speakers
6 in this order are Tim Whalen from the Getty Center, Milton
7 Miller and R.J. Comer.

8 If I can ask Mr. Tim Whalen to come up to the
9 microphone first and then the additional individuals be
10 prepared to speak thereafter.

11 TIM WHALEN: Good evening. I'm Tim Whalen, Acting
12 Director of Operations at the Getty. The Getty is located
13 on 750 acres on Brentwood just west of the 405, and everyone
14 at the Getty appreciates the improving transportation on the
15 west side. When we began construction on the Getty Center
16 about 20 years ago, it was only a very careful planning that
17 took into consideration the many issues that would impact
18 our neighborhood.

19 Since that time, we've worked closely with our
20 neighbors in Bel Air and Brentwood and with Caltrans to
21 address issues of common concern. And we look forward to
22 doing that. The Getty has 1.4 miles of frontage along the
23 405. It also has 1.3 million visitors a year. The Getty
24 Center is directly affected by the proposed widening of the
25 405. And we feel it's important to comment this evening on

1 the project.

2 During the design and construction of the Getty
3 Center, we understood from Caltrans that someday the 405
4 Freeway may be widened to handle more northbound traffic.
5 We spent millions of additional dollars to construct our
6 front entrance on Sepulveda in a manner that would
7 accommodate an additional northbound lane. The Getty does
8 not object to Alternative 2 as we understand it today.

9 We do, however, have grave concerns about
10 Alternative 3. It poses significant risks to our neighbors
11 and the users of the 405 Freeway and as well to the Getty
12 Center. The EIR does not analyze or even address concerns
13 we believe must be considered. And let me outline some of
14 the issues we foresee.

15 First, Caltrans proposed general relocate part of
16 the Getty Center's principal service road, which leads from
17 our Church Lane gate to the main Getty Center buildings.
18 That road also serves as a critical fire and safety
19 emergency raft for the entire Getty Center.

20 Caltrans could -- Caltrans' proposal could make
21 access to the road impossible and would eliminate a required
22 fire department access to the Getty. Further, it would
23 force disruption or removal of an eight-foot water main and
24 other utility conduits that serve the entire West Los
25 Angeles, all of West L.A. We believe this part of the

1 Caltrans proposal jeopardizes our whole neighborhood and not
2 just the Getty. Again, the EIR should analyze these
3 impacts, but it does not.

4 Second, Caltrans proposes to build retaining walls
5 and other structures immediately adjacent to or within
6 the -- along the 1.4-mile frontage. Much of this property
7 is very steep, unstable and subject to landslides. The
8 Getty spent over a hundred million dollars to ensure the
9 stability and safety of our site even before any building
10 was constructed at the top of the hill. These slopes are
11 stabilized with a complex matrix of enormous sheer pins and
12 an underground drainage system.

13 These protections would be destabilized by
14 Caltrans' proposed retaining walls and tiebacks, causing
15 significant risk of slope venue to the Getty, our neighbors
16 and motorists on the freeway. The EIR does not analyze
17 these impacts, which it needs to.

18 Thirdly, Caltrans proposes construction of new
19 retaining walls immediately adjacent to the Getty Center's
20 main parking structure, which is a seven-story subterranean
21 parking structure and the tram that takes visitors to the
22 top of the Getty Center, with a series of shoring and tie
23 backs on Getty Center's property. That, again, would
24 threaten the structural integrity of the parking structure.
25 The EIR should analyze these impacts, but it does not.

1 Fourth and finally, construction of this scale,
2 contemplated by Alternative 3, would substantially disrupt
3 with the Getty's operations including access by both
4 visitors and staff during the multi-year construction period
5 and worsen already busy traffic in the surrounding
6 community, which the Getty Center with our neighbors have
7 worked diligently to avoid.

8 Construction on the bridge's extension above our
9 main public entrance on Sepulveda would severely restrict
10 access to the Getty during the construction period. The
11 plan also eliminates public bus stops at the Getty's main
12 entrance; the only public transportation access available to
13 the Getty. The EIR should analyze these impacts, but it
14 does not.

15 Finally, Caltrans' own EIR shows that Alternative 3
16 has minuscule benefits compared to Alternative 2. As the
17 chart on page 122 of the EIR demonstrates, Alternative 2
18 reduces nearly 15,000 daily vehicle hours of delay by 2015
19 and more than 16,000 by 2031. For an additional \$262
20 million, Alternative 3 only reduces only 480 hours in 2015
21 and 130 hours in 2031.

22 Getty staff has met and looks further for
23 productive meetings so we can share with Caltrans' legal
24 staff information and concerns.

25 The Getty will submit detailed written comments on

1 the EIR. And I hope that Caltrans will review issues that
2 have not yet been considered, but we wanted to highlight
3 here some of the significant environmental, life safety, and
4 community issues that the EIR is not has not addressed.

5 Thank you very much.

6 MS. ARELLANO: I would like to call forward
7 Mr. Miller. If I can ask the speaker to also just reiterate
8 your name and any association and if anyone is having or
9 needing to have any other side conversations besides the
10 speaker, please limit your voice and/or use our atrium in
11 your back for any other conversations. Thank you.

12 MILTON MILLER: My name is Milton Miller. I'm a
13 chairman of Bel Air Association 405 committee, past
14 president of the Bel Air Association and have been working
15 on issues dealing with the 405 Freeway for a little bit over
16 18 years. In that time, we have paid numerous written
17 comments at meetings with Caltrans and made what we thought
18 were positive suggestions. Up until this time all of those
19 have been totally ignored.

20 We have, in the last few months, said that on
21 behalf of our association, our members, we do support the
22 new northbound HOV lane. It's something that's good for the
23 community. We were horrified at the Alternative 3, that
24 proposal that would be destructive to our neighbors in
25 Westwood Hills and in Brentwood Glen. And as pointed out by

1 the previous speakers and in the written material we have
2 repeatedly submitted, would be destructive without any great
3 benefit.

4 With respect to Alternative 2, in the words of
5 Assemblyman Michael Feur, we believe that the proposal has
6 to be reduced. The 4-foot buffers, the 12-foot lanes,
7 reducing the size of the median will save anywhere's from 12
8 to 15 feet easily. And therefore, eliminate the requirement
9 that part of homes on Thurston will be taken and will
10 eliminate the removal of the Verizon Building. Those
11 buildings should not be sacrificed so we can have the
12 biggest, broadest freeway in L.A. County; it makes no sense.

13 I would point out that I think it's pretty well
14 known that because of the way this is handled, that the EIR
15 process is probably fatally flawed. And I would suggest
16 because of the drastic changes that were made in the
17 proposal and that I believe that it would be a positive idea
18 for Caltrans to take these comments, come in with their new
19 EIR with a real workable proposal that the community could
20 say: Yes, we all support it and not have this debate.

21 Thank you.

22 MS. ARELLANO: R.J. Comer. Following Mr. Comer
23 would be Jason Kogan and then Reverend Janet Bregor.

24 R.J. COMER: Good evening. My name is R.J. Comer.
25 I am from the law firm Armbruster & Goldsmith, and I

1 represent Brentwood Glen. And good evening everyone.

2 I'm going to be brief, because there's a lot of
3 folks that want to speak. I'm going to say, first of all,
4 Brentwood Glen appreciates all the elected officials who
5 were here tonight, and in particular wants to reiterate and
6 agree with and appreciate the comments of Assembly Member
7 Feur who said the EIR should be recirculated, a 12
8 foot-lane, there's no basis for it and that the waiver
9 should be sought. And also Councilmember Rosenthal, who
10 also thinks that this EIR should be recirculated. This EIR
11 is not ready to be concluded because the information
12 provided by Caltrans shows that it's not.

13 For example, in the presentation tonight, it was
14 said that the eastbound Sunset ramp closure, the
15 negotiations are still ongoing as to how to mitigate that.
16 If you're still figuring out how to mitigate something in a
17 project, this project is not ready for the draft EIR to
18 close on the final EIR.

19 The same thing is true when you reference the
20 Skirball ramp that design options are still being designed.
21 If these are still being designed, it means you don't know
22 what the environmental impacts are. You can't close the
23 draft EIR until you know what the environmental impacts are
24 in a project.

25 In 2.3.1 of Alternative 3 Modified, it mentions

1 Caltrans, FHA and L.A., D.O.T. will design it later. Well,
2 that's not how it works. You have to design it now and
3 evaluate so the public can make meaningful comments on those
4 environmental impacts. Listen to the elected officials, and
5 I have a feeling, listen to the rest of these folks, who are
6 going to speak after me, that it is time to extend this
7 public comment period, provide more information.

8 And one piece of information that really needs to
9 be provided is that through lane southbound 405 as it
10 approaches the Wilshire storage lane, the thought is people
11 are going to get in that lane because it's essentially a
12 longer storage lane to get off on Wilshire. But people are
13 going to get in that lane and then they need to transition
14 in and you have a conflict between people wanting to get off
15 on Wilshire and people wanting to go south on the freeway.

16 And finally, there will be submitted lengthy
17 comments about the failure to and I'm sorry if I'm going to
18 fast. I just saw you over there. Let me slow down a little
19 bit.

20 MS. ARELLANO: Just the applause over the comment
21 is very difficult for her to pick up. But that's one at a
22 time.

23 R.J. COMER: There's a court reporter down here
24 folks. I didn't know that. Very briefly then. There are
25 two really significant environmental impacts. There's more

1 than two. I'm just going to mention two now, and that is
2 the demolition of bridges in the Mulholland area, even those
3 bridges are going to be ultimately reconstructed. They are
4 going to be down for a significant length of time. And
5 those bridges provide a very important evacuation plan for
6 schools and homes in that area in the event of an emergency.

7 And there's no emergency plan in this project and
8 there's no evaluation of that impact in this project. And
9 finally the retaining walls on the north side of the 405
10 Freeway. The Brentwood Glen folks are the southbound side.
11 We care about all our neighbors and the other sides and the
12 image that was shown on that retaining wall, what it didn't
13 show, how close it is to homes right across the street.
14 That's a significant unavoidable -- so to close -- we hope
15 that, we do think Caltrans are great listeners, and we really
16 do appreciate that.

17 What we want to do is have this document
18 recirculated and better evaluated so that we can have
19 meaningful public comments in a realistic amount of time.
20 But I've been authorized to say to you tonight something I
21 do not like to say to government agencies 'cause it's not
22 what we like to do. And that is, if Caltrans doesn't do
23 what we're asking, if the process continues as it is with a
24 moving target project description and a moving target
25 mitigation plan and a moving target, we're going to have no

1 alternative but to seek legal remedies at this EIR.

2 MS. ARELLANO: If I can call forward Mr. Jason
3 Kogan, followed by Reverend Janet Bregor, followed by Wendy
4 Sue Rosen. And again, we've already received a few more
5 comment cards since I last told you. We just need to move
6 along with each presentation, so keep it straight and to the
7 point.

8 JASON KOGAN: Jason Kogan, K-o-g-a-n. I am a
9 23-year-old resident of Brentwood Glen Association. I
10 haven't lived these issues as long as Milton Miller, but
11 I've lived with these issues the last few years and I want
12 to thank the representatives, speakers, in particular
13 Assembly Member Feur. He hit it right on the head. First,
14 we've requested more time. The DEIR is not ready for prime
15 time.

16 A couple more examples tonight. I watched the
17 movie in the other room and the movie doesn't address the
18 issues of what happens when the additional lane gets to
19 Waterford and the 10. There's not the mass -- even the
20 representative of Caltrans in the room couldn't answer it.

21 We need answers to that because we have to evaluate
22 the impacts of the additional lane down to Waterford and
23 it's not just me. What happened to Waterford and the I-10 a
24 few years ago, more than a few years ago actually, 1999, the
25 American Highway Usage Alliance put out a report which said

1 that the 405 interchange is the worse bottleneck in the
2 United States. And Caltrans realizes that. That's 1999;
3 here it is 2007 and we're doing this now project, but
4 forgetting about what happens when we get the 405
5 intersection because (unintelligible) at least down at this
6 end.

7 So there's no consideration of that. We don't --
8 Caltrans hasn't cost too much, but what we're really about
9 here. If there's a cost benefit analysis, are we going to
10 go in and do it. And we're not going to worry about the
11 clock, but we're going to do it anyway. So these things on
12 a substantive part, we all agree there's too much congestion
13 on the 405. None of us like to remain in traffic and we
14 understand the appeal and the buzz words of reduce
15 congestion and greater safety, but as the Assemblyman Feur
16 said, we're not there yet.

17 I've looked in vain and the DEIR, all the
18 attachments and other than saying it, it's not there. With
19 all due respect, Caltrans saying it doesn't mean it's so.
20 The whole idea, the DEIR, this whole process is Caltrans has
21 to come up with justification as legally it's called
22 substantial evidence. So if they want to do this, we have
23 to be shown why and they've got to prove a basis for it.
24 And the reason that is because of the substantial impacts on
25 the neighborhood.

1 Alternative 3 has two parts, the original and the
2 modified. The Brentwood Glen Association is against both.
3 You're putting the cart before the horse trying to get the
4 modifications, but we can't even establish the basic reasons
5 why we should have either alternative.

6 Just briefly on some of the points that have been
7 made is that both are still wrong. The one taking homes is
8 not off the table. And to be more specific, we're talking
9 about 21 homes, 16 multifamily dwellings, total of 91
10 families. The church would be destroyed, which has been
11 there six to eight decades as well as the Jewish
12 congregation; that's been there for the past two years. It
13 would be hundreds of millions of dollars to do Alternative
14 3.

15 And I agree with Assembly Member Feur that it was
16 just 7 to 30 billion dollars is somewhere around there, but
17 we're talking about 2006 in the DEIR, and that money
18 probably wouldn't even finish Alternative 2, let alone
19 Alternative 3.

20 And finally, even under the modified Alternative 3,
21 you still have air pollution. We've got noise pollution.
22 You've got traffic problems. Sunset is going to be a
23 disaster. And that's not going to be affected, and that's
24 not going to change.

25 So what they're saying, what the bottom line is the

1 substantial negative impacts, as we stand here today, of the
2 Alternative 3, either one are far out, by far outweighed by
3 the benefits on Brentwood Glen as well as on across the
4 freeway because even modified 3 would hurt the people on the
5 east side of the freeway to help us. We shouldn't have to
6 be in a battle as to which side gets more, which side gets
7 less. Thank you.

8 MS. ARELLANO: Reverend Janet Bregor, followed by
9 Wendy Sue Rosen, followed by Donald Keller.

10 And just as a time check, it is now 8:00 p.m. and
11 let's see how we move along here.

12 JANET BREGOR: I am Reverend Janet Bregor from
13 Village Church and Temple. And I brought with me a picture
14 from 1946 of our Village Church incorporated in 1937, before
15 the 405 Freeway. The front yard of the Village Church was
16 the 405 Freeway, so we are now asked to remove the church
17 and I want to explain why both congregations support an
18 outright objection of 3, but also I want to (unintelligible)
19 our support for Alternative 2, which is the no build -- no
20 build just leave it at no build.

21 One. Yes, one. No build. Is that it's not
22 because we wouldn't be able to serve the community. It's
23 because of the lack of confidence that we feel about the
24 long-term solution to what is the real traffic problem. Our
25 long term -- and many members of our congregation, the other

1 congregations drive this 405.

2 I drive back and forth between the South Bay and
3 here, and we are aware of the white elephant in the room,
4 which is the 405 and 10 interchange. And it is our belief
5 and our lack of confidence that we are going to be creating
6 another reservoir of gridlock and a gridlock situation that
7 already exists.

8 And so I do want, in my brief time, to raise what I
9 believe is the broader issue, which was mentioned already,
10 the need for public transportation and the need to put back
11 on the table by our politicians an honest evaluation of the
12 possibility of looking at the 405/10 interchange.

13 You and I have seen the imagination of the 105
14 Freeway, which was imagined, constructed, and paid for the
15 210 and the 15, and all of the absolutely important
16 infrastructure issues that exist, and I believe that we will
17 support, and I believe many people here will support an
18 alternative that takes into account the real infrastructure
19 issues. And I am saying that with great support from my
20 congregation in both temples that we have comprehensive
21 planning and that the details are considered. But that the
22 broad stroke issues also would be considered in your
23 planning and in our politicians. Thank you.

24 MS. ARELLANO: Thank you. Wendy Sue Rosen,
25 followed by Donald Keller, followed by Carol Magnuson.

1 WENDY SUE ROSEN: Good evening. My name is Wendy
2 Sue Rosen. I serve as the chairwoman for the Brentwood
3 Community Council, at the August 7th meeting, the Brentwood
4 Community Council, which is the broadest based organization
5 representing approximately 30,000 stake holders in
6 Brentwood, voted unanimously to oppose Alternative 3. Both
7 as originally and proposed and as later modified for the
8 following reasons. I'm going to make my comments brief, and
9 I'll expand on them later.

10 Closing the eastbound Sunset 405 southbound on-ramp
11 will adversely impact traffic on Sunset. And as stated, we
12 don't feel between L.A. D.O.T. and Caltrans that the
13 modifications have really been addressed and that needs to
14 be looked at further. We don't feel it's adequate. The
15 surface Wilshire lanes from Waterford north will likely
16 create more problems than it will solve. This project will
17 adversely impact the Brentwood community in the following
18 ways: Noise, dust, traffic during construction, loss of
19 street parking on Church Lane and moving the 405 closer to
20 the Brentwood Glen community.

21 Safety hazards that will be created by moving more
22 traffic into a bottleneck at the 405/10 interchange on
23 Sunset and Church by the closing of the on-ramp, cars and
24 motorists changing lanes, moving in and out from Wilshire,
25 the Wilshire surplus on to the freeway and across traffic.

1 We believe it will create more stop and go, which is what
2 you're trying to avoid. We don't believe the cost of
3 Alternative 3 justified in this project.

4 We also ask that a new draft EIR be circulated and
5 the comment period, if that doesn't happen, be extended.
6 Thank you very much.

7 MS. ARELLANO: Thank you. I'd like to call forward
8 Donald Keller, followed by Carol Magnuson, followed by
9 Russell Korabkin.

10 DONALD KELLER: Thank you for the opportunity to
11 speak. I've been a resident of Brentwood for 48 years. And
12 I used to travel the Sepulveda Boulevard when they were
13 building the Mulholland Bridge. They built the Mulholland
14 Bridge on the mountain and then they took the mountain out
15 from under it. I don't know how you're going to build the
16 new Mulholland Bridge, but you've got to take away any
17 reference to Alternative 3 and 3 Modified because, as you
18 said, you're interested in mobility.

19 Well, the mobility in Alternative 2 is only 160
20 cars -- excuse me -- hours per day and 300 vehicles traveled
21 versus Alternative 3. So why spend the extra money for
22 Alternative 3 when you're only saving 160 hours. What
23 you're going to do with this mobility is you're going to
24 immobilize the traffic on Sunset Boulevard all the way back
25 to (unintelligible) and the from three and a half miles to

1 the 405 from 2:30 in the afternoon until 6:30 at night.

2 When you're going to talk about Alternative 3
3 closing the southbound on-ramp from the eastbound Sunset
4 Boulevard, and make them turn left, maybe there's a backup
5 to the restaurant on Coast Highway. But the EIR isn't
6 talking about Sunset Boulevard. It needs to. Thank you
7 very much.

8 MS. ARELLANO: Carol Magnuson, followed by Russell
9 Korabkin, followed by Stephen Robde.

10 CAROL MAGNUSON: My name is Carol Magnuson. I'm
11 president of the Westwood Hills Property Owners Association.
12 Another thing the EIR isn't talking about is the impacts of
13 moving the freeway east on Sepulveda Boulevard and on the
14 homes in our community that back up on Thurston and Delketh.
15 The association will be submitting comments in writing in
16 detail at a later time.

17 Right now I want to second the call for a new DEIR.
18 I don't think extending the comment period is good enough.
19 There's too much new information. There's -- there are too
20 many questions that haven't been answered. There are too
21 many people who don't know what the impact will be on their
22 property and their lives. We received new information
23 today. I talk with Caltrans almost once a week.

24 We've met with the Caltrans engineers and Ron
25 Kosinski just very recently, and I find today a plan to move

1 the retaining walls east to the property line totally new.
2 No one in my neighborhood knows about it. The people
3 deserve to have this information available to them before
4 this project moves forward to a decision. I don't think
5 that's too much to ask and it's actually the law.

6 Second, when we do this new DEIR, I would like to
7 see a lot more attention given to the median. I know that
8 our elected officials are very interested in maintaining
9 transit options. The DEIR doesn't address the median at
10 all. It doesn't say why it's there. It doesn't analyze
11 transit options. We believe that this would be a better
12 project and a fairer project if this project were downsized
13 to eliminate the median and the buffer zones. Medians and
14 buffer zones might be fine in the abstract, but we live in
15 Los Angeles County, where both land and money are scarce.

16 We just read in the "Los Angeles Times" today that
17 the State is using bond money for general fund. Less money
18 for transportation yet more than half of the proposed
19 widening of this freeway is to accommodate the HOV buffer
20 zones and a 24-foot island of concrete, which is the median
21 that will stretch from Greenleaf Street to National
22 Boulevard and then end. Nothing to the north of it; nothing
23 to the south of it. The DEIR needs to tell us why this
24 median is included in the design and how much is 12-foot --
25 12-by-24 median is going to cost.

1 Caltrans has persuaded elected officials that the
2 median is there to serve future transportation needs such as
3 double decking and rail transit, but the DEIR says that the
4 proposal for double decking and rail transit and were
5 considered and withdrawn from this DEIR. If there is another
6 future project, the DEIR needs to say what that project is
7 and needs to say what it means by future. If the future
8 project is unknown, how can Caltrans be sure is that the
9 24-foot median provides for it.

10 In order to widen the freeway to provide a 24-foot
11 median and buffer lanes between Montana and Getty Center,
12 Caltrans must take private property, dig up Sepulveda and
13 move everything underneath it. Carve 15 or 35 or 45, or who
14 knows how many feet, out of the hillside, construct massive
15 retaining walls just as high as the one you saw on Church
16 Lane; that will turn Sepulveda into a trench, spend millions
17 and millions of dollars, cut down hundreds of trees, and tie
18 up traffic for months during construction.

19 The "Los Angeles Times" tells us that many
20 worthwhile transportation projects will go unfunded in Los
21 Angeles County. If this is the case, is it fair to the
22 public elsewhere for the County to build this 12-foot,
23 12-by-24 foot median to nowhere? Couldn't this money be
24 spent for greater benefit? By eliminating the median and
25 the buffer, Caltrans could build a project cheaper, faster

1 and with less disruption to the community and the
2 environment. That is what a responsible public agency must
3 do. Thank you.

4 MS. ARELLANO: I would ask each speaker to keep
5 your comments to about three minutes. I want to get through
6 all the speaker cards and leave time for questions.

7 Mr. Russell Korabkin, followed by Stephen Robde,
8 followed by Alvin Milder.

9 RUSSELL KORABKIN: My name is Russell Korabkin of
10 Westwood Hills, and I'm also a professor of law at UCLA.
11 What most of us, I think, in the room want and as expressed
12 by our Assemblymen and by some of the other public
13 representatives is that the HOV lane be built with a minimum
14 impact possible consistent with achieving that goal.

15 Both Alternatives 2 and 3 in the DEIR fail to do
16 this. Let me make a specific but simple point, each lane on
17 the northbound 405 in the Sepulveda Pass is 11 feet wide.
18 This means that the proposed HOV lane could be created by
19 widening the northbound 405 Freeway by 11 feet. Yet
20 Caltrans does not even consider, as an alternative, any plan
21 that would expand the highway by fewer than 29 feet. That's
22 the minimum recommendation from Caltrans. Almost three
23 times what is necessary. Why not?

24 Last summer several Caltrans officials told me the
25 reason was federal design standards required expanded lanes,

1 expanded medians, buffer zones, et cetera, totaling 29 feet.
2 But they repeatedly avoided my written request to answer two
3 very simple questions. Has Caltrans evaluated an 11-foot
4 expansion option, and has Caltrans discussed the possibility
5 of waivers or exceptions to the federal design standard with
6 the federal government? No one would answer that question
7 for me. Although I made it, asked it, asked this question
8 several times very clearly in writing.

9 The draft DEIR now suggests that the 29-foot
10 expansion minimum is necessary to satisfy the so-called
11 secondary goal of increasing safety, but as some of the
12 other speakers have pointed out already, Caltrans failed to
13 provide any evidence to support this claim. The data
14 presented on page 8 of the draft EIR shows that the accident
15 rate on the northbound 405 is lower than average for the
16 county. This is not an unusually dangerous stretch of
17 highway.

18 And further there's no evidence presented, as the
19 Assemblyman remarked, that expanding the width of lanes and
20 median is going to reduce the accidents. The majority of
21 which, according to Caltrans, they are rear-end collisions.
22 But the most important point is that the data shows that the
23 southbound 405 has a far higher accident rate than the
24 northbound 405. This suggests that if safety were truly a
25 concern, Caltrans would be more concerned with expanding the

1 width of the lanes on the southbound side, the more
2 dangerous side, than the northbound side.

3 Yet take a look at Alternative 2. It calls for
4 expanding the lanes to 12 feet on the northbound side, but
5 apparently it's okay to leave the lanes on the more
6 dangerous southbound side at 11-feet. This is completely
7 illogical and goes to demonstrate that the so-called safety
8 issue is a red herring designed to intimidate our local
9 officials into going along with Caltrans' plans so they
10 don't look like they're against safety.

11 Both logic and fairness to the needs of all
12 residents in the area require that Caltrans develop an
13 alternative that would expand the northbound 405 by exactly
14 11 feet; the minimum amount necessary to create an HOV lane,
15 and not foot more. To the extent that that would not comply
16 with federal highway standards Caltrans should seek a formal
17 waiver of those standards and report back to us.

18 This common sense proposal, I believe, would meet
19 the legitimate interest of all the stakeholders and we could
20 avoid, as someone just mentioned, the decisiveness of
21 arguing over those. It is not an acceptable substitute for
22 Caltrans to present us with one bad alternative and one
23 preposterous alternative and then compromise, which I
24 suspect they plan to do.

25 Nobody really believes that Alternative 3 is a

1 legitimate proposal. Compromise with us by tabling
2 Alternative 3 after many of us get up and rail against
3 Alternative 3 and choosing the less bad, but still terribly
4 flawed Alternative 2. 11 feet build, the HOV lane with is
5 11 feet. That's all that's needed. Thank you.

6 MS. ARELLANO: I'd like to call forward Stephen
7 Robde, followed by Alvin Milder, followed by Louise Frankel.

8 I do need to impress upon each speaker that we'll
9 be limiting speaking to three minutes.

10 STEPHEN ROBDE: My name is Stephen Robde. I'm on
11 the board of the Westwood Hills Properties Association. I
12 also happen to be a constitutional lawyer, so I know a few
13 things about due process. And we are not getting due
14 process in the DEIR system we are facing here. This is
15 seriously flawed process. And as several speakers have
16 said, we need a new DEIR that honestly and meaningfully
17 faces the impacts that have been concealed from us.

18 What we really need is a modified Alternative 2, as
19 the last speaker began to explain. We all know that
20 Alternatives 3 and 3 Modified are red herrings in a typical
21 bureaucratic system in which you throw something out to draw
22 a lot of attention, when you never really need to pursue it
23 in any event. There's been a serious failing to design an
24 alternative that creates an HOV lane northbound without
25 realigning Sepulveda.

1 Now, Ron Kosinski told us that he's going to have
2 to realign Sepulveda by 15 feet. Well, I can get you your
3 15 feet, Ron, because we can reduce the median to four feet,
4 that gets you eight. We can remove or limit the four-foot
5 buffer, that gets you four. And we can reduce the 12-foot
6 lanes to 11. That gets you five. That gets you 17 feet;
7 you got two to spare. If you would do that, no case that
8 has been made for expanding the lanes only northbound from
9 11 to 12.

10 And a recent study, which I will give you a copy of
11 in our written comments by scientist named Ezra Howard, in
12 March, 2007 study which honestly does study expansion of
13 lanes, concludes that -- that, in his opinion, the weight of
14 expanding -- that there is little safety benefit to be
15 obtained from widening lanes from 11 feet. That is that
16 scientific study which was not considered in the DEIR. No
17 case has been made for expanding the median.

18 There is no visualization of the trench that would
19 be created on Sepulveda. There's a visualization of what
20 terrible things would happen to Church Lane. It's plain to
21 me and the others that this is a moving target. You've
22 talked of no soil nails tonight for the first time. And
23 still moving the retaining wall into private property. We
24 can get you your HOV lane. You do not have to expand the
25 lanes, as I've explained. But all of that requires an

1 honest meaningful DEIR and a new scheduling of this process.
2 That's what you got. Thank you.

3 MS. ARELLANO: I'd like to call forward Alvin
4 Milder, followed by Louise Frankel, followed by Ernest
5 Frankel.

6 ALVIN MILDER: My name is Alvin Milder. A
7 long-time resident of Westwood Hills, and a member of the
8 board. And I must say, the attorney that suggested -- has
9 cause Caltrans DEIR for this project variably drips with
10 callous scorn of a governmental body that has no concern for
11 the environment or the community. It's one of the most
12 fatally flawed, seriously deficient environmentally and
13 economically unsound documents I have seen in over 30 years
14 of reviewing EIR's.

15 As noted before, this project is a moving target
16 and it keeps changing and the DEIR must be fixed for us to
17 comply with CEQA. In fact, this DEIR shows Caltrans'
18 disdain for the public, the environment and the requirements
19 the legislature has set forth in the California
20 Environmental Quality Act.

21 CEQA and NEPA both require that Caltrans make a
22 full and complete disclosure of the environmental impacts of
23 its proposal so that the public and the elected officials
24 will be able to determine the environmental and economic
25 values of proposed project.

1 Caltrans should be well aware of the importance and
2 need for full disclosure in its DEIRs. It was recently
3 chastised by an Appellate court in case of (unintelligible)
4 vs. Department of Transportation for its failure to take
5 full and complete disclosure.

6 And Caltrans has also been rejected by many courts
7 in its lengthy litigation over the 710 Freeway and its other
8 battles. A list of relevant information that Caltrans has
9 omitted from the 405 Sepulveda Pass DEIR is vast. Among the
10 most glaring omissions this Caltrans failure to discuss its
11 intentions for double deckings.

12 Some people may want double decking, but it must be
13 discussed. Although Caltrans says it has rejected the
14 double decking option for now, there are still provisions
15 with the project designs to double deck it in the future.
16 This double decking provision is the reason for the wide
17 median in this project. But there is no discussion double
18 decking in the DEIR other than a perfunctory rejection of
19 this alternative for now.

20 The reason for the median must be fully discussed
21 and analyzed in the EIR. If double decking is off the
22 table, the provision for a median should be eliminated. If
23 the median is not eliminated the EIR must be revised and
24 recirculated with a full CEQA discussion of the double
25 decking and all the noise and other environmental disasters

1 you would inflict upon the community.

2 Other significant oversights in the DEIR include
3 Caltrans' failure to analyze if the local surface street
4 congestion and other neighborhood impacts of the project.
5 For example, there will be many more cut through trips in
6 the residential area as a result of closing Montana. And a
7 resulting increase in traffic on Sunset Boulevard.

8 MS. ARELLANO: I'm going to ask you to conclude.

9 ALVIN MILDER: You guys took filibuster for about a
10 half hour before we started. Caltrans also does not analyze
11 many important alternatives. For example, there is no
12 discussion of the option putting a tunnel from the Valley to
13 the Airport where most of the cars going to and from. The
14 tunnel would pay for itself and have significantly less
15 impact on the environment, including significantly fewer
16 global warming and air quality effects.

17 Caltrans does have a tunnel as an alternative for
18 its 710 Freeway project; why not here? At least it must be
19 discussed, these alternatives must be included in the
20 document. Another alternative is a parkway. Parkway,
21 instead of interstates and freeways, are being favored in
22 many parts of the country. Why can't California, at least,
23 provide us with drives and most (unintelligible) instead of
24 the monstrous freeways they now construct? Why can't we
25 have landscaping, perhaps Bougainvillea planted on the

1 sides?

2 Some 40 years ago, the public plainly, thanks to
3 the City of Beverly Hills, was able to stop Caltrans'
4 proposed Beverly Hills Freeway and now we have the
5 revitalized Santa Monica Boulevard, which everyone
6 acknowledges is preferable to a freeway. Caltrans' vision
7 for the 405 seems to be a west side 110 Freeway, a double
8 decked visual horror and an environmental disaster.

9 Caltrans' project process for this project is
10 shamefully unconscionable. Having these decision-makers for
11 this project be the same individuals that prepared the DEIR,
12 and who have already declared their positions as being in
13 favor of adding HOV lanes in the 405. Even before any
14 discussion or analysis of other alternatives, and before and
15 the CEQA required public participation shows to the
16 requirement of the due process.

17 These deciders, Caltrans district director, the
18 deputy district director, the project manager, and the
19 project designer have serious conflicts of interest and must
20 refuse themselves and let impartial panel decide this
21 important issue. True democracy requires no less.

22 One last thing. It is obvious that in the final
23 analysis, we see that Caltrans' proposal for the 405 freeway
24 is like buying a bigger belt to address the problem of
25 weight gain. Thank you.

1 MS. ARELLANO: I'd like to call forward Louise
2 Frankel, followed by Ernest Frankel, followed by John West.

3 LOUISE FRANKEL: Thank you all for coming. And I'm
4 representing the Mission Canyon Coalition, comprised of
5 thousands of people directly affected, who oppose the
6 current plans.

7 I think we can forget the Alternative 3, and I
8 think the rest of it needs tweaking. We represent the
9 residents of Mountain Gate, Bel Air Crest, Bel Air Knolls,
10 Bel Air Skycrest, and the Roscomare Association and the
11 Encino Neighborhood Council, as well as the educators and
12 parents of the Westland School, Milliken School, as well as
13 the leadership and the Bel Air Presbyterian Church.

14 We are asking you to measure seven times and only
15 cut once. That's the wisdom, courtesy of my father. If
16 from the mistakes that are made, that we project will be
17 made, all of us living and studying and worshiping in this
18 area, and the many thousands who use Sepulveda as an
19 alternative will be the victims of your own mistakes. Money
20 is being thrown wildly at aesthetic projects such as the
21 Dr. Doolittle walks across the Skirball Bridge. And I can
22 show you how to save some money, which obviously you're
23 going to have to do to.

24 We've studied the EIR and asked questions of those
25 we considering activist on the environmental community. And

1 we are still puzzled, even stunned by this proposal. First
2 of all, there's absolutely not one line of research to
3 support the concept; not one. There is no specific study as
4 to the migrating pattern of these animals precious to us
5 all. We find only generalities that suggest that although
6 there are probably not many animals at the present time, we
7 should prepare for the future.

8 I've been here 15 years. I've never seen an animal
9 of any kind, large or small, on the 405 Freeway. Those of
10 us who were here long before the 405 Freeway can predict
11 what the future holds if it's reflective of the past. There
12 will be fewer animals and more people and more structures.

13 Reading what Caltrans has used as supporting
14 documents, there is not one legitimate argument for building
15 a 10-foot passageway, extending it over the freeway to
16 accommodate these animals. No data exists in reference to
17 any legitimate independent study of animal migration, only
18 the suppositions of some Sierra Club volunteers, who are
19 well meaning people with no established expertise only farm
20 opinions.

21 Look at your report; they tell us are there now in
22 the EIR, but in the future they will come. After more
23 lanes, more cars, more homes, these self-proclaimed experts
24 must be kidding. You must be kidding. Those of us who live
25 in this area know that the animals migrate north and south

1 seeking water and food. They move north across Mulholland
2 and down into Encino. They move south across Mountain Gate
3 below to the boundaries of the Getty and further and beyond.

4 Furthermore, the report contains not one word about
5 a plan that will not entice the animals to leap off of to
6 use such a passageway, assuming that the animals cannot read
7 signs and assuming that Caltrans has no Dr. Doolittle, who
8 will be posted to talk to the animals; surely, it is
9 patently ridiculous that animals will spontaneously decide
10 to cross over.

11 And even if that unlikely event took place, no one
12 has suggested how they will do so. At Mountain Gate Drive,
13 which is a one-way street with a 35-mile speed on one side
14 and 45 speed on the other, where traffic normally drops to a
15 very few vehicles from midnight to 7:00 in the morning,
16 where there is signage warning drivers that there are
17 animals crossing where communities security officers patrol
18 for accidents; there were five deer killed recently in a
19 single week.

20 Even if deer or other animals could be enticed to
21 cross Sepulveda, could you imagine the carnage when they
22 attempted to cross it. Cars are now on that boulevard 24
23 hours a day, and those cars are going, as the L.A.P.D. will
24 tell you, at excessive speed.

25 Why not use the money the State intends to spend on

1 that 10-foot extension to the overpass on far more useful
2 projects? Give it to the Santa Monica Conservation for
3 entrance along Conservation Lane, cut their brush with and
4 the bordering Conservation. Normally is not touched not
5 because the Conservation doesn't want to, but sometimes they
6 don't want to cut it, but because the funds doesn't have the
7 funds to do that job.

8 Give the money to the conservation and bikers and
9 to make the mountains more accessible. And so the native
10 plants die and they're ugly and the banks are ugly and fire
11 danger increases. Spend that money to plant hard vegetation
12 for all of us and making it -- I believe we must urge the
13 state to abandon this well-intentioned but fool-hearted
14 concept; than if you built an attractive passageway, the
15 animals will give up their age old migrating habits and
16 against all reasons cross Sepulveda and the 405 Freeway.

17 MS. ARELLANO: If you could please conclude.

18 LOUISE FRANKEL: I think that I have finished. I
19 just wanted to give you a way to save a little money so you
20 don't spend it on something foolish and put your minds to
21 doing something substantive to solve the problem.

22 MS. ARELLANO: I would like to call up Ernest
23 Frankel, followed by John West, followed by Patricia Hearse.

24 ERNEST FRANKEL: I've been following my wife all my
25 life. Everything that is already been said, and

1 brilliantly, tonight, I planned to say it, of course.

2 Let me cut it down to just a few things because
3 other people want to speak. I want to remind you that it is
4 required by law that you substantiate the EIR, all of the
5 possibilities. I would like to see you substantiate the
6 whole issue of not doing nothing. That shows that there is
7 no project alternative that is not feasible. I mean, you
8 show the feasibility of all these other things. I question
9 those, but you do not, as required by law, talk about the
10 fact findings that will support with reasonable evidence the
11 fact that no project at all is a possibility.

12 The other thing I wanted to -- I'm pleased that the
13 Mission Canyon Coalition is involved here, particularly
14 pleased because some 10 years ago, despite the fact that we
15 did not have our councilmen with us and we did not have our
16 supervisor with us and we do today, the Mission Canyon
17 Coalition took them on and took on the City and took on DWP;
18 and we were warned of terrible consequences if they did not
19 proceed with their project at Mission Canyon.

20 Ten years have gone by. All that has happened is
21 that they saved \$180 million that they intended to spend.
22 Nobody has been hurt by it. All the dire things never
23 occurred. So I would wish that you would look at that. You
24 would consider it. And that when it comes to the off-ramp
25 and on-ramp that you plan on Sepulveda Boulevard, this is --

1 it's so simple.

2 I don't understand why people as bright as you are,
3 and I know all of you and you're decent, kind, thoughtful,
4 capable people, you're putting the people -- the
5 organizations that live on Mulholland Drive, we're talking
6 about Roscomare and Cassia Drive, and the synagogue and the
7 presbyterian church and Bel Air Crest, BelAir Skycrest and
8 Bel Air Knolls, and five schools.

9 We're talking about thousands upon thousands of
10 people a day. And you're moving them past the existing
11 off-ramp, which allows them to go directly to Mulholland and
12 you're making them come all the way down the hill, and now
13 you're turning them back up and sending them back up that
14 hill. You're asking them to spend -- you're telling us to
15 save four and a half minutes on that trip. That's what you
16 told us.

17 The fact of the matter is you would have tripled
18 that time because you could introduce people, thousands of
19 people who don't go back up that hill and send them back up
20 that hill; it makes no sense. And I wish you would consider
21 it carefully to put, to move that off-ramp and on-ramp.
22 Where you're moving it, there's no need for it.

23 It should remain exactly where it is so that the
24 people on Mulholland can make use of it. And at the same
25 time, I'm sure that the animals will not protest.

1 MS. ARELLANO: Thank you very much.

2 I'd like to call John West, followed by Patricia
3 Hearst, followed by Barbara Barrett.

4 JOHN WEST: Good evening. I'm John West.
5 Headmaster of the Merman School at 16180 Mulholland Drive.
6 I am here not only representing my own institution, but the
7 other educational institutions of the Mulholland corridor.
8 We stand in solidarity with our homeowners associations and
9 neighborhood religious institutions, but I wanted to come
10 this evening, along with my colleagues that stand here now
11 with -- the head of the Weston School, Jay Miluir and with
12 the headmaster of Berkeley Hall, (unintelligible).

13 We're also representing the various divisions of
14 the Steven Weiss Temple Schools, the Milliken Community
15 School, the Curtis School. We have some real concerns about
16 this project.

17 Let me begin by saying that in the meeting back in
18 June the question was asked: What did the institutions have
19 to say about the project? And the response was -- I was
20 told was: That we had nothing to say or at least nothing
21 yet, that was because we didn't know. The quarter of a mile
22 distance limitation that you have to present any information
23 is willfully unconsidered.

24 We have great problems and really significant
25 impacts on our institutions and we are outside that

1 quarter-mile boundary. But I assure you, that the impacts
2 of the institutions will be greatly felt on Caltrans and on
3 the City of Los Angeles should things go poorly.

4 We are not here to contest or to question really
5 the widening of the freeway, but we are here to look at and
6 to discuss or bring to your attention as you revise the EIR.
7 The question of the widening the destruction and rebuilding
8 of the two overpasses; the Skirball overpass and the
9 Mulholland Drive overpass.

10 It may not be something that you are aware of, but
11 we as institutions have only one point of ingress and
12 egress. It is Mulholland Drive. The same is true of our
13 neighboring homeowners and their children, as well as the
14 institutions on the Mulholland Corridor.

15 We represent 4,000 students and their families.
16 Our families and our constituents come all the way from, in
17 my instance, I'm sure I'm overlapping with my colleagues,
18 but we go all the way from San Pedro through the North
19 Valley. Everyone uses the 405. The traffic issue is
20 significant. It is going to be of greater significance
21 however, when you impede and in some way or another perhaps
22 stop any real ingress to the area in the event of a great
23 national disaster or some kind of severe emergency. We have
24 Station 109 there on Mulholland Drive. Station 109 serves
25 only the communities on the west side of Mulholland, but it

1 also serves Roscomare Valley on the other side, and the
2 institutions to the east of the 105.

3 If you destroy those bridges and rebuild them
4 during that process, it greatly impedes the possibility of
5 access for emergency vehicles or for evacuation for our
6 students, our families in that process. And that, I don't
7 think was a part of your safety measures that you wanted to
8 underscore as you were making this plan.

9 So we would greatly urge you to go back to the plan
10 to make sure that you take our institutional concerns into
11 consideration. Above and beyond everything else, realize
12 that the period of time that you're considering to build and
13 destroy and rebuild these bridges is also going to have a
14 great impact on the actual sustainability of our
15 institutions. Because if parents begin to believe that
16 these institutions are potentially unsafe, they will be
17 really unwilling to begin to send their children to school
18 overtime or during that period of time to our institutions.

19 We are vital members of this community, as many of
20 the speakers who have formally spoken earlier this evening,
21 as well as to the elected representatives who have also made
22 comments on our behalf, and also, to Mr. Comer who
23 recognized our needs.

24 So if in the next few months, as you follow along
25 with, I hope, are the suggestions that have already been

1 made and redraft this EIR. I would also encourage you to
2 perhaps meet with the institutions on the -- well, both the
3 educational institutions and perhaps in combination with the
4 religious institutions, so we can truly have a dialogue with
5 you that might help and aid this process about the 405.

6 Thank you.

7 MS. ARELLANO: Thank you.

8 I would like to all forward Patricia Hearse,
9 followed by Barbara Barrett, followed by Doug Marshall.

10 PATRICIA HEARST: Thank you for this opportunity.
11 My name is Patricia Hearst. I've been privy to a document
12 that I just read the other day. It's called "Traffic
13 Analysis Report of July 29, '07, performed by the Office of
14 Freeway Preparation, Division of Operations for a Small
15 segment of the project of the 405." It's only 23 pages
16 long.

17 This document not only exposes the deficiencies,
18 but the lack of justification for this project. This report
19 states that traffic between the 101 and the 10 have at least
20 12 hours of peak traffic time. This is not in the EIR. I
21 think they allude to two or three hours in the morning and
22 two or three hours in the afternoon.

23 This information was not in draft EIR. The time
24 frame for the existing EIR for this project, along with the
25 L.A. D.O.T. proposed plans for Sepulveda, is willfully

1 underestimated in time. As an example, I received a phone
2 call the other day and attended a meeting where a bridge was
3 discussed over Palms. I'm assuming it's near National. I
4 have not seen it. And was told that this is in its fourth
5 year of construction. This is one bridge and Caltrans
6 project is looking at three additional bridges. A lot of us
7 in this room aren't going to live long enough to see those
8 bridges constructed.

9 Caltrans' alternatives -- I can speak for myself
10 anyway. Caltrans is offering Alternatives 1, 2 and 3.
11 These are divisive and divides communities. The old divide
12 and conquer will not improve this situation. As a long-time
13 community activist, a Brentwood resident for over 35 years,
14 I feel that a supplemental EIR, the least to be developed
15 with real studies available for public review.

16 And the Transportation Department in Caltrans needs
17 to deal with real transportation like, one, more busses,
18 possibly 60 days to try what I would call free Fridays. We
19 have sloppy Friday dress. So we could have free Fridays.
20 Anybody that wants to ride a bus on Friday for 60 days,
21 rides free. That's an incentive to get people out of their
22 car, at least try it.

23 This makes believers of people in real
24 transportation. Politicians should stand up for this idea
25 before ripping up communities for possible four minutes of

1 improvement, as was described at the last meeting, they said
2 four minutes would be your total gain for traffic flow. We
3 need a better plan. It's our tax dollars. And thank you
4 for your indulgence.

5 MS. ARELLANO: Thank you. I'd like to call Barbara
6 Barrett, followed by Doug Marshall, followed by Wayne
7 Williams.

8 BARBARA BARRETT: Good evening. My name is Barbara
9 Barrett. I live on Sherman Oaks Avenue, and I'm here
10 representing myself and my husband. Currently there is an
11 on-ramp southbound on Sepulveda Boulevard. And there's an
12 off-ramp currently on (unintelligible).

13 Now the plan seems to be to close these two and
14 build a new on-, off-ramp about a hundred yards further up
15 Sepulveda at Sherman Oaks Avenue. Which seems to me a
16 tremendous waste of money and the ruination of a quiet
17 residential neighborhood. The plan of this on-, off-ramp on
18 Sepulveda will tear down three homes and impact the homes
19 beside and across the proposed ramp, turn Sherman Oaks
20 Avenue into an on- and off-ramp for the 405.

21 There are very many houses fronting Sherman Oaks
22 Avenue with families and children and (unintelligible) has
23 none yet. You're going to all the streets coming into
24 Sherman Oaks Avenue from the west. People are going to rush
25 and are going to come up to the street, which is now going

1 to become, as I say, an on- and off-ramp, which is
2 ridiculous. There is also an on-, off-ramp very close to
3 it.

4 Seems to me that the misery, that the filth, the
5 pollution that you're suggesting that should be done is
6 unfortunate, and we sincerely hope that you'll think about
7 it. Thank you.

8 MS. ARELLANO: Thank you. If I can call forward
9 Doug Marshall, followed by Wayne Williams, followed by
10 Debbie Nussbaum.

11 Just to let the audience know, I have the time at
12 8:48. We have about another 15 to 20 requested speakers.
13 We'll be going beyond 9:00 o'clock in order to accommodate
14 this.

15 DOUG MARSHALL: My name is Doug Marshall. I live
16 at 363 Dalketh Avenue. And myself and my neighbors here are
17 directly affected by the proposed plan for the widening of
18 the freeway. I have here a petition that I'd like to give
19 you guys that includes 100 percent of the people on Dalketh
20 and Thurston that oppose Alternative 3, oppose Alternative 2
21 unless Caltrans can do it on their own freeway by downsizing
22 the project using nonstandard lanes, eliminating the buffer,
23 reducing the median and adding the HOV lane.

24 We would also request that the sound walls be --
25 that you tell us how high the sound walls are since we don't

1 know that particular information.

2 And in the last bit of information, no one has
3 spoken about is kids. Myself and my neighbors have seven
4 kids under 13 years of age. And we're tremendously
5 concerned about the pollution and the noise and the issues
6 of having kids in their formative years growing up while
7 construction is going to be going on for four, five, six
8 years. And I don't believe that the draft EIR has covered
9 those particular issues. And I would like to see the draft
10 EIR specifically answer the questions on the health of
11 children.

12 I have one other thing to say. My neighbor,
13 Elliott Romany, who was supposed to speak, had to go home
14 and take care of his kids, so he's no longer there. Thank
15 you.

16 MS. ARELLANO: I would like to call up Wayne
17 Williams, followed by Debbie Nussbaum, followed by Holmes
18 Halma.

19 WAYNE WILLIAMS: My name is Wayne Williams. I'm a
20 Board member of the Sherman Oaks Homeowners Association.
21 And I also represent the neighbors who are of West Sherman
22 Oaks and East Encino, the Sherman Oaks Circle area, which is
23 one of the two areas where you're looking and taking homes.
24 You're not going to do that.

25 Let me, let me be very clear. You do not need to

1 move the sound wall in the Sherman Oaks area. You had your
2 opportunity when you built the 405 -- 101 interchange
3 project previous to this at the 101 transition to move that
4 freeway to the east. That didn't happen. If the 405
5 carpool lane was so critical, it should have been considered
6 at that time.

7 All that being said, on the northbound 405, let me
8 be clear, you have six lanes from Mulholland to the 101,
9 including the interchange lanes of three to go east and west
10 on the 101. You have sufficient lanes to do what you need
11 to get good traffic flow. You have that now. You created
12 the appropriate lanes there. It just opened up the
13 right-hand lane and that made all the difference on that
14 traffic flow down the hill. So you don't need to move to
15 the west that sound wall. You don't need to take homes.
16 You don't need to adjust properties at all. And if you do,
17 you are going to add an additional lane on that northbound
18 side, which will then be terminated because you don't have
19 enough room underneath the 101. It doesn't work.

20 So here's the suggestion, and the Sherman Oaks
21 Homeowners Association and its Board have voted in favor of
22 not doing any expansion in the Sherman Oaks area and still
23 allow whatever you need to do to accommodate everybody
24 else's needs by terminating the distinct carpool lane at
25 Mulholland northbound and pick it back up when you get to

1 the 101. That way you don't have hazards of people racing
2 down the 405 north from Mulholland figuring out they have to
3 jog over really quickly to try to make the 101. Keep that
4 entire stretch open. It will help (unintelligible) safe and
5 still have a sense of a carpool lane there.

6 You can white stripe it wide, people can use it as
7 an S.O. lane, which you don't need to use it a high
8 occupancy vehicle lane. In taking that into consideration,
9 you do not need to move the sound wall because you already
10 have six lanes going southbound. Your problem is you need
11 to build the sound wall with Royal Woods in Sherman Oaks,
12 which you have promised to have it constructed.

13 And you need to deal with the widening of the
14 freeway at Skirball. And further south where you go from
15 the six lanes down to five. That is where your biggest
16 problem southbound traffic exists. That's where you need to
17 spend your money on and you need to do it in your way that
18 accommodates the considerations of everybody else here.

19 All I can tell you is from every comment that I've
20 heard, you guys really have a lot more work to do. So
21 please understand that even though you came in with a big
22 idea for solving a big problem, the way we look at it is
23 you're going to save us 10 minutes of rush hour traffic in
24 one end, and 10 minutes at another after spending nearly a
25 billion dollars and taking homes in Sherman Oaks and

1 Brentwood. Not going to happen. Let's be clear. From
2 Brentwood up to Sherman Oaks that has the wherewithal to act
3 legally to protect their community.

4 And one last thing. If you look at the Projects 2
5 and 3, especially 3 in the Sherman Oaks area of closing down
6 the off-ramps on the southbound side and the on-ramp on the
7 southbound side of Sepulveda. If you make the -- a
8 Sepulveda exit and a new on-ramp, you are going to create a
9 massive traffic influx up through the other canyons that are
10 going to put tremendous amount of traffic into those areas.
11 Don't do that. Leave that area alone. You don't need to
12 expand it. You have your six lanes on both sides. Leave it
13 alone and we'll be just fine.

14 So please take that into consideration. I thank
15 you for your time and, Ron, this is the final document from
16 CEQA, and I know you're going to receive a document from
17 Jerry Seflir of Homeowners of Encino. This is the entire
18 Sherman Oaks/Encino area binding together and saying you're
19 not going to do this stuff in my area.

20 MS. ARELLANO: Thank you. Debbie Nussbaum,
21 followed by Holmes Halma, followed by Robert Blue.

22 DEBBIE NUSSBAUM: I'm Debbie Nussbaum from Westwood
23 Hills. Westwood Hills would be usually impacted by this
24 project because of its close proximity to major building
25 components of this HOV widening Project 2 is homes on

1 Montana to Sunset will have new retaining walls as high as
2 50 feet when Sepulveda is relocated east to the property
3 lines of these homes. In addition, there are at least two
4 oil pipelines, one methane line to U.C.L.A., plus natural
5 gas, utility sewers under Sepulveda that will all need to be
6 moved east.

7 The EIR says the project would have environments it
8 affects, which will cause substantial adverse effects to
9 human beings either directly and indirectly and that this
10 impact is potentially significant. What are you going to do
11 about the noise level, the air quality, the increase
12 traffic, the inadequate emergency access?

13 In particular, Wilshire and Sepulveda intersection,
14 which is identified as the greatest peak hour traffic
15 intersection in the project, how many lanes are you going to
16 keep open while Caltrans is rebuilding, relocating, widening
17 and grading all four on- and off-ramps for the northbound
18 405 at Wilshire?

19 Major rebuilding and widening at Sunset, the
20 bridge, the ramps, the underpasses will all impact us. What
21 are you going to do? Can Westwood Hills get no-through
22 traffic signs, additional traffic enforcement right and left
23 turns, restricting signs to limit cut through traffic
24 barriers or local access only details?

25 By the way, the DEIR and its updates have all sorts

1 of discrepancies in the ramp volumes from the charts, from
2 chart to chart. And use faulty traffic analysis made during
3 the summer of 2007 when U.C.L.A. was not in session.
4 What -- how can you draw an appropriate conclusion? Even
5 the commuters lose. This project is going to take years;
6 five years, I've heard. And Caltrans estimates by their own
7 wording "significant increase in congestion" during the
8 construction phase. Every day of those five years, traffic
9 and safety will be significantly worse in my neighborhood.

10 A simpler less invasive project is called for.
11 It's safer, it's more cost effective, less intrusive. And
12 it's just -- a smaller project will be just as effective.
13 Thank you.

14 MS. ARELLANO: Thank you. Holmes Halma, Robert
15 Blue, followed by Martin Recht.

16 HOLMES HALMA: Good evening. My name is Holmes
17 Halma. I live on Casiano Road. I go way back to the red
18 cars day. I lived in Riverside and used to come back and
19 forth. And one of the things I can't understand is why at
20 this opportunity or this moment you don't grab some of this
21 land and put some rail tracks through the whole from Sunset
22 or the 10 Freeway on up to the 118 or something like that.

23 Los Angeles is crying for rails and all you talk
24 about is busses, busses. Busses take a lot of room on the
25 roads. They take more probably for persons than a car does.

1 I don't think making bigger freeways, in this case, a chance
2 for you to make a double-deck freeway with a rail line in
3 the middle, something like that. And it would solve a lot
4 of problems. I thank you.

5 MS. ARELLANO: Thank you.

6 Robert Blue. Followed by Martin Recht. Followed
7 by Richard Gibbs.

8 ROBERT BLUE: My name is Robert Blue. I'm a
9 homeowner 15 years in Brentwood Glen. First of all, I'd
10 like to point out, this project will not improve flow, but
11 will be more congestion in the area to the traffic, will
12 open up and then slow causing even greater congestion. So
13 heavily impact surface street traffic on the west side.

14 Sunset, Wilshire traffic, which is already heavy,
15 you know, Westwood will be severely impacted. Wilshire has
16 one of the highest traffic counts in the nation. Caltrans
17 does not address that in their analysis and rely on the City
18 of L.A. Department of Transportation to do that. And on
19 Alternative 3 it's really a draconian measure of the
20 destruction of 21 homes and 16 multifamily, buildings,
21 housing nine other families. Those will be affected.
22 Single-family homes, multi-family rentals. This not only
23 affects property owners, it also affects modern income
24 tenants.

25 Finally, we really need to hold our elected

1 officials accountable. One of the strengths of our Mayor is
2 his connection to Sacramento and Washington. Yet our Mayor
3 rushed to Sacramento to reestablish this very project, but
4 the project discounts the Mayor and City's goals. It
5 destroys housing, including multifamily rentals. And it
6 increases pollution and traffic. And 300 million should
7 really be directed to public transportation.

8 MS. ARELLANO: Thank you. Martin Recht, followed
9 by Richard Gibbs, followed by Seymore Segal.

10 MARTIN RECHT: My name is Martin Recht. And I'm
11 the homeowner of 11327 Bolas Street, which sits on the
12 corner of Church Lane and Bolas Street in Brentwood Glen.
13 I'm here tonight to voice my objection to the Modified
14 Alternative 3 proposal. Currently the distance from the
15 curb on the sidewalk adjacent to my house and the existing
16 sound wall is approximately 47 feet. This includes
17 approximately one, 12-foot lane going northbound and Church
18 Lane; and one, 12-foot lane going southbound.

19 Under this new proposal, the widths of the lanes on
20 Church Lane remain the same and the space for parking is
21 eliminated. Church Lane will be 24-feet wide with the new
22 sound wall being just 24 feet from the sidewalk curb on the
23 east side of my house. This is a 23-foot or over 49 percent
24 reduction in distance between my property and the
25 newly-proposed freeway position.

1 This will significantly reduce the value of my
2 property, speaking nothing of a larger intrusive sound wall
3 when construction is finished. With modified Alternate No.
4 3 is chosen, those of us who are closest and impacted the
5 most should be compensated for the certain reduction in
6 property value that will occur as a consequence of
7 proceeding with this option.

8 I personally would not have bought this house years
9 ago if the freeway was just 24 feet away. Under these
10 circumstances, if I'm not fairly compensated, I will proceed
11 with a lawsuit seeking recovery of damages for the loss of
12 values to my property.

13 MS. ARELLANO: Thank you very much.

14 Richard Gibbs, followed by Seymore Segal, followed
15 by Andrew Milder. And I actually have two cards from Andrew
16 Milder at two different addresses. So if there are two
17 different individuals, the one I'm calling up is Andrew
18 Milder who lives on Fairburn.

19 Richard Gibbs. It does not appear he is here.
20 Seymore Segal, likewise. Andrew Milder on Fairburn.

21 ANDREW MILDER: Hello. Thank you. I'm actually
22 going turn my head in this direction because clearly these
23 folks have got their minds made up about a year ago.

24 Ladies and gentleman, I'm sure we all know that
25 this is absolutely unequivocally a tragedy wrapped in a

1 comedy. And we unfortunately are accomplices. We live in a
2 world right now where Republicans blame Democrats for
3 everything and Democrats blame Republicans; all the while
4 these kind of insane projects move forward, because we just
5 blame somebody else.

6 Mike Feur will blame the city council or the
7 federal government. Jack Weiss will tell you, we're going
8 to talk more, we're going to have all these meetings. We
9 need to hold these elected officials to the fire. This is
10 the Rubicon; it is yes or no. You need to say no, this is
11 not moving forward; no more talk; no more meetings. This is
12 insane.

13 As long as we engage this conversation, as long as
14 we're here engaging this insanity, we are legitimatizing it.
15 We have to say no proposal; it is absolutely absurd.

16 Some of you might have seen "60 Minutes" this last
17 week. We can watch it every week. We can watch the
18 national news every night and see last week of "60 Minutes,"
19 you may recall there was the Coast Guards, billions of
20 dollars went into these boats, none of which are seaworthy.

21 Hello ladies and gentlemen, this is that boondog.
22 This is going nowhere. There is participating in insanity.
23 We need to make sure that if Mike Feur and Jack Weiss do not
24 say no, we'll not vote for them. The time for the niceties
25 and the cordialities are over. It is very frustrating to

1 watch these people talk, talk about 11-foot or 12-foot lane,
2 and where we haven't seen proof yet.

3 Well guess what, ladies and gentlemen, they're
4 going to give them all the proof they need and this thing is
5 going to be rubber stamped and this is going through, and we
6 are at fault. We continue to vote for these people. Folks,
7 this is the modern day red line. Remember the red line back
8 in the 40's? What happened to the red line? The
9 politicians sold out, and now we've gotten these kinds of
10 insane traffic jams right now.

11 We all understand that the only option we're going
12 to be able to deal with, the only cure to any of this is
13 rails. We don't need to widen our freeways anymore. It is
14 absolutely absurdity, unequivocal, unabashed absurdity. And
15 as long as we engage these people, this is what kind of
16 craziness we're going to get.

17 Bottom line. We need to do it with mass transit.
18 We need to hold our politicians to the fire. We all need to
19 take responsibility and say no more of this absurdity.
20 Thank you.

21 MS. ARELLANO: The next speaker Bart Reed.
22 Followed by, I believe it's Elliott Romany, who I believe
23 individual said earlier he has left. Followed by Russell
24 Rue -- Russell Fine, excuse me.

25 Is Bart Reed here?

1 And then Russell Fine.

2 RUSSELL FINE: Thank you. Thank you. I just
3 wanted to bring up a couple of points that I felt haven't
4 been made yet. I understand there are communities who to
5 most of Los Angeles are essentially nothing but a
6 thoroughfare. Westwood Hills. And we're looked upon as a
7 thoroughfare from the standpoint of productivity from the
8 rest of Los Angeles, but it's been common to cure tonight.

9 There's a lot of solidarity here and I think there
10 are many reasons. One that has been overlooked, we're in a
11 district with a number one elementary school in the city.
12 What's important about that is, in the years I've lived in
13 Westwood Hills, I've seen a lot of people come and go.
14 Every house has been purchased with someone from small
15 children. Virtually every new neighbor in the last 10 years
16 had small children. These are two neighborhoods that are
17 heavily populated by parents, young parents of children,
18 drive to jobs; they drive to places.

19 And for us it's a question of during this
20 construction, potentially afterwards my kids won't be able
21 to play in the backyard because my wall is going to be right
22 next to a freeway. Affecting my way of life. Affecting my
23 home. Affecting where they go to school. I think you have
24 to personalize it a little bit, that's why there's some
25 solidarity here.

1 I want to make one second point, and that is that,
2 you know, I'm not particularly educated in the ways of this
3 kind of process, but I read through the (unintelligible) and
4 the document. There's something that doesn't seem to make
5 any sense to me.

6 I've listened to a variety of details, which are
7 going to be painful for a lot of people and costly, which I
8 don't need to go over 'cause everyone has said it 20 times.
9 But after a billion dollars, if the math that I learned in
10 school is right, 300,000 cars today are going to save
11 160,000 hours in 25 years, that's 3.100 minute per car, if
12 projections are right. I don't get a billion dollars for
13 three minutes, if we're right. I really think that math has
14 to be looked at and really think what we're doing in terms
15 of the chaos in people's lives for three minutes. Thank
16 you.

17 MS. ARELLANO: Thank you.

18 I will call forward Carol Gilbert, followed by M.
19 Lachman, followed by John Julio, who I believe may have left
20 already. If that's the case, Dak Russo. Carol isn't here.
21 M. Lachman.

22 M. LACHMAN: Well, this is a band-aid approach,
23 short-term solution. It's been said. You've all heard all
24 the particulars fundamentally. We found we have to keep
25 commerce going. That's how we're going to make it. Freeway

1 is the lifeline to the state. It's the main roads. And we
2 that live around here are going to have to sacrifice,
3 hopefully not, though, to keep the main line going.

4 But I figure number one with an option addendum to
5 number one that has been done in the Philippines, Rome,
6 Madrid, and it's going to take sacrifice, a little sacrifice
7 on our part. We have to do our share. There's not enough
8 room on the road. And we do advocate, we did applaud for
9 mass transit, but I don't think anybody, maybe a few people
10 took mass transit. We're all for mass transit, but to get
11 them into mass transit, to get them into the trains; very
12 few people are using them. And this is statewide problem,
13 that's not just local.

14 Southern California, Santa Barbara. Mass approach,
15 you have to take, like I said, we have to sacrifice a little
16 bit, but we have to keep commerce going. So what the
17 Philippines do is -- and this has to come from state
18 transportation. And leadership to throw it out there.

19 And the idea is you don't drive one day a week,
20 and I say, except commercial vehicles. So when you get your
21 license, you also get a symbol. And on that day you don't
22 drive. It doesn't cost much money to do this. You don't
23 have to tear down, sacrifice these houses and these people
24 who don't drive on those days, will hopefully take mass
25 transit and will have a better mobility system. Thank you

1 very much.

2 MS. ARELLANO: Thank you. Dak Russo. Alvin
3 Milder.

4 ALVIN MILDER: If you're truly interested in safety
5 issues, why don't you ban cell phones on the freeway, and
6 why don't you cut out of motorcycles that use the -- split
7 the lanes and go right between cars. You'll find that will
8 be a big safety factor.

9 MS. ARELLANO: Mr. Brockman? Andrew Milder on
10 Greenfield Avenue? Matt McCarthy? Final speaker, Jan
11 Schell.

12 JAN SCHELL: Good evening. Thank you for being
13 here. I live in Brentwood Glen. My name is Jan Schell. I
14 live in Brentwood Glen. I'm not a president of anything.
15 I'm not on any board. But I am a new grandmother for the
16 first time. I have a three-month-old granddaughter, so I
17 have really started thinking about the future. Not my
18 lifetime, but my granddaughter's lifetime, say 2050.

19 It seems to me you would be such heroes, that the
20 entire city of Los Angeles would applaud you if you would be
21 forward thinking and not just do a band-aid. This isn't
22 going to solve our long-term problems. Take whatever
23 dollars are available and think about the future for your
24 kids and your grandchildren. Thanks for listening.

25 MS. ARELLANO: Thank you.

1 Those are all the comments cards of individuals.

2 Was there someone who submitted a card whose name I
3 did not announce?

4 Did you submit a card?

5 Please come forward.

6 VALERIE HENDERSON: Hi. My name is Valerie
7 Henderson and I live in Bel Air. And I too have a child
8 that I think about the future. This seems -- I know you
9 guys have worked hard on this, but it certainly seems to be
10 lack insight and forethought. It seems haphazard and
11 piecemeal. It seems to cause more problems in places than
12 it solves more traffic problems. And frankly, it's just
13 very hard to get behind it all. And I think maybe you
14 better go back to the drawing board and start over. That's
15 what it feels like to me. Thank you.

16 MS. ARELLANO: Thank you. Very good. I don't
17 believe there are any other individuals who submitted a card
18 that I have not announced. In the interest of time, we have
19 received additional cards for questions that will be
20 answered as part of the environmental document.

21 I would like to remind individuals that the
22 deadline for comment in relation to the environmental
23 document is September 10th. Any comment in relationship to
24 tonight's meeting or any other comments, please do so before
25 September 10th.

1 With that, I would like to acknowledge the Skirball
2 Cultural Center for allowing us to have the meeting here
3 tonight and to all of you for taking the time.

4 Thank you very much. And good night.

5

6 (Whereupon the meeting was
7 adjourned at 9:30 p.m.)

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STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

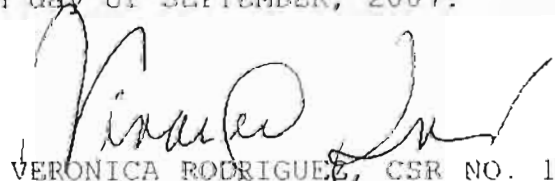
I, VERONICA RODRIGUEZ, CSR No. 12215, do hereby
certify:

That said transcript was taken before me at the
time and place therein set forth and was taken down by me in
shorthand and thereafter transcribed by computer under my
direction and supervision.

And I hereby certify the foregoing transcript is a
true and correct transcript of my shorthand notes so taken.

I further certify that I am neither counsel for
nor related to any party to said action nor in anyway
interested in the outcome thereof.

IN WITNESS WHEREOF, I have hereunto subscribed my
name this 15TH day of SEPTEMBER, 2007.


VERONICA RODRIGUEZ, CSR NO. 12215, RPR

Appendix L

Public Hearing Handout Materials



SEPULVEDA PASS PROJECT



CALTRANS PUBLIC HEARING

Wednesday, August 22, 2007
Skirball Cultural Center
5:00 p.m. – 9:00 p.m.

AGENDA

If you wish to speak during the Public Comment Period, please fill out a Comment Card.

5:00	Sign in; Display Viewing	Arellano Associates
6:25	Call to Order	Genoveva Arellano Arellano Associates
6:30	Introductory Remarks Purpose & Need	Edward Andraos Program Project Management
6:35	Project Alternatives	Aline Antaramian Project Design
6:45	Environmental Considerations	Ron Kosinski Environmental Planning
6:55	Right-of-Way Information	Doug Hoover Right-of-Way
7:00	Project Schedule	Edward Andraos Program Project Management
7:05	Public Comments followed by Questions	Community Commentors (using comment cards)
9:00	Closing Comments	Genoveva Arellano

For project information on-line go to <http://www.dot.ca.gov/dist07/travel/projects/move405/>

PROJECT INFORMATION SHEET
I-405 HOV Widening Project

Project Limits:

I-405 between National Blvd. (I-10) and Greenleaf Street (just south of US 101) in the City of Los Angeles (approximately 10 miles).

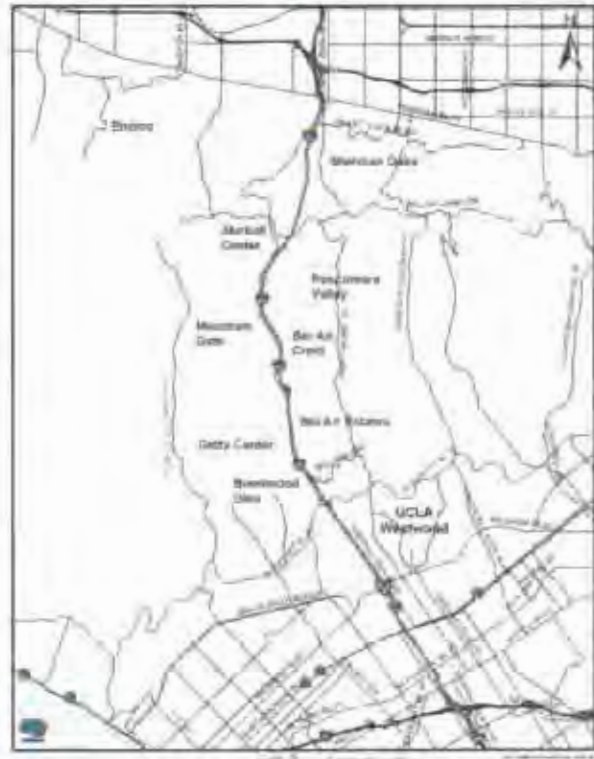
Benefits:

- Increase the people-moving capacity of the freeway.
- Reduce congestion and motorist delay by encouraging greater HOV use by carpooling, vanpooling, and buses.
- Improve safety of the freeway system by widening to design standards.
- Increase overall efficiency of the system by closing the gap in the HOV system and allowing HOV vehicles to bypass congestion.

Project Alternatives:

Alternative 1: No Build

This will maintain the current configuration of the existing freeway, ramps, and local intersections within the project limits.



Alternative 2: Add a Standard Northbound HOV Lane

- Add a Northbound HOV lane and maintain standard lane widths, shoulders and median.
- Close Montana Ave. off-ramp due to lack of room along Sepulveda Blvd.
- Realign Sepulveda Blvd. between Montana Ave. and Moraga Dr. and between Getty Center Dr and the northbound Getty Center off-ramp to accommodate freeway widening.
- Reconfigure southbound Valley Vista/Sepulveda Blvd. off ramp to the west to accommodate N/B HOV lane.
- Replace and widen overcrossings at Sunset Blvd, Skirball Center Dr. and Mulholland Dr.
- Improve interchanges at Wilshire Blvd, Getty Center Dr. and Skirball Center Dr.

Alternative 3: Add a Standard Northbound HOV Lane and Standardize Southbound Lanes, Median, and Shoulder

- Includes all features in Alternative 2.
- Standardize southbound lane, shoulder and median widths.
- Add standard southbound lane from Skirball Center Dr. to Waterford Ave.
- Close southbound on-ramp from eastbound Sunset Boulevard.
- Realign approximately 2,300 feet of Sepulveda Boulevard along the west side of I-405 north of the Getty Center Dr./I-405 interchange due to the widening planned along the west side of I-405.
- Possibly relocate southbound Skirball Center Dr. on/off-ramps south of existing Skirball Center Dr. on/off-ramps.
- Realign Church Lane to the west from approximately Chenault Street to Kiel Street.

Alternative 3 Modified: Add a Standard Northbound HOV Lane and Standardize Southbound Lanes, Median, and Shoulder

- Includes features described in Alternative 3 except Church Lane realignment and subsequent property acquisitions.
- Reduce Church Lane to 24-feet from approximately Chenault Street to Kiel Street to accommodate two lanes of traffic and eliminate street parking.

Design Options for Alternatives 2 & 3:

- FHWA Design Option at Valley Vista – Relocate the Valley Vista Blvd. ramps just south at Sherman Oaks Ave. and Sepulveda Blvd. intersection or reconfigure the current off-ramp.
- Maintain or relocate northbound and possibly southbound on/off-ramps at Skirball Center Dr.

Common Project Features for Alternatives 2 & 3

- Provide 12-foot half median, 12-foot HOV lane, 4-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder in each direction of travel in most areas.
- Reconfigure Wilshire Blvd. interchange to provide grade-separated on/off-ramps in both directions.
- Improve interchanges at Wilshire Blvd., Getty Center Dr., Skirball Center Dr. and Valley Vista /Sepulveda Blvd.
- Widen 12 undercrossings, and replace and widen overcrossings at Sunset Blvd., Skirball Center Dr., and Mulholland Dr.
- Reconfigure northbound Getty Center Dr. on/off ramps into a diamond interchange.
- Construct 12 soundwalls and 45 retaining walls.
- Close Montana Ave. off-ramp.
- Add ramp metering

Project Cost:

Total available funds for the project are \$950 million from the following sources: \$730 million in bond funds, \$130 million in SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users) Federal funds, and \$90 million in TCRP (Traffic Congestion Relief Program) State funds.

Project Timeline:

	<u>Tentative Dates</u>
Environmental Approval	Late 2007
Preliminary Design	Early 2008
Begin Right-of-Way	Early 2008
Start Construction	Mid 2009
End Construction	Late 2013

<http://dot.ca.gov/dist07/travel/projects/move405/>





Major Questions and General Answers

1. How effective are High Occupancy Vehicle Lanes (HOV) in reducing congestion ?

HOV lanes, referred to as carpool lanes, are very effective in improving the people carrying capacity of the freeways, which reduces congestion. As the most successful example, the El Monte Busway on I-10, carries as many people in the HOV lane during the peak commute hours as the remaining 4 mixed flow lanes. HOV lanes encourage many individuals to change their drive alone patterns and use carpools, vanpools or buses. The more extensive the HOV system becomes in the Los Angeles Basin, the more individuals recognize their benefits.

2. Will these proposed improvements be outdated by the time the project is finished ?

Caltrans conducts traffic forecasts for each proposed project that predict traffic volumes 20 years in the future. These forecasts are based upon the approved regional growth projections. Based upon these projections, it is clear that future traffic congestion on the I-405 Freeway will be reduced by this project. When compared to the No Build Alternative 1, Alternative 2 will result in a decrease of 16,060 hours of delay and Alternative 3 would result in a decrease of 16,190 hours of delay. These are estimates for reduced vehicle delay on a typical day in 2031, based upon approved growth patterns.

3. The southbound I-405 drops to three lanes at the I-10 interchange creating a severe bottleneck that this project will not fix. Without improvements to the 405/10 interchange, isn't this Sepulveda Pass Project a waste of money ?

The 405/10 Interchange will remain a less congested bottleneck for southbound 405 traffic that is not using the additional HOV lane through that interchange. Major reconstruction of that interchange to allow for additional lanes is very costly and not programmed for study. The southbound improvements proposed for Alternatives 3 and 3 Modified will allow for improved access to the high-density areas between Sunset Boulevard and Pico Boulevard.

4. The northbound I-405 has a bottleneck that exists at the US-101 interchange creating severe congestion that this project will not fix. Shouldn't the northbound HOV lane end well before the 405/101 Interchange ?

The ongoing 405/101 Interchange construction project will alleviate much of the current northbound bottleneck at this location. When the current construction project is completed in September, an additional HOV lane will be striped, starting at Greenleaf Street. If a build alternative is selected as a part of the Sepulveda Pass Project, a northbound HOV lane will be added that will connect directly to this soon-to-be-striped lane. Access points to/from the HOV lane will be located to allow vehicles to exit well in advance of the 405/101 interchange.

5. Why are design standards (12' lanes, 10' shoulders, 11' medians) important ?

Design standards are important for numerous reasons including freeway operations, safety issues and the belief that standard designs allow for drivers nationwide to be familiar with the roadway they using. Driver comfort levels are viewed as highest when there are standard roadway widths. Roadway capacity (at 2200 to 2300 vehicles per hour per lane) is based on 12' lanes. Standard shoulders and medians are designed to accommodate vehicle breakdowns and emergency vehicle access.

6. Can certain areas be reduced to a non-standard design to reduce property acquisition ? Pursuing a waiver allowing non-standard design features at spot locations is a possibility. This is being examined on a case by case basis and will be fully evaluated when Caltrans selects a recommended alternative. It is important to note that the Draft EIR/EIS needs to identify the maximum potential impacts to meet full disclosure requirements.

7. What freeway ramps are proposed for closure and why are the closures necessary ? Freeway widening does not leave enough room for the Montana Avenue off-ramp northbound and it would be closed under all build alternatives. This ramp cannot remain open unless additional properties are acquired. The Sunset Boulevard on-ramp southbound (from Sunset eastbound) would be closed under Alternatives 3 and 3 Modified. Approximately 12 homes on Church Lane would need to be acquired to keep this on-ramp open. There are 2 Design Options to replace the current Valley Vista Boulevard Interchange and 2 Design Options for replacing the current Skirball Interchange (see the Draft EIR/EIS for details). There have been suggestions calling for the closure of the northbound Moraga Drive on- and off-ramps, which is under review.

8. Is it possible to select certain aspects of each alternative in the Final EIR/EIS ? Yes, a hybrid combination of elements from any of the alternatives identified in the Draft EIR/EIS can be selected (see page 27 of the Draft EIR/EIS).

9. Will cost be a factor when Caltrans selects the recommended alternative ? Yes, this is especially true for this project because of the conditions for the use of bond funding.

10. When will the preferred alternative be selected ? The preferred alternative will be selected near the end of this year, after all comments on the Draft EIR/EIS have been carefully considered.

11. What will be done to mitigate traffic congestion during construction ? The I-405 Freeway in the study area handles an average of 300,000 vehicles a day. As a consequence, construction will need to be well planned and lane closures allowed only during off peak periods. There will be no reduction in the number of through lanes on the freeway in either direction during normal commute periods. Traffic mitigation conditions will be placed on the contractor and interaction with local emergency service operations will be mandated. Temporary lane, ramp, and street closures will be restricted by a Traffic Management Plan that Caltrans will develop in consultation with LADOT. Notices and signage will be extensive.

12. When will the community have answers to all the comments on the Draft EIR/EIS ? All written comments will be included in the Final EIR/EIS with written responses that will address the issues raised or direct the commentor to the section of the Final EIR/EIS where their issues were addressed. The Final EIR/EIS will be revised to reflect changes raised as a result of these comments. The transcript, comments and responses for the June 11 Community Meeting and the August 22 Public Hearing will also be referenced.



TRANSIT SERVICE

Introduction:

The purpose of the proposed project is to reduce existing and forecast traffic congestion on I-405 between I-10 to US-101. The project would also promote ridesharing and accommodate future transit use. The Draft EIR/EIS discusses a Transit Alternative for the project on page 12, however this fact sheet is designed to provide information on the potential impacts to *existing* transit service in the project area.

Major Affected Lines of Service:

Several bus lines provide service along the I-405 HOV study area through the Sepulveda Pass connecting cities south of Bel Air to cities north of Sherman Oaks. This service is provided by Metro, LADOT, Antelope Valley Transit, and Santa Clarita Transit (see Figure 3.5-3: Map of Bus Lines). Existing transit service within the project area is discussed in the Draft EIR/EIS on page 110 and 112. The Big Blue Bus service travels on Wilshire Blvd, Santa Monica Blvd, Olympic Blvd, Pico Blvd, and National Blvd. The following chart indicates the service providers and the routes servicing the project area.

- Los Angeles County Metro Line 2 and 302 - Sunset Bl and Sunset Bl Limited
- Los Angeles County Metro Rapid Line 761/233 - Van Nuys Bl-Westwood/UCLA
- Santa Monica Big Blue Bus Line 14 - Culver City to Brentwood
- Los Angeles Commuter Express 573 - Mission Hills-Westwood-Century City
- Los Angeles Commuter Express 574 - Sylmar/San Fernando Metrolink Station-LAX (Sepulveda Bl & Century Bl)-El Segundo
- Santa Clarita Transit 792 - Santa Clarita-UCLA/Westwood-Century City
- Santa Clarita Transit 797 Metrolink Station - UCLA/Westwood-Century City
- Antelope Valley Transit 786 - Antelope Valley-Century City-West Los Angeles/Fairfax/Santa Monica Bl

Typical Bus Ridership Counts within Project Area for the Metro and Big Blue Bus Lines

Total Weekday Boardings/Alightings	Boardings	Alightings
Metro-Line 2/302 Sunset Bl	178	176
Metro Rapid Line 761/233-Sepulveda	1172	1426
Big Blue Bus-Line 14 Culver City to Brentwood	19	247

*Source: Los Angeles County MTA and Santa Monica Big Blue Bus

Impacts and Mitigation:

During construction, transit service may be interrupted and bus stops temporarily relocated. However, bus stops will be restored after construction and some may possibly be relocated to a different location due to configuration changes associated with the proposed project. The bus stop located between the northbound I-405 on/off-ramps at Skirball Center Drive may be relocated to a local street (pg 121). For Alternative 2 & 3 and Alternative 3 Modified, the interchange at Sunset Boulevard would be reconfigured and the Metro and Santa Monica Big Blue Bus stops that are located in the vicinity of the interchange would likely have to be moved during localized construction. As noted on page 16 of the Draft EIR/EIS, the contractors and Caltrans will develop a construction staging plan and Traffic Management Plan (TMP) that would identify alternate traffic detour routes, bus terminals, transit routes and operation hours, pedestrian routes, and residential and commercial access routes to be used during the construction period. Signs would be posted to notify bus riders of changes in transit routes.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SEPULVEDA PASS PROJECT – I-405 HOV – AUGUST 22, 2007 PUBLIC HEARING



NAME: _____ DATE: _____
ADDRESS: _____ PHONE: _____
CITY, STATE, ZIP: _____
E-MAIL ADDRESS: _____

- I WISH TO SPEAK** – You must select this box if you wish to speak.
 I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED – Questions not answered tonight will be responded to in the final document.
 I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD – Will be added to final document.

(CIRCLE YOUR POSITION) I AM OPPOSED IN FAVOR NEUTRAL

Comments must be received by the close of business on September 10, 2007. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

QUESTION/COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SEPULVEDA PASS PROJECT – I-405 HOV – AUGUST 22, 2007 PUBLIC HEARING



NAME: _____ DATE: _____
ADDRESS: _____ PHONE: _____
CITY, STATE, ZIP: _____
E-MAIL ADDRESS: _____

- I WISH TO SPEAK** – You must select this box if you wish to speak.
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