

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2008

Reference No.: 2.2c.(1)
Action Item

From: CINDY McKIM
Chief Financial Officer

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Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING,
07-LA-405, PM 28.8/39.0
RESOLUTION E-08-07**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-08-07.

ISSUE:

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- State Route (SR) 405 in Los Angeles County – Roadway improvements near the city of Los Angeles.

This project in Los Angeles County would construct roadway improvements including a new HOV lane on a portion of SR 405 near Los Angeles. The project is fully programmed for \$950 million with Corridor Mobility Improvement Account (CMIA) funds, Traffic Congestion Relief Program (TCRP) funds, federal Demonstration funds, and local funds. Construction is estimated to begin in Fiscal Year 2009-10.

A copy of the FEIR has been provided to Commission staff. Potential impacts in the form of noise, residential displacements, and aesthetics resulted in an Environmental Impact Report being completed for this project.

The Department has approved this project for construction. This approval and the filing of the Notice of Determination with the Office of Planning and Research will satisfy the environmental requirements for this stage of the project planning process.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

07-LA-405, PM 28.8/39.0

Resolution E-08-07

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route 405 in Los Angeles County – Roadway improvements near Los Angeles.
- 1.2** **WHEREAS**, the Department has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.4** **WHEREAS**, written Findings indicate that specific economic, legal, social, technological, or other considerations make it infeasible to avoid or fully mitigate to a level less than significant the effects associated with noise and farmland impacts as a result of the project; and
- 1.5** **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

I-405 Sepulveda Pass HOV Widening Project

Project Vicinity Map



CALIFORNIA DEPARTMENT OF TRANSPORTATION
CEQA FINDINGS AND
STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE
INTERSTATE 405 SEPULVEDA PASS WIDENING PROJECT
INTERSTATE 10 TO US-101

Caltrans has prepared Findings pursuant to California Environmental Quality Act (CEQA) Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501), and a Statement of Overriding Considerations pursuant to State CEQA Guidelines (Title 14 CCR Chapter 3, Section 15903) and the Department of Transportation Environmental Regulations (Title 21 CCR Chapter 11, Section 1501) for the Interstate 405 Sepulveda Pass Widening Project, from approximately Interstate 10 to US-101.

The selected alternative for the Interstate 405 Sepulveda Pass Widening Project is Alternative 2 – Add a Standard Northbound High Occupancy Vehicle (HOV) Lane and Standardize Northbound Mixed-Flow Lanes, Median and Shoulder. Alternative 2 was identified as the preferred alternative in the Final Environmental Impact Report (EIR), dated February 29, 2008 which was prepared pursuant to the California Environmental Quality Act (CEQA). The Final EIR considered potential construction and operational impacts to the natural and human environments that would result from a No Build Alternative and two (2) Build Alternatives. Identification of the preferred alternative in the Final EIR was based on environmental impacts, funding availability, and community input.

Alternative 2 consists of adding one standard northbound HOV lane to the existing facility. The northbound roadway would meet current design standards for lane, median, and shoulder widths except at the I-10/I-405 interchange area and between Moraga Dr. and Sunset Blvd. interchanges. Standard lanes consist of an 11-foot half median, a 12-foot HOV lane, a 1-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder. The selected alternative would also widen the southbound I-405 to meet current design standards for lane, median, and shoulder widths at certain sections. Southbound standardization would be within the following segments: Olympic Blvd. and Waterford St and between Bel Air Crest to the north end of the project (just south of Ventura Boulevard). Local interchanges within the project limits would be reconstructed and improved notably at Wilshire Boulevard, Sunset Boulevard, and Skirball Center Drive. See Chapter 2 of the Final EIR for a detailed description of the selected alternative design features.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
CEQA FINDINGS FOR THE
INTERSTATE 405 SEPULVEDA PASS WIDENING PROJECT
INTERSTATE 10 TO US-101

Caltrans has prepared the following findings to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). Caltrans has prepared and certified a Final EIR (EIR) for the Interstate 405 Sepulveda Pass Widening Project from approximately Interstate 10 to US-101. That Final EIR identified various significant environmental impacts of the proposed project. Therefore, as required by 14 Cal. Code Reg. 15901, Caltrans has made a finding for each significant environmental impact.

Effects found not to be significant have not been included.

AESTHETICS

Adverse Environmental Effects:

The Final EIR (Section 3.6.3) identified as a significant impact that the project will adversely affect visual quality in the project area due to the removal of vegetation, grading and excavation, new soundwalls and retaining walls, fencing and roadway signage and lighting.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR [14. Cal. Code Reg. 15091(a)(1)].

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans implement the following design requirements:

- Wall designs shall be visually compatible with the surrounding community. Architectural detailing, such as pilasters, wall caps, interesting block patterns, color and materials to match the existing color palette of the surrounding area will be utilized. This detailing will be used to add visual interest and reduce the apparent height of the walls.
- In areas where there are mountain views, the type of imprint on the walls may mimic a stone or rock-type look.
- To match elements of the community or character of the surrounding area, aesthetic treatments and decorative railing/fencing on bridges and overcrossings are recommended.
- Slope paving or vegetation at undercrossings shall be enhanced with texture to deter graffiti, where appropriate.

- Consideration of color and materials for the retaining wall along hillsides will ensure compatibility with the surrounding landscape.
- Native vegetation shall be planted in disturbed areas where space allows; coordination between the District Landscape Architect and District Environmental Branch throughout project design to select appropriate vegetation replacement is required.
- Non-native (ornamental) vegetation shall be planted in disturbed areas where space allows.

Caltrans finds that above seven (7) mitigation measures are feasible and hereby agrees to adopt them.

Adverse Environmental Effects:

The Final EIR (Section 3.6.3) identified that the project will adversely affect nighttime views in the area due to the introduction of new light and glare sources.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans implement the following lighting requirements for the project:

- Utilize new light standards to add a low level of new lighting that would have a modest effect in relation to existing light sources in the surrounding the area. New lighting will use lamps and light shields to minimize impacts on nocturnal animal species and limit spillover lighting to areas during and after construction.
- Install new street lighting in accordance with light specifications using the lowest level of illumination/brightness to meet safety needs while minimizing glare.

Caltrans finds that the above two (2) mitigations measures are feasible and hereby agrees to adopt them.

AIR QUALITY

Adverse Environmental Effects:

The Final EIR (Section 3.13.3) identified as a significant impact that construction of the project will result in temporary adverse air quality impacts due to construction-related emissions of carbon monoxide, nitrogen oxide, Reactive Organic Gases, and PM₁₀.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- Require the construction contractor adhere to the requirements of South Coast Air Quality Management District (SCAQMD) Rule 403.
- Incorporate the Best Available Control Measures (BACMs) and Reasonably Available Control Measures (RACMs) specified in SCAQMD's Rule 203 Implementation Handbook into the project construction.
- Adhere to the SCAQMD standard measures and Caltrans' own Standard Construction Specifications to reduce construction emissions, including the following:
 - 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.
 - All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized for dust emissions using water or chemical stabilizers/suppressants.
 - 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.
 - 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.
 - 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.
 - 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.
 - Traffic speeds on unpaved roads shall be limited to 24 kph (15 mph).
 - 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.
 - Wheel washers for all exiting trucks shall be installed, or all trucks and equipment shall be washed off before leaving the site.
 - Wind breaks shall be installed at windward side(s) of construction areas.
 - Excavation and grading activity shall be suspended when winds exceed 32 kph (20 mph).
 - Area subject to excavation, grading, and other construction activity shall be limited at any one time.

Caltrans finds that the above three (3) mitigation measures are feasible and hereby agrees to adopt them.

BIOLOGICAL RESOURCES

Adverse Environmental Effects:

The Final EIR (Section 3.16.3) identified as a significant impact that the project will affect about 0.63 acres of jurisdictional Waters of the U.S., and will require the relocation of existing drainage inlets.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)].

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- Conduct further studies to determine impacts to jurisdictional drainage areas. Although sensitive wildlife species were not identified during the surveys to date, additional follow-up surveys are recommended, prior to construction, to evaluate any new project information that may become available through final project development, as well as any new biological information that becomes available as a result of other studies.
- Obtain the following permits 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 1602 of the California Department of Fish and Game Code for drainage modifications in the project area. If any impacts to riparian habitat are identified upon completion of final drainage design, mitigation will be determined in consultation with the appropriate regulatory agencies.
- Apply construction Best Management Practices (BMPs) for water quality to minimize project effects to jurisdictional drainages.

Caltrans finds that the above three (3) mitigation measures are feasible and hereby agrees to adopt them.

Adverse Environmental Effects:

The Final EIR (Section 3.17.3) identified as a significant impact that the project will adversely affect existing wildlife corridors at the I-405 freeway underpasses at Sepulveda Boulevard, and Bel Air Crest and the I-405 overpass at Skirball Center Drive. Specifically, the project's new on- and off-ramps and widened bridges in these areas would impede or otherwise impact wildlife.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans implement the following measures:

At the Sepulveda Blvd. Underpass and I-405 (at the Getty View Trailhead) Caltrans will:

- Create an appropriately sized culvert 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.
- Collaborate with the Santa Monica Mountains Conservancy to create the design of the culvert so that existing wildlife that roams in this area will be able to successfully reach habitat on either side of the new on-ramp.
- Re-grade the abutment slope of the Sepulveda Blvd. overcrossing to maximize the potential for wildlife to cross at that location.
- 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 will include a mixture of trees, shrubs and ground cover. The density will be appropriate (i.e., not too dense or sparse) for wildlife to maneuver in. The Landscape Architecture Department and the Division of Environmental Planning (in coordination with the Santa Monica Mountains Conservancy) will work together to create the appropriate re-vegetation plan suitable for the area.
- Remove the right-of-way fence under I-405 at the Sepulveda Blvd. overcrossing so that wildlife can cross Sepulveda at this location without restriction; if deemed feasible, the relocation or removal of additional fencing at the on- and off-ramps on both the northbound and southbound sides 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 shall take place during the later design phase of the project.
- Provide appropriate signs along Sepulveda Blvd. to warn motorists of the potential for wildlife to cross the roadway in that area. There shall be a warning sign on the northbound and southbound sides of Sepulveda Blvd. Consultation with the City of Los Angeles Department of Transportation will be necessary to erect this sign.
- Install all new street lights 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.

At the Bel Air Crest Underpass, Caltrans will:

- Re-grade the abutment slopes in a manner consistent with the existing slopes.
- Planting of vegetation on the new abutment slopes shall consist of native species in a varied assortment of trees, shrubs and ground cover.
- Locate right-of-way fencing in a manner that is not restrictive for wildlife to access natural areas adjacent to Caltrans property, wherever feasible.
- Lower the profile of the access road to maintain and preserve the slope where existing wildlife access trails from the underpass that lead to natural areas to the north and south.

At the Skirball Center Drive Overpass, Caltrans will:

- Remove right-of-way fencing along the northbound side of Sepulveda Blvd. from approximately 70 feet south of the intersection of Sepulveda Blvd. and Skirball Center Drive.
- Replant the island area south of Skirball Center Drive, east of Sepulveda and west of I-405 with native vegetation in a mixture of ground cover, shrubs and possibly trees that would be preferable for wildlife habitat. All concrete from the existing on-ramp will be removed. This island will 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 shall be placed directing wildlife toward the bridge structure. Caltrans will 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.
- Include a minimum 10-foot wide travel path on the southside of the new overpass to accommodate wildlife movement. This path will function as a wildlife conduit (nighttime hours) as well as a pedestrian sidewalk. The south side of the path will have a minimum 5-foot high continuous, solid wall. This wall will 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 will 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.
- Continue the 3-foot high concrete wall 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 shall be placed in a manner naturally directing wildlife to the Sepulveda Trail area from the bridge, and vice versa.
- Install all new street lights 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.
- Re-grade and fill the existing trailhead slope to accommodate the widening of the bridge structure and freeway. In addition, during construction, lighting will be kept to a minimum during the night so as not to impede wildlife.
- Keep lighting to a minimum during construction, and at night so as not to impede wildlife.
- Consider during final design possible improvements to fencing to limit wildlife access to the highway.

In addition, Caltrans will:

- Establish a monitoring plan (prior to and during construction) and success criteria (post-construction) in conjunction with the Los Angeles Department of Transportation.
- Maintain and protect wildlife crossings identified by the Santa Monica Mountains Conservancy within the project limits.

Caltrans finds that the above twenty-one (21) mitigation measures are feasible and hereby agrees to adopt them.

Adverse Environmental Effects:

The Final EIR (Section 3.18.3) identified as a significant impact that construction of the project will require the removal of mature trees and native vegetation.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans implement the following measures:

- Removal of walnut trees to 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 at 43) will be minimized to the least amount necessary.
- Removal of Coast Live Oak Trees to 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) will be minimized to the least amount necessary.
- Removal of sycamores to 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) will be minimized to the least amount necessary.
- Walnuts, oaks and sycamore trees will be replaced at a 5:1 ratio. Favorable areas within the right of way to be selected by the District Biologist and the District Landscape Architect. Any required replacement beyond the space available in the right of way will be done off-site, in coordination with the Santa Monica Mountains Conservancy, which owns open-space land adjacent to the project.
- 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) will be replaced at a 5:1 ratio. Tree replacement will 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, will be replaced in accordance with District Landscape architecture policies.
- Revegetation of upland areas will incorporate appropriate native plant species found within the Santa Monica Mountains. The District Biologist and the District Landscape Architect to coordinate to create an acceptable plant pallet that will prevent the spread or reintroduction of invasive plant species.
- Plant species with aggressive growth habits, such as Ice Plant, will be planted where appropriate in contained urban areas, not adjacent to natural open space or wildlands.

- 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.
- Plant surveys will 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 will 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.

Caltrans finds that the above eleven (11) mitigations measures are feasible and hereby agrees to adopt them.

Adverse Environmental Effects:

The Final EIR (Section 3.19.3) identified as a significant impact that construction of the project will disturb vegetated areas and existing structures that provide shelter for various bird species.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- Conduct biological surveys of the project area 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.
- Continue to coordinate with the National Park Service to develop a wildlife movement monitoring/data collection plan before, during and after construction.
- Comply 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.

- Develop a monitoring plan once the construction schedule is known in order to appropriately monitor biological resources.

Caltrans finds that the above four (4) mitigation measures are feasible and hereby agrees to adopt them.

CULTURAL RESOURCES

Adverse Environmental Effects:

The Final EIR (Section 3.7.3) identified as a significant impact that the project will result in an adverse effect on a historical resource as defined in CEQA Guidelines, Section 15064.5. Specifically, the project will remove and replace the Mulholland Drive Overcrossing, which is eligible for listing in the National Register of Historic Places.

Findings:

Caltrans finds that while the demolition and replacement of the Mulholland Drive Overcrossing can be partially mitigated by the measures set forth below, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. [14. Cal. Code Reg. 15091(a)(3)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans adhere to the stipulations listed in the Memorandum Of Agreement (MOA) with the State Historic Preservation Officer (SHPO). The stipulations 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 finds that such mitigation measure is feasible and hereby agrees to adopt it.

However, the loss of the Mulholland Drive Overcrossing is only partially mitigated by such mitigation. The physical constraints in the area surrounding the Mulholland Drive Overcrossing make it technically infeasible to avoid or re-use the overcrossing to accommodate the new HOV lane. The California courts have held that photo-documentation and the placement of historic plaques does not mitigate for the complete demolition of an historic resource (See - League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland (1997) 52 Cal.App.4th 896 and Architectural Heritage Association v. County of Monterey (2004) 122 Cal. App. 4th 1095). Thus, even with the mitigation, the demolition of the overcrossing is still a significant and unavoidable impact.

GEOLOGY AND SOILS

Adverse Environmental Effects:

The Final EIR (Section 3.11.3 and 3.11.5) identified as a significant impact that construction of the project will have the potential to create liquefaction and landslides due to required changes to topography and retaining walls.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- Require additional subsurface exploration for potential liquefaction from Santa Monica Boulevard to Wilshire Boulevard (post miles 30.73 to 32.1).
- Require new piles for structural support be placed to a depth below the zones of potential liquefaction to protect structures.
- Remove and re-compact, to 90 percent, insufficiently compacted native material in the immediate area of construction in cut areas and replace with an imported sub-base in structural sections. In fill areas above natural ground, the natural material will be removed until dense material is reached and replaced as compacted fill.
- Treat fill slopes immediately after construction with planting, hydroseeding or paving to reduce erosion.

Caltrans finds the above four (4) mitigation measures to be feasible and hereby agrees to adopt them.

HAZARDS AND HAZARDOUS MATERIALS

Adverse Environmental Effects:

The Final EIR (Section 3.12.3) identified as a significant impact that construction of the project has the potential to produce an adverse effect or create a significant hazard to the public or environment. There are seven (7) identified properties included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 located within or adjacent to the project right-of-way or within the project's easement. In addition, there is potential for aerially deposited lead, asbestos-containing material and lead-based paint to be within the project area. Project construction would create a potential significant hazard to the public or the environment if not properly managed.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- 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.
- Properly remove the underground storage tank at the Verizon property (formerly GTE, proposed right-of-way property) at 598 Sepulveda Boulevard. A subsurface investigation will 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.
- Perform surveys for aerially deposited lead along portions of I-405 where project construction activities may disturb or affect unpaved shoulders.
- Conduct surveys for asbestos-containing material and lead-based paint by a state certified asbestos consultant prior to demolition, significant renovation or retrofitting of buildings or freeway structures in the project area. If asbestos-containing materials or lead-based paints are detected, the materials will be removed by a licensed contractor before demolition or retrofit activities. 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 will 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.
- Stop construction activities if apparent soil contamination is discovered during project construction activities (indicated by odors, staining, or field screening instruments). The soil will 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.

Caltrans finds that the above ten (10) mitigation measures are feasible and hereby agrees to adopt them.

HYDROLOGY AND WATER QUALITY

Adverse Environmental Effects:

The Final EIR (Section 3.10.3) identified as a significant impact that construction and operation of the project will adversely affect water quality. The project will increase impervious surface area by 5.8 hectares (14.3 acres) and disturb 49.1 hectares (121.3 acres) of soil, resulting in increased stormwater runoff and water pollution.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- Comply with the applicable National Pollutant Discharge Elimination System (NPDES) permits during construction.
- Prepare a Construction Storm Water Pollution Prevention Plan (SWPPP) prior to the start of construction. The SWPPP will 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.
- Conduct additional inspections or analysis if required by the Regional Water Quality Control Board (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
- Retain water quality monitoring records for at least three years following completion of construction.
- Obtain and comply with applicable permits pursuant to Sections 401 and 404 of the Clean Water Act, as well as California Fish and Game Code 1601.
- 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.
- Develop a Water Pollution Control Plan with the contractor to incorporate resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.
- Develop a Storm Water Data Report that includes treatment Best Management Practices (BMPs), design BMPs, and temporary construction BMPs to prevent sediment and other pollutants from entering the storm drain system. 13 treatment BMPs (i.e. Infiltration Basins, Media Filters and Bio Swales) are proposed for incorporation into the project. Type selection and final location of the proposed devices will be determined during final design.
- Incorporate appropriate drainage and/or pumping systems into the final design of the project to control localized flooding or ponding on the freeways. In areas of shallow groundwater, the placing of subdrains or utilizing groundwater pumps will drain freestanding water.
- Schedule construction to emphasize activity during the dry season (April 1-October 31). If construction during that time is not practicable, a suitable water diversion plan will be developed and implemented to minimize impact to water quality.

Caltrans finds that the above twelve (12) mitigation measures are feasible and hereby agrees to adopt them.

LAND USE AND PLANNING

Adverse Environmental Effects:

The Final EIR (Section 3.1.3) identified as a significant impact that the project will convert land under the jurisdiction of the Santa Monica Mountains Conservancy and Mountains Recreation and Conservation Authority to freeway facilities. Specifically, the project will impact approximately 4.0 acres of the Getty View Trailhead and seven (7) associated parking spaces.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans enter into an in-lieu fee agreement with the Santa Monica Mountains Conservancy and Mountains Recreation and Conservation Authority to provide for the relocation of the acquired parking spaces that would be removed and for the modification/realignment of a new trail at the Getty View Trailhead. Caltrans finds that such mitigation measure is feasible and hereby agrees to adopt it.

Adverse Environmental Effects:

The Final EIR (Section 3.1.3) identified that the project's construction activities will have a temporary adverse effect on the Westwood Recreation Center, under the jurisdiction of the City of Los Angeles Parks and Recreation Department. Specifically, the project's construction activities will require the temporary relocation of the batting cages at the Bad News Bears baseball field.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans provide for additional lighting at the Bad News Bears baseball field to mitigate for the temporary construction impacts from the project. Caltrans finds that such mitigation measure is feasible and hereby agrees to adopt it.

Adverse Environmental Effect:

The Final EIR (Section 3.1.3) identified as a significant impact that the project will convert two (2) residential single-family residential units to public facilities (transportation use).

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans reconfigure or combine parcels subject to full acquisition with adjacent parcels to allow for development commensurate with previous land uses. Caltrans finds that the mitigation measure is feasible and hereby agrees to adopt it.

NOISE

Adverse Environmental Effects:

The Final EIR (Section 3.14.3) identified as a significant impact that construction of the project will result in temporary adverse noise impacts to the project area.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans adhere to its standard specifications regarding minimizing noise and vibration disturbances during periods of construction, including:

- Where practical, feasible and reasonable, proposed soundwalls shall be constructed 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 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.

- Utilize construction methods or equipment that will provide the lowest practicable 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 sites will reduce noise due to vehicle idling, gear shifting and accelerating under load.
- 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, consistent with maintaining 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.
- Require the construction contractor to address temporary impacts by:
 - Utilizing construction methods or equipment that would provide the lowest practicable level of noise impact.
 - Scheduling construction such that a minimum number of pieces of equipment would be operating within the same vicinity simultaneously to reduce the number of concurrent noise sources.
 - Scheduling the duration and timing of construction activities to minimize noise impacts on exposed individuals.
 - Informing area residents and businesses about 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

Caltrans finds the above eleven (11) mitigation measures to be feasible and hereby agrees to adopt them.

Adverse Environmental Effects:

The Final EIR (Section 3.14.3) identified as a significant impact that the project will result in permanent increases in ambient noise levels in the project vicinity above levels existing without the project. Specifically, 425 residences, Westwood Recreation Center, a playground at The Salvation Army Bessie Pregerson Child Development Center, and Leo Baeck Temple will experience increased ambient noise levels due to the project.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans construct about 32,610 feet of soundwalls throughout the project area (section 3.14.4 of the Final EIR provides details about recommended soundwall locations). Various recommended soundwall locations must be further investigated to determine adjacent property owner preferences. Caltrans finds that such mitigation measure is feasible and hereby agrees to adopt it.

Adverse Environmental Effects:

The Final EIR (Section 3.14.3) identified as a significant impact that the project will result in permanent increases in ambient noise levels in the project vicinity above levels existing without the project, and above abatement levels at Hotel Angeleno, and between Waterford Street and Sunset Boulevard.

Findings:

Caltrans finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. [14. Cal. Code Reg. 15091(a)(3)]

Statement of Facts:

The Final EIR discussed a soundwall as mitigation for the Hotel Angeleno, however, the soundwall was determined to not be acoustically feasible. The soundwall is not feasible because it would not be cost effective as it does not provide a noise reduction of at least five (5) dBA to the affected property.

The Final EIR also discussed an existing soundwall between Waterford Street and Sunset Boulevard that varies in height from eight (8) to eleven (11) feet that would need to be heightened to abate for increases in noise levels due to the project. Increasing the height of the existing soundwall to fourteen (14) feet would not provide a noise reduction of at least 5 dBA to the affected properties, therefore, noise abatement by increasing the height of the soundwall is not acoustically feasible or cost effective.

POPULATION AND HOUSING

Adverse Environmental Effects:

The Final EIR (Section 3.3.3) identified as a significant impact that construction of the project will require the full acquisition of approximately seven (7) single-family residential units, resulting in the displacement of housing and people.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- Provide relocation assistance and counseling to displaced persons in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation for displaced persons. 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 origin and disability as specified under Title VI of the Civil Rights Act of 1964.
- Compensate owners of property to be acquired with the fair market value of the property as well as damages, if any, to the remainder portions of the property in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended.

Caltrans finds that the above two (2) mitigation measures are feasible and hereby agrees to adopt them.

Adverse Environmental Effects:

The Final EIR (Section 3.3.3) identified as a significant impact that construction of the project will result in temporary impacts to the community. Specifically, the temporary closure of freeway ramps, lanes and the restriction of local street access will affect business operations and disrupt community circulation.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation measures, the Final EIR recommended that Caltrans:

- Continue its public outreach program, prior to and during construction, with residents, businesses, and any service providers within the surrounding communities to inform them about the project construction schedule, relocation arrangements and assistance programs, traffic-affected areas and the Traffic Management Plan, and other relevant project information.
- Utilize information gathered through the above mentioned public outreach program to develop construction traffic control plans and alternate routes to maintain critical business activities. Caltrans will 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. Caltrans will work directly with the public to provide project information and resolve construction-related problems.
- Conduct interviews with individual businesses potentially affected by construction activities. Interviews with commercial and industrial businesses will 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.

- Maintain pedestrian access points to businesses within the construction area throughout the construction period. If usual access points are lost, provisions for alternative access to the affected parcels will be made. Appropriate signage will be placed to inform and direct both pedestrian and vehicular traffic to local businesses via alternate routes. Temporary sidewalks, if necessary, will be installed during the construction phase. Disabled access will be maintained during construction where feasible.
- Establish an information field office near the construction site to 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.
- Provide information and field office telephone numbers to community members and businesses a means of direct communication regarding construction activities, and will review and forward calls to the appropriate party for action. Community involvement specialists will 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.
- Coordinate with the affected communities and all of the schools in the Institutional Use Corridor to develop a list of contacts for Caltrans to provide information regarding construction-related updates.
- Develop and implement a Traffic Management Plan to maintain access to all businesses near construction activity. For example, such measures included in a TMP 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.

Caltrans finds that the above eight (8) mitigation measures are feasible and hereby agrees to adopt them.

PUBLIC SERVICES

Adverse Environmental Effects:

The Final EIR (Section 3.4.3) identified as a significant impact that construction of the project will affect public utilities within the project area (mostly those utilities found under Sepulveda Boulevard between Montana Avenue and Church Lane). Several public and private utilities within the project area will require relocation.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans identify construction impacts on affected utilities on an individual basis and either relocate utilities before construction, relocate utilities during construction, protect utilities in place, or abandon utilities, according to need and feasibility. Those utilities that must be relocated as a part of project construction will be relocated in such a manner as to minimize any disruption of service those utilities provide. Caltrans finds that such mitigation measure is feasible and hereby agrees to adopt it.

Adverse Environmental Effects:

The Final EIR (Section 3.4.3) identified as a significant impact that construction of the project will require twenty-three (23) freeway and road facility structures to be widened, replaced, built or removed, resulting in emergency services access delays, and diminishing access to community services and facilities located in the vicinity of those structures.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)].

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans implement a Traffic Management Plan (TMP) that would contain detailed plans of access routes and detours during construction to minimize the impact to fire, police and emergency service response times. The TMP shall be reviewed and approved by any potentially affected fire or law enforcement agency. In addition, Caltrans will maintain contact with the community, police and fire protection services through public outreach during the construction phase. Caltrans finds that such mitigation measure is feasible and hereby agrees to adopt it.

TRANSPORTATION/TRAFFIC

Adverse Environmental Effects:

The Final EIR (Section 3.5.3) identified as a significant impact that construction of the project will interrupt transit service in the project area and will require the relocation of existing bus stops and signs.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statements of Facts:

As mitigation, the Final EIR recommended that Caltrans 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 of transit interruptions or bus stop relocations. In addition, Caltrans will replace the "UCLA Next

Exit” sign along the approach of Wilshire Boulevard along I-405. Caltrans finds that such mitigation measures are feasible and hereby agrees to adopt them.

Adverse Environmental Effects:

The Final EIR (Section 3.5.3) identified as a significant impact that construction of the project will require the permanent closure of the Montana Ave. off-ramp and the temporary closing of local streets, freeway lanes, and freeway interchanges which will temporarily increase traffic delays in the project area.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- Develop and implement an effective Traffic Management Plan (TMP) that will include detailed construction staging plans and analysis of how traffic will 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.
- Phase construction to 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.
- Construct the new southbound Skirball Center Drive/Sepulveda Boulevard on/off-ramps prior to closing the existing ramps.
- Construct a southbound left-hand turn pocket and signal on Sepulveda Blvd. at Homedale Street. Coordination with LADOT to determine if this signal is warranted would be required.
- 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.

Caltrans finds that the above twelve (12) mitigation measures are feasible and hereby agrees to adopt them.

Adverse Environmental Effect:

The Final EIR (Section 3.5.3) identified as a significant impact that construction of the project will require the removal of parking spaces. Specifically, the project will remove seven (7) parking spaces at the Getty View Trailhead and approximately twenty (20) parking spaces at the Federal Building.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- Obtain a permit from the appropriate federal land agency for an aerial highway easement and a portion of the Federal Building's parking area at the southeast corner of Wilshire Blvd. and Sepulveda Blvd. Caltrans will replace the loss of parking spaces in adjacent land belonging to Caltrans.
- Enter into an in-lieu fee agreement with the Santa Monica Mountains Conservancy and Mountains Recreation and Conservation Authority to provide for the relocation of the acquired parking spaces that would be removed at the Getty View Trailhead parking lot.

Caltrans finds that the above two (2) mitigation measures are feasible and hereby agrees to adopt them.

CUMULATIVE EFFECTS

Adverse Environmental Effects:

The Final EIR (Sections 3.3.5, 3.5.5, 3.6.5, 3.13.5 and 3.14.5) identified as a significant impact that construction of the project, considered cumulatively with the construction activities of all other related projects, will have temporary adverse impacts to air quality, noise, socioeconomics, traffic and circulation and area aesthetics.

Findings:

Caltrans finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. [14. Cal. Code Reg. 15091(a)(1)]

Statement of Facts:

As mitigation, the Final EIR recommended that Caltrans:

- 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 construction 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 the construction activities of multiple projects would not occur at the same location simultaneously.

Caltrans finds that the above two (2) mitigations measures are feasible and hereby agrees to adopt them.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE
INTERSTATE 405 SEPULVEDA PASS WIDENING PROJECT
INTERSTATE 10 TO US-101

The following Statement of Overriding Considerations is presented to comply with the California Environmental Quality Act (CEQA) Guidelines (Title 14 CCR Chapter 3, Section 15903) and the Department of Transportation Environmental Regulations (Title 21 CCR Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (EIR) for the project, which is the basis for the following determinations.

Based on the Final EIR and other information on the record, The Department of Transportation has determined that implementation of the selected alternative may result in the following significant, unavoidable environmental impacts:

- Cultural Resources – Direct taking of one historic National Register eligible resource (Mulholland Drive Overcrossing). (Final EIR section 3.6.3)
- Noise – Increased noise levels to some sensitive receptors not entirely abated. (Final EIR section 3.14.3)

Caltrans has further determined that while mitigation measures identified in the Final EIR would be effective in reducing the impacts described above, those impacts would not be reduced to less than significant levels even with such mitigation, and the selected alternative would still generate significant unmitigated environmental impacts.

The following mobility problems were identified in the Purpose and Need section of the Final EIR:

Incomplete HOV network. There is currently a gap in the HOV network along the entire I-405 corridor in Los Angeles County. Except for the project area, HOV lanes are currently operating on both northbound and southbound I-405 from the Orange County line to State Route 90 (Marina Freeway) (Final EIR Summary and Chapter1). Without the project, the HOV gap in the project area would not be solved. (Final EIR section 1.3)

Insufficient Level of Service (LOS). Without the project, if capacity improvements are not made, conditions will continue to deteriorate in the future due to ambient growth alone. Standardizing the southbound traffic lanes, median and shoulder to meet mandatory design standards would also make for a safer freeway design (Final EIR section 1.3).

Inadequate Access Ramps. Without the project, several of the freeway access ramps are forecast to carry volumes that exceed theoretical capacity during one or more peak periods. (Final EIR section 1.3)

Intersections. Without the project, twenty-two (22) intersections in the project area are forecast to operate at a LOS F in the year 2015, and forty-one (41) would be at LOS F in the year 2031. (Final EIR section 1.3)

Adoption of the selected alternative will solve the problems identified above and will improve mobility of the I-405 between I-10 and U.S. 101 by reducing existing and forecasted traffic congestion. Additionally, the selected alternative will enhance traffic operations by adding freeway capacity to an area that already experiences heavy congestion. In addition, the selected alternative will enhance safety throughout the corridor, while minimizing other environmental and socio-economic impacts. The selected alternative will also transfer through-vehicle trips to the regional freeway system, decrease commuter times for all travelers, reduce air pollution, and promote ridesharing.

Caltrans concludes, based upon the whole record, that the economic, social, technical and environmental benefits of improved mobility and reduced travel times of the selected alternative outweigh the unavoidable environmental impacts associated with its construction and operation and determines that said benefits override the significance of their associated adverse impacts.