

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Mission Mile: Sepulveda Visioning for a Safe and Active Community

Resolution **ATP-P-2425-01B**
(to be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
☐ Local Partnership Program (Competitive)
☐ Solutions for Congested Corridors Program
☐ State Highway Operation and Protection Program
☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on **October 17th, 2024** (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, **The City of Los Angeles**, and the Implementing Agency, **The City of Los Angeles**, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its **6/23/2021** meeting the Commission approved the **Active Transportation Program** and included in this program of projects the **Mission Mile: Sepulveda Visioning for a Safe and Active Community**, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☒ Resolution **G-21-46**, "Adoption of Program of Projects for the Active Transportation Program", dated **6/23/2021**
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The City of Los Angeles agrees to secure funds for any additional costs of the project.
- 4.6 The City of Los Angeles agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The City of Los Angeles agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 The City of Los Angeles agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

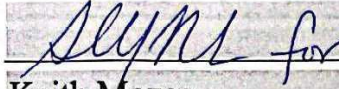
N/A

Attachments:

- Exhibit A: Project Area
Exhibit B: Project Location
Exhibit C: Hazardous Materials Sites

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name Mission Mile: Sepulveda Visioning for a Safe and Active Community
Resolution ATP-P-2425-01B
(to be completed by CTC)

 for

Keith Mozee

Executive Director and General Manager

Project Applicant

7/24/2024
Date

 for

Keith Mozee

Executive Director and General Manager

Implementing Agency

7/24/2024
Date

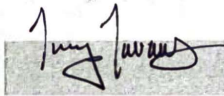


Gloria Roberts

District Director

California Department of Transportation

08/26/2024
Date



Tony Tavares

Director

California Department of Transportation

10/15/2024
Date



Tanisha Taylor

Executive Director

California Transportation Commission

10/23/2024
Date

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	8/15/2024
District	EA	Project ID		PPNO	MPO ID	
07		0722000024		07-5896		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
LA	N/A	N/A	N/A	Los Angeles, City of		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Prashant Konareddy		(213)-887-1097		prashant.konareddy@lacity.org		
Project Title						
Mission Mile: Sepulveda Visioning for a Safe and Active Community						
Location (Project Limits), Description (Scope of Work)						
The project is located on Sepulveda Blvd. between Rinaldi St. and Rayen St., and on Brand Blvd. between Sepulveda Blvd. and Memory Park Ave. in the San Fernando Valley Community. The project includes implementation of Class I and Class IV bike facilities, pedestrian improvements, transit connections, and traffic calming measures that improves safety for non-motorized road users. The Mission Mile project, located in San Fernando Valley, will transform Sepulveda Boulevard from vehicle-focused to a complete street that embraces non-motorized modes of transportation, provides safe connections to key community destinations, and enhances overall quality of life.						
Component	Implementing Agency					
PA&ED	Los Angeles, City of					
PS&E	Los Angeles, City of					
Right of Way	Los Angeles, City of					
Construction	Los Angeles, City of					
Legislative Districts						
Assembly:	39, 46	Senate:	18	Congressional:	29	
Project Benefits						
The Project transforms Sepulveda and Brand Blvd. from an automobile-centric environment to one that safely and comfortably accommodates non-motorized users and people who use wheelchairs. Multimodal improvements on Sepulveda Blvd. and Brand Blvd. include reduced travel lanes, curb extensions, marked crossings, enhanced transit connections, and new sidewalks. (see next page)						
Purpose and Need						
Existing conditions prioritize vehicles, and non-motorized options are limited in the project area. The project serves 16 disadvantaged communities and 28 schools within a one-mile radius. Project improvements will enhance mobility and access throughout these communities.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	20,090
ADA Improvements		New sidewalk			LF	405
Active Transportation		Crosswalk			EA	19
ADA Improvements		New curb ramp installed			EA	110
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					09/15/20	
Begin Environmental (PA&ED) Phase					01/01/22	01/01/22
Circulate Draft Environmental Document			Document Type	CE/CE	09/01/23	09/01/23
Draft Project Report					10/01/23	10/01/23
End Environmental Phase (PA&ED Milestone)					12/22/23	08/02/24
Begin Design (PS&E) Phase					06/01/24	11/18/24
End Design Phase (Ready to List for Advertisement Milestone)					04/27/25	04/27/25
Begin Right of Way Phase					06/01/24	04/28/25
End Right of Way Phase (Right of Way Certification Milestone)					07/31/24	04/30/25
Begin Construction Phase (Contract Award Milestone)					08/15/25	11/02/26
End Construction Phase (Construction Contract Acceptance Milestone)					07/30/28	10/31/28
Begin Closeout Phase					07/31/28	11/01/28
End Closeout Phase (Closeout Report)					01/01/29	10/31/29

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 8/15/24**Additional Information**

The Project transforms Sepulveda and Brand Blvd. from an automobile-centric environment to one that safely and comfortably accommodates non-motorized users and people who use wheelchairs. Multimodal improvements on Sepulveda Blvd. and Brand Blvd. include reduced travel lanes, curb extensions, marked crossings, enhanced transit connections, and new sidewalks. A continuous median on Sepulveda Blvd. will allow room for a new pedestrian path and Class I bike facility from Chatsworth St. to Rayen St. The project includes a Class IV bike facility on Sepulveda Blvd. from Brand Blvd. to Rinaldi St. A continuous median on Sepulveda Blvd. will allow room for a new pedestrian path and Class I bike facility from Chatsworth St. to Rayen St. The project includes a Class IV bike facility on Sepulveda Blvd. from Brand Blvd. to Rinaldi St.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 8/15/24

District	County	Route	EA	Project ID	PPNO	
07	LA	N/A		0722000024	07-5896	
Project Title: Mission Mile: Sepulveda Visioning for a Safe and Active Community						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Los Angeles, City of
PS&E									Los Angeles, City of
R/W SUP (CT)									Los Angeles, City of
CON SUP (CT)									Los Angeles, City of
R/W									Los Angeles, City of
CON									Los Angeles, City of
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	6,237							6,237	
PS&E			2,673					2,673	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				40,990				40,990	
TOTAL	6,237		2,673	40,990				49,900	

Fund No. 1:	ATP Infrastructure Cycle 5								Program Code
Existing Funding (\$1,000s)									20.30.720.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	4,958							4,958	
PS&E			2,125					2,125	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				32,587				32,587	
TOTAL	4,958		2,125	32,587				39,670	

Fund No. 2:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									City of LA - Prop C Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,279							1,279	
PS&E			548					548	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,403				8,403	
TOTAL	1,279		548	8,403				10,230	

Project Information	
Project Title: Mission Mile: Sepulveda Visioning for a Safe and Active Community	Date: 7/22/24
Project Identifier (EA, PPNO, etc): PPNO: 07-5896	

Contact Information	
Nominating Agency: The City of Los Angeles	Agency Completing Form: The City of Los Angeles
Contact Person: Prashant Konareddy Phone: (213) 887-1097	Contact Person: Prashant Konareddy Phone: (213) 887-1097
Email Address: prashant.konareddy@lacity.org	Email Address: prashant.konareddy@lacity.org

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	3 - 62 (PM Peak)	5 - 99	2028
	Pedestrian Counts	Each	35 - 2,465 (PM Peak)	42 - 2,958	2028
In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.					
This study/count took place on Tuesday, February 14, 2017 on a school day during sunny weather conditions. Pedestrian crossings at 9 intersections along the 3.25 mile Sepulveda Boulevard corridor vary between 20 and 1,558 pedestrians in the 3-hour AM peak (7 - 10 AM) and between 35 and 2,465 pedestrians in the 3-hour PM peak (3 - 6 PM) while bicycle movements vary between 3 and 34 cyclists in the 3-hour AM peak and between 3 and 62 cyclists in the 3-hour PM peak. The projected outcome was calculated using an estimated 60% increase for cyclists and an 20% increase in pedestrians. The Mission Mile project is surrounded by 16 low-income census tracts. According to the California Healthy Places Index (HPI), vehicle ownership in these communities is low, varying from 7% - 26% making them more dependent on transit and active transportation. There are 28 schools located within one mile of the project. Sepulveda Boulevard consists of six travel lanes with a curb-to-curb right-of-way (ROW) ranging from 86 to 129 feet. Vehicles exiting the SR-118 continue to drive on Sepulveda Boulevard at high speeds because of its wide ROW. For this reason, cyclists prefer to share the space with pedestrians and use the sidewalk instead of sharing the road with vehicles often traveling faster than the designated 40 MPH speed limit. The distance between the signalized intersections in this segment is about 0.5 miles, the equivalent of a 10 minute walk. These conditions encourage jaywalking. From 2013 to 2017, there were 65 pedestrian and bicycle-related collisions in the project area. This project will provide opportunities to safely cross Sepulveda Boulevard every 0.25 miles via high visibility crosswalks, HAWKs at mid-block locations, intersection bulbouts, and other various improvements.					



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Mission Mile Sepulveda Project

DIST-CO-RTE: 07-LA-LA City

PM/PM:

CE: 202405002

Federal-Aid Project Number: ATPSB1L-5006(920)

Project Description

The City of Los Angeles is proposing to implement Class I and Class IV bicycle facilities, pedestrian improvements, transit connections, and traffic calming measures through Sepulveda Boulevard, between Rayen Street and Rinaldi Street, that enhance safety for all corridor users and increase modes of active transportation. The current corridor experiences reduced operations, and the existing deficiencies have resulted in a high number of pedestrian and bicycle-related collisions.

Please see Continuation Sheet for further information.

Caltrans CEQA Determination (Check one)

- ☒ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- ☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
☐ **Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name

Signature

Date

Project Manager

Print Name

Signature

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

☒ **23 CFR 771.117(c): activity (c)(3)**

☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**

☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Michael Enwedo

Print Name

Michael Enwedo

Signature

06/03/2024

Date

Project Manager/ DLA Engineer

David Wang

Print Name

David Wang
David Wang (Jun 3, 2024 13:39 PDT)

Signature

06/03/2024

Date

Date of Categorical Exclusion Checklist completion (if applicable): 05/29/24

Date of Environmental Commitment Record or equivalent: 05/29/24

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

The project would reduce Sepulveda Boulevard to a 4-lane roadway and improvements include:

1. Rayen Street to Devonshire Street/Devonshire Street to Chatsworth Street:

- Widen the existing median and construct a new Class 1 bicycle path and meandering pedestrian pathway.

2. Chatsworth Street to Brand Boulevard:

- Class IV protected bicycle lanes. Pavement Striping only along Sepulveda Blvd from Bermuda St. to Brand Blvd.

3. Brand Boulevard to Rinaldi Street:

- Class IV protected bicycle lanes. Pavement Striping only along Sepulveda from Brand Blvd to Stranwood Ave.

The project includes the modification of eleven existing signalized intersections and a new signal at the intersection of Sepulveda Blvd and Bermuda Street. Four High Intensity Activated Crosswalk (HAWK) pedestrian signals intersections will be added at

- (1) Sepulveda Boulevard and Superior Street
- (2) Sepulveda Boulevard and Mayall Street
- (3) Sepulveda Boulevard and Lemarsh Street
- (4) Sepulveda Boulevard and San Jose Street

The project would restripe the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard and improve striping on Brand Boulevard from Sepulveda Boulevard to a point 500 feet east of Stranwood Avenue.

Project components also include the addition and improvements of landscaping elements, fencing, pedestrian lighting, transit amenities, sidewalks, driveways, ADA curb access ramps, and wayfinding signage within the new and improved median along Sepulveda Boulevard. These features are not proposed along Sepulveda Boulevard from Bermuda Street to Stranwood Avenue.

Biological Resources

With implementation of proposed measures listed below, adverse impacts on bats are not expected:

- BIO-1: During the summer months (June 1 to August 31) prior to construction, visual and acoustic surveys would be conducted for at least two nights at all identified roosting habitat to assess the presence of roosting bats. If presence of a roost is detected, a count and species analysis would be completed to help assess the type of colony and usage.
- BIO-2: At least 30 days prior to tree removal, all trees to be removed



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

would be surveyed by a qualified biologist to assess the presence of bats or potential bat-roosting cavities. If bats or bat-roosting cavities are identified, then during the non-breeding and active season (typically October), bats would be safely evicted and excluded from trees to be removed, to the extent feasible, under the direction of a qualified biologist, to prevent bats from roosting in these cavities prior to tree removal.

- BIO-3: If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during tree removal/trimming or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval to resume work is given by a qualified biologist.
- BIO-4: In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked or operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).

With the implementation of these measures listed below, the project would be in compliance with the Executive Order 13112 (Invasive Species):

- BIO-5: Vegetation removed from the project area would follow Caltrans Standard Specifications for Clearing and Grubbing and Roadside Clearing.
- BIO-6: Existing vegetation would be preserved to the extent feasible, and BMPs, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring, would be implemented in accordance with Executive Order 13112.

With implementation of the following measures, the project would be in compliance with the Migratory Bird Treaty Act (MBTA):

- BIO-7: Construction in areas that include trees, vegetation, and structures that may provide nesting habitats for bird and raptors would be reduced to the maximum extent feasible.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- BIO-8: Construction during bird nesting season (typically February 1 September 1) would be avoided to the extent feasible.
- BIO-9: Trimming and removal of vegetation and trees would be minimized and performed outside of the nesting season (typically February 1 to September 1) to the extent feasible.
- BIO-10: In the event that trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys would be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.
- BIO-11: In the event construction is scheduled during bird nesting season, nesting bird surveys would be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys would be repeated if construction activities are suspended for five days or more.
- BIO-12: In the event nesting birds or raptors are found within 500 feet of the construction area, appropriate buffers (typically 300 feet for songbirds and 500 feet for raptors) would be implemented to ensure that nesting birds and active nests are not harmed. Buffers would include fencing or other barriers around the nests to prevent any access to these areas and would remain in place until birds have fledged and/or the nest is no longer active, as determined by a qualified biologist.
- BIO-13: In the event that any bird species is observed foraging within the construction site, it shall be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.

Cultural Resources

If previously unidentified cultural resources or archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately stop all work within a 60-foot radius of the discovery, secure the area and notify the resident/project engineer. The local agency shall notify Caltrans Division of Environmental Planning immediately. Caltrans will assess the discovery and take appropriate action as required by the Section 106 Programmatic Agreement. Do not resume work within the radius of discovery until authorized by Caltrans.

A Post-Review Discovery and Monitoring Plan (PRMDP) is recommended and would be included as an environmental commitment.

Hazardous Waste

An ADL Site Investigation would be conducted prior to construction.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

If plans call for removal of thermoplastic traffic striping material by cold planing, grinding, or sandblasting, the thermoplastic material should be evaluated for the presence of metals at concentrations exceeding hazardous waste limits.

The proposed work will require demolition of concrete sidewalk, curbing, and gutters. Concrete in these areas should be tested for the presence of asbestos and ACCM.

If evidence of the PERY roadbed is encountered the soil should be tested for creosote and petroleum hydrocarbons (diesel and oil).

All work is not anticipated to adversely impact biological or cultural resources, expose the public to any hazardous waste, or have additional significant environmental concerns.

COUNTY CLERK'S USE

THIS NOTICE WAS POSTED

ON May 30 2024

UNTIL July 01 2024

REGISTRAR - RECORDER/COUNTY CLERK

DEPARTMENT OF PUBLIC WORKS
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(Articles II and III - City CEQA Guidelines)

2024 116393

FILED
May 30 2024

Devin C. Logan, Registrar - Recorder/County Clerk

Electronically signed by TIED TEAM

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project.

LEAD CITY AGENCY AND ADDRESS: City of Los Angeles c/o Bureau of Street Services 1149 S. Broadway, 4th Floor, MS 550 Los Angeles, CA 90015	COUNCIL DISTRICT 7
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PROJECT TITLE: Mission Mile Sepulveda Project	LOG REFERENCE
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PROJECT LOCATION:

Sepulveda Blvd. between Rayen St. and Rinaldi St. and along Brand Blvd. 500 ft. east of Stranwood Ave., in the Mission Hills - Panorama City - North Hills community plan area of the City of Los Angeles.

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

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The City of Los Angeles proposes to provide safety improvements and connections for pedestrians and bicyclists throughout the corridor. Proposed improvements would include landscaping, pedestrian and bike lanes, ADA upgrades, changes to signals, striping, lighting, and high visibility crosswalks, and more. Project beneficiaries include the local community and visitors. *See attached narrative.*

CONTACT PERSON

Prashant Konareddy

TELEPHONE NUMBER

(213) 887-1097

EXEMPT STATUS:

CATEGORICAL EXEMPTION*

CITY CEQA
GUIDELINES

Art. III, Sec. 1, Class 1

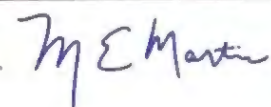
STATE CEQA
GUIDELINES

Sec. 15301

* See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.

JUSTIFICATION FOR PROJECT EXEMPTION: This project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Article 19, Section 15301. Additionally, the project is exempt pursuant to *Los Angeles CEQA Guidelines* Article III, Section 1, Class 1, Existing Facilities, because this project is minimally altering, upgrading, and adding safety devices to an existing public facility, a street and public right-of-way. *None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see attached narrative).*

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE: 	TITLE: Environmental Affairs Officer Environmental Management Group Bureau of Engineering	DATE: May 29, 2024	
FEE: \$75.00	RECEIPT NO.	REC'D BY	DATE

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2024116393		
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Memorandum

Date: May 8, 2024

For: Prashant Konareddy
1149 South Broadway, 4th Floor
Los Angeles, CA 90015

From: Marya Samuelson, Senior Environmental Planner

Subject: Mission Mile Sepulveda Visioning for a Safe and Active Community
Categorical Exemption under the California Environmental Quality Act

Introduction

This memorandum is provided as confirmation that the safety improvements and connections for pedestrians and bicyclists to neighborhood parks, cultural sites, and two major Los Angeles County Metropolitan Transportation Authority (LA Metro) planned transit projects along a 3.25-mile corridor of Sepulveda Boulevard and 0.5-mile corridor of Brand Boulevard via the Mission Mile Sepulveda Visioning for a Safe and Active Community Project (Active Transportation Program [ATP] Cycle 5) (project) is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Categorical Exemptions, Section 15301, Existing Facilities (Class 1).

As specified in CEQA Guidelines, Article 19, Categorical Exemptions, Section 15301, the exemption is negated by an exception under any of the following circumstances:

- a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.
- c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

- f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Background

Project Background

The City of Los Angeles (City/Los Angeles), in cooperation with the California Department of Transportation (Caltrans), proposes to provide safety improvements and connections for pedestrians and bicyclists to neighborhood parks, cultural sites, and two major LA Metro planned transit projects via the project. The project is located entirely in the San Fernando Valley neighborhoods of North Hills East and Mission Hills in the City of Los Angeles, Los Angeles County (see **Attachment A**, Project Area). The project area limits are completely within the public right of way (ROW) along Sepulveda Boulevard between Rayen Street and Rinaldi Street, and along Brand Boulevard between Sepulveda Boulevard and its terminus point 500 feet east of Stranwood Avenue. The project is broken into five segments, which are delineated based on variations between the existing conditions in each area of Sepulveda Boulevard, and proposed ATP improvements: 1) Sepulveda Boulevard South Segment, from Rayen Street to Devonshire Street; 2) Sepulveda Boulevard Central Segment, from Devonshire Street to Brand Boulevard; 3) Sepulveda Boulevard North Segment, from Brand Boulevard to Rinaldi Street; 4) Brand Boulevard Slip Lane, Brand Boulevard at Sepulveda Boulevard; and 5) Brand Boulevard, from Sepulveda Boulevard to a point 500 feet east of Stranwood Avenue (see **Attachment B**, Project Location).

Existing Setting

The purpose of the proposed project is to enhance safety for all corridor users, increase use of active modes of transportation, enhance community spaces, and increase connectivity. This project would further the goals of the City of Los Angeles' Mobility Element of the General Plan (Mobility Plan 2035) which lays out the policy foundation for achieving a transportation system that balances the needs of all road users (City of Los Angeles, 2023). Sepulveda Boulevard between Rayen Street and Rinaldi Street experiences reduced operations, and the existing deficiencies have resulted in a high number of pedestrian and bicycle related collisions. Sepulveda Boulevard serves as a bypass route and access point for Interstate 405 (I-405) and State Route 118 (SR-118), which brings high-speed freeway traffic to the local community thus increasing cut-through congestion and unsafe driver behaviors that reduce safety for non-motorized users. The existing conditions of Sepulveda Boulevard prioritize vehicles and its wide ROW, uncontrolled median openings, limited crossing points, missing bicycle facilities, and aged pedestrian infrastructure create additional barriers making it difficult for non-motorized users to choose safe travel options. The lack of landscaping and community park space along the corridor also reduces appeal and creates heat islands due to the lack of shade. There are 28 schools and 16 disadvantaged communities that are located either completely or partially within a one-mile radius of the corridor, which rely on non-motorized options to access school, shopping, places of employment, and transit for commuting. The proposed improvements are needed to transform the way the community experiences their corridor, and to enhance safety in the corridor for children, seniors, and persons with disabilities that are most affected by these conditions.

Existing Roadways

Sepulveda Boulevard parallels I-405 to the east, with interchange access provided via Nordhoff Street, Devonshire Street, San Fernando Mission Boulevard, and Rinaldi Street. The I-405/Rinaldi Street Interchange northbound off-ramp terminates at Sepulveda Boulevard with a signalized intersection, just south of the Sepulveda Boulevard and Rinaldi Street intersection. Sepulveda Boulevard also intersects SR-118 at the Sepulveda Boulevard Undercrossing, just north of Chatsworth Street. The SR-118/Sepulveda Boulevard Interchange's westbound and eastbound ramps terminate at Sepulveda

Boulevard with two signalized intersections. There are multiple bus stops that serve the community along Sepulveda Boulevard that are serviced by the Los Angeles Department of Transportation (LADOT) Lines 419, 573, and 574 and LA Metro NextGen Lines 234 and 236.

There are multiple intersections along Sepulveda Boulevard which are signalized (typically at 0.25 to 0.5 mile spacing) except for the intersections of Superior Street, Mayall Street, Lemarsh Street, San Jose Street, Bermuda Street, and Stranwood Avenue which are all stop-controlled at the side street. Existing pedestrian facilities consist of concrete sidewalk on both sides of the street with Americans with Disabilities Act (ADA) curb access ramps provided at the intersections. Pedestrian crossings across Sepulveda Boulevard are provided at signalized intersections only. The sidewalks in the corridor vary in width. There are multiple driveways embedded in the sidewalks that serve the adjacent parcels, overhead utilities poles, street lighting, and other miscellaneous surface features. The sidewalks also include parkways that have sporadic tree plantings, with the heaviest concentration of mature canopy being in the South Segment. Sepulveda Boulevard does not currently include designed bicycle facilities; however, there are existing bicycle facilities along the east-west cross streets of Nordhoff Street, Plummer Street, Devonshire Street, Brand Boulevard, and Rinaldi Street. Sepulveda Boulevard between Rayen Street and Rinaldi Street runs in the north-south direction and is best described in three segments due to slight variations in the existing conditions. All three segments consist of three continuous travel lanes north and south, with the number three outside lane being a combined general purpose and parking lane.

Sepulveda Boulevard South Segment (from Rayen Street to Devonshire Street). The South Segment includes approximately 1.75 miles of Sepulveda Boulevard. Within this segment, there are a total of six lanes; the roadway width ranges from approximately 126 to 129-foot curb to curb and includes a 28 to 44-foot median. The South Segment has a raised vegetated median. The median provides openings between intersections that permit left turns and U-turns.

Sepulveda Boulevard Central Segment (from Devonshire Street to Brand Boulevard). The Central Segment includes approximately 0.82 mile of Sepulveda Boulevard. Within this segment there are a total of six lanes; the roadway width ranges from approximately 126 to 129-foot curb to curb and includes a 28 to 44-foot median. The Central Segment has a paved striped median. The median provides openings between intersections that permit left turns and U-turns.

Sepulveda Boulevard North Segment (from Brand Boulevard to Rinaldi Street). The North Segment includes approximately 0.68 mile of Sepulveda Boulevard. Within this segment there are a total of six lanes; the total curb-to-curb width is approximately 86 feet and includes a 10 to 11-foot striped dual left turn lane/median.

Brand Boulevard Slip Lane (Brand Boulevard at Sepulveda Boulevard). The slip lane includes approximately 455 feet of Brand Boulevard, and currently is a channelized right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard. The slip lane is separated from the intersection with a raised “pork chop” vegetated island.

Brand Boulevard. The Brand Boulevard segment includes approximately 900 feet of Brand Boulevard from the Brand Boulevard/Sepulveda Boulevard intersection, east to its terminus point 500’ east of Stranwood Avenue. Brand Boulevard between Sepulveda Boulevard and Stranwood Avenue runs east and west and has two general purpose lanes in each direction. The roadway width on Brand Boulevard ranges from 96 to 100-foot curb to curb and includes a raised median. There is a striped Class II bicycle lane and an on-street parking lane from the Sepulveda Boulevard intersection and continues east beyond the limits of the project. Existing pedestrian facilities consist of concrete sidewalks on both sides of the street. Crossing in the north-south direction, transverse to Brand Boulevard, is provided at the

signalized intersection of Sepulveda Boulevard. The next crossing is at Arleta Avenue, which is about 0.7 mile east of the Sepulveda Boulevard intersection and is outside the limits of the project. The sidewalks also contain parkways with plantings.

Surrounding Land Use

The surrounding land uses of the project area include commercial, residential, industrial, public facilities, open space, and other/unknown. Sepulveda Boulevard serves the community by providing critical connections to important community assets such as the Sepulveda Middle School, North Hills Community Park, Pico Adobe Park, Brand Park, San Fernando Mission and cemetery, Eden Memorial Park, Mission Police Station, United States (U.S.) Postal Service, and various retail stores such as Target, Vons, and Starbucks. Additionally, it will support connections to two major LA Metro planned transit projects: North San Fernando Valley Bus Rapid Transit and East San Fernando Valley Light Rail.

Proposed Project

The project will result in the transformation of Sepulveda Boulevard to enhance safety, provide a greener environment, and provide a more active community for all ages by incorporating innovative active transportation treatments along the corridor (specific improvements to each segment are described in further detail below). These treatments include reducing Sepulveda Boulevard to a 4-lane roadway from Rayen Street to Devonshire Street and from Devonshire Street to Chatsworth Street by widening the existing median and constructing a new Class I bicycle path and meandering pedestrian pathway within the median. The project also includes reducing Sepulveda Boulevard to a 4-lane roadway through the Sepulveda Boulevard Undercrossing from Chatsworth Street to the SR-118 westbound ramp intersection and constructing new striped Class IV protected bicycle lanes. From the SR-118 westbound ramp intersection to Rinaldi Street the project would include the reduction of Sepulveda Boulevard to a 4-lane roadway and construction of new striped Class IV protected bicycle lanes.

The project will include striping improvements along the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard. Improving sidewalks, driveways, handicap curb access ramps, and providing curb extensions, bus bulb outs and islands, median refuge, and high visibility crosswalks to meet current ADA standards along Sepulveda Boulevard from Rayen Street to Bermuda Street and along Sepulveda Boulevard from Stranwood Avenue to Rinaldi Street.

The project also includes modification of eleven existing signalized intersections and the installation of new signals at the intersection of Sepulveda Boulevard and Bermuda Street. Four intersections, Sepulveda Boulevard and Superior Street, Sepulveda Boulevard and Mayall Street, Sepulveda Boulevard and Lemarsh Street, and Sepulveda Boulevard and San Jose Street, would be modified with new High-Intensity Activated Crosswalk (HAWK) pedestrian signals. A mid-block location along Sepulveda Boulevard between Nordhoff Street and Tupper Street would also be modified with a new HAWK pedestrian signal.

The project includes the addition of median and parkway trees and landscaping elements, and the construction of community paths, fencing, pedestrian lighting, wayfinding signage, and community gathering spaces within the new and improved median along Sepulveda Boulevard (in the South and Central Segments, from Rayen Street to Chatsworth Street). It also includes adding benches, pedestrian lighting, transit amenities, and improvements to existing street lighting systems along Sepulveda Boulevard from Chatsworth Street and Bermuda Street and along Sepulveda Boulevard from Stranwood Avenue to Rinaldi Street.

Sepulveda Boulevard South Segment (from Rayen Street to Devonshire Street). The project would merge and expand existing medians to accommodate bike facilities and pedestrian improvements.

Sepulveda Boulevard would be reduced to a 4-lane roadway and the existing median would be widened to include a new Class I bicycle path and meandering pedestrian pathway. Four new HAWK pedestrian signals would be installed at the intersections of Sepulveda Boulevard and Superior Street, Sepulveda Boulevard and Mayall Street, Sepulveda Boulevard and Lemarsh Street, and mid-block on Sepulveda Boulevard between Nordhoff Street and Tupper Street.

Sepulveda Boulevard Central Segment (from Devonshire Street to Brand Boulevard). The project would integrate a new pedestrian path and dedicated bike facility along the expanded median. Sepulveda Boulevard would be reduced to a 4-lane roadway from Devonshire Street to Chatsworth Street and a raised median would be constructed to include a new Class I bicycle path and meandering pedestrian pathway. Sepulveda Boulevard, through the Undercrossing from Chatworth Street to Brand Boulevard, would be reduced to a 4-lane roadway and new Class IV protected bicycle lanes would be added. The Class IV protected bicycle lanes would be pavement striping only along Sepulveda Boulevard from Bermuda Street to Brand Boulevard. One new HAWK pedestrian signal would be installed at the intersection of Sepulveda Boulevard and San Jose St. Finally, new signals would be installed at Sepulveda Boulevard and Bermuda Street.

Sepulveda Boulevard North Segment (from Brand Boulevard to Rinaldi Street). The project would incorporate a dedicated bike facility on each side of the corridor. Sepulveda Boulevard would be reduced to a 4-lane roadway from Brand Boulevard to Rinaldi Street and new Class IV protected bicycle lanes would be added. The Class IV protected bicycle lanes would be pavement striping only along Sepulveda Boulevard from Brand Boulevard and Stranwood Avenue.

Brand Boulevard Slip Lane (Brand Boulevard at Sepulveda Boulevard). The project would restripe the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard to realign the lane perpendicular to Sepulveda Boulevard to improve circulation and the safety of the existing pedestrian crossing.

Brand Boulevard. The project would improve striping on Brand Boulevard from Sepulveda Boulevard to a point 500 feet east of Stranwood Avenue.

Materials

Materials used for the improvements will be in accordance with the Standard Specifications for Public Works Construction and the City of Los Angeles Department of Public Works Brown Book. Based on the nature of the improvements, it is anticipated that conventional construction materials will be used such as asphalt concrete pavement; various Portland cement concrete mixes; metal reinforcement rebar; crushed aggregate base; select backfill and native soil material; landscaping (plantings, trees, shrubs, ground cover, soil amendment and top soil); metal fencing; pedestrian/street lighting poles and appurtenances; traffic signal poles and appurtenances; traffic striping, markings, legends (thermoplastic and paint) and flexible delineators; metal traffic sign panels and posts; ductile iron pipe, fittings, hydrant heads, valves, and appurtenances; reinforced concrete pipe, fittings, manholes, and appurtenances; and street furniture (e.g. trash receptacles, bike racks, bus bench).

Right-of-Way and Staging Areas

All project features would be constructed within the existing City and Caltrans public ROW and no permanent ROW acquisition would be required from private parcels. The project does not propose any temporary construction easements (TCEs). The contractor selected by the City will be required to stage inside the project area within public ROW. Alternatively, the contractor may choose to secure a staging area outside the project area. Laydown areas are anticipated to be adjacent to the work areas within the existing ROW.

Anticipated Construction Schedule and Phasing

Construction of the project is anticipated to start in Spring 2025 and be completed in Summer 2028, for an anticipated construction duration is 36 months. The construction contractor is responsible for adhering to any Best Management Practices (BMPs) included in the California Environmental Quality Act Notice of Exemption and Caltrans National Environmental Policy Act Environmental Commitments Record.

There will be temporary lane closures during working hours; however, 24-hour or long-term lane closures are not anticipated. A minimum of one lane will be open in both the northbound and southbound directions during construction. Advanced signing and detouring will be provided to help mitigate traffic along the corridor during construction. Temporary pedestrian detours may also be required during the construction of the localized concrete improvements (e.g., curb, gutter, sidewalk, driveways, etc.). In this event, pedestrians will be required to cross at intersections preceding the work zone. The contractor would be required to maintain access to existing properties at all times. Temporary short closures may be required during certain phases of work in order to construct the adjacent concrete improvements (e.g., driveways); however, the contractor will be required to provide temporary access to any affected properties at all times.

There are no existing bicycle facilities on Sepulveda Boulevard; however, existing bicycle facilities on the side streets that cross Sepulveda Boulevard will be maintained during construction. The existing pedestrian routes and pathways will be maintained during construction; however, access along certain segments may be limited during certain phases of work due to the construction of adjacent concrete work. In these situations, bicycle detours will be provided.

Construction of improvements within the Sepulveda Boulevard corridor may require temporary signage and striping between Rayen Street and Rinaldi Street during various phases of construction as Sepulveda Boulevard is reduced to two lanes in each direction for construction of the improvements. Temporary striping outside of the project limits is not anticipated, and any temporary lane restrictions along cross streets and at the far or near side of the terminus intersections at Rayen Street and Rinaldi Street will be handled with temporary traffic control devices (e.g., drum, delineators, etc.). It is anticipated that advanced temporary signage and portable digital messaging displays may be placed outside of the project limits to support public information and notifications, advanced warning for traffic control setups, and guide signs for detouring would also be used.

It is anticipated that the project will be constructed in one phase. Multiple stages will be required to limit impacts to residents and businesses and will most likely correspond to a block of roadway between intersections. It is anticipated that each stage will be sequenced in using a traditional inside-outside construction sequencing which will require reducing Sepulveda Boulevard to one-lane of travel with temporarily restricted parking through the construction area. Work may be limited to one direction at a time or the City may permit work in both directions concurrently. A typical sequencing plan for the work under one stage may be as follows:

- Construct the inside median improvements (e.g., removals, concrete work, etc.).
- Construct the outside improvements (e.g., removals, concrete work, etc.).
- Repave the inside lane.
- Repave the outside lane.
- Construct remaining improvements (e.g., permanent striping, landscaping, etc.).

All work is anticipated to take place during normal daytime working hours, which is expected to be from

8:00 am to 5:00 pm. Some nightwork, weekend, or holiday work may be allowed to expediate certain phases of work and will be on a case-by-case basis per the City's approval.

Excavation

Excavation would occur for concrete flatwork, pavement reconstruction, traffic signals, streetlights, pedestrian lighting, and utilities. Maximum depth of excavation will be up to 3-feet for concrete flatwork (e.g., curb, gutter, sidewalk, driveways), pavement reconstruction, and other work items. The maximum depth of excavation for traffic signals would be up to 16-feet for new or relocated traffic signal pole foundations. It is proposed to modify signal poles at thirteen existing signalized intersections and install one new signalized intersection. This 16-foot excavation would be limited to discrete localized areas at the intersection returns. The maximum depth of excavation for streetlights would be up to 3-feet for the pole foundation. The project includes the replacement of existing streetlights within the sidewalk at certain locations along the entire corridor. The maximum depth of excavation for pedestrian lighting would be up to 3-feet for the pole foundation. The project would include the installation of new pedestrian lighting within the activated median and on sidewalks. The maximum depth of excavation for utilities would be up to 5-feet for the modifications or relocation of existing utilities. The new curb extensions may require the relocation or modification of existing utility systems (e.g., fire hydrant and storm drain catch basins and their appurtenant laterals).

No excavation is proposed along Sepulveda Boulevard between Brand Boulevard and Stranwood Avenue.

Unless otherwise stated, the proposed project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

- Los Angeles Municipal Code
- Bureau of Street Services Standard Plans
- Standard Specifications for Public Works Construction – Greenbook (2021)
- Work Area Traffic Control Handbook
- Additions and Amendments to the Standard Specifications for Public Works Construction

Utilities

A Dig Alert search was performed to identify existing utility companies within the project limits. A letter utility notice was sent, and utility maps were obtained from the following companies:

- AT&T
- City of LA Bureau of Street Lighting
- Crown Castle
- LA County Public Works, Sanitation District, and Waterworks
- City of LA Department of Water and Power
- Verizon
- LA Metro
- Metropolitan Water District

- Southern California Gas Company
- Charter Spectrum
- Frontier
- Southern California Edison

The utility information and maps will be used to identify utility impacts and resolve potential conflicts. It is anticipated that existing above ground and underground utilities may require relocation and/or modification due to the realignment of the curbs for the curb extensions, bus bulb outs, and enlarged median. It is also anticipated that adjustment to existing manholes, valves, and appurtenances may be required to accommodate new street grades. Overhead lines are not anticipated to be relocated though there may be a few poles that are required to be relocated due to the proposed improvements. The following utilities may require relocation and/or modification:

- Street Light Poles, Pull boxes, and Conduit
- Power Poles and Guy Wires
- Traffic Signal Poles, Pull boxes, Pedestrian Push Buttons, communication cables, and conduit.
- Fire hydrants, Water laterals, Water Meters, and Water Valves
- Storm Drain Laterals, Manholes, and Catch Basins

New utility services will be installed for landscape irrigation, pedestrian and street lighting, pedestrian signals (HAWKs), and traffic signals.

Landscaping

Trees are not anticipated to be removed as part of the project unless directed by the City for removal due to health reasons, or if they cannot be avoided. The existing landscaping (e.g., plantings, shrubs, grass, groundcover, etc.) would not be altered unless in conflict with the proposed improvements. It is anticipated that existing ornamental landscaping within the existing raised median and at certain parkway locations will be removed to construct the improvements. At these locations, new landscaping inclusive of California natives and drought tolerant varieties will be installed based on the final configuration of the improvements. New trees, incorporating California native trees as possible, may also be planted within the existing sidewalk and parkway areas to supplement the existing landscaping along the corridor. Tree removals require a permit by the City of Los Angeles Public Works Department Bureau of Street Services Urban Forestry Division or the Board of Public Works, depending on the number of trees.

The City of Los Angeles passed an ordinance for protected trees and their replacement (Ordinance no. 177404) which was passed on April 23, 2006 (City of Los Angeles, 2006). The ordinance protects the following native tree species: California black walnut (*Juglans californica*), California bay (*Umbellularia californica*), western sycamore (*Platanus racemosa*), and all oak tree species (*Quercus* sp.) excluding the Scrub Oak (*Quercus berberidifolia*) provided that it does not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program. This ordinance applies to trees that have a diameter of four inches or greater at 4.5 feet above the ground. Removal of protected trees requires a permit by the City of Los Angeles Department of Public Works (City of Los Angeles, Los Angeles City Planning, 2001). In 2020, the New Protected Tree and Shrub Regulations (Ordinance 186873) expanded protected status to include to species of native shrub, Mexican Elderberry and the Toyon (City of Los Angeles, 2020).

Vegetation removed from the project area would follow Caltrans Standard Specifications for Clearing and Grubbing and Roadside Clearing. Existing vegetation would be preserved to the extent feasible, and BMPs, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring, would be implemented in accordance with Executive Order 13112, Invasive Species. There are native oak trees within the project area. If removal of any of the oaks is required, coordination may be required to obtain a tree removal permit under the City's Protected Tree Relocation and Replacement Ordinance. Any required permits would be obtained, and any additional requirements under the ordinance would be followed.

Stormwater

Temporary stormwater control plans will be developed by the contractor as part of the Storm Water Pollution Prevention Plan (SWPPP). No major drainage modifications or relocations will be required. Existing drainage patterns will be maintained. Permanent pre-treatment BMPs may be incorporated into the improvements to the extent feasible.

Best Management Practices

To facilitate compliance with the Migratory Bird Treaty Act, California Fish and Game Code, and applicable cultural resource protection laws, the following Best Management Practices have been added to the project:

BMP-BIO-1: In compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and 3503.5, tree removal activities would take place outside of the nesting bird season (typically February 1 to September 1) to the extent feasible. In accordance with these regulatory requirements, efforts would be made to schedule removal of mature trees between September 2nd and January 31st to avoid the nesting bird season. If tree removal were to occur during the nesting bird season, all suitable habitat would be thoroughly surveyed for the presence of nesting birds by a qualified biologist (or qualified arborist) within three days prior to any tree removal. If any active nests are detected, the area will be flagged, and a minimum 250-foot (500-foot for raptors) non-disturbance buffer would be established (a modification to this buffer would be determined by the monitoring biologist and in consultation with U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife), and would be avoided until the nesting cycle has been completed or the monitoring biologist determines that the nest has failed.

BMP-CUL-1: In the event that unanticipated cultural artifacts were encountered, Public Works Standard Specifications, Section 6-6.2, (Greenbook, 2021) states: "If discovery is made of items of archaeological or paleontological interest, the contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer." Therefore, during activities in which there will be ground disturbances (i.e., digging, drilling, etc.) if any evidence of archaeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeologist. Construction activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5f; Public Resources Code or PRC 21082), additional work such as monitoring, testing, or data recovery may be warranted.

BMP-CUL-2: The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage

Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. The contractor shall immediately notify the Project Engineer and the Los Angeles County Coroner's office of all discoveries and provide the Project Engineer with daily updates.

BMP-CUL-3: Within 60 days following the completion of any monitoring and all associated work, the Qualified Archaeologist and any other applicable Qualified Expert shall submit the appropriate report to the Project Engineer and to the South Central Coastal Information Center (SCCIC) at the California State University at Fullerton; the report(s) shall include all state and local requirements. Reports submitted to the SCCIC shall be formatted and completed in accordance with the California Historic Resources Inventory System (CHRIS) document submittal standards.

Findings and Conclusions

a. Location.

A Class 1 exemption is defined as the operation, repair maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features involving negligible or no expansion of existing or former use. The project is a safety project that would improve locations within the project area through minor alterations to sidewalks, driveways, handicap curb access ramps, and providing curb extensions, bus bulb outs and islands, median refuge, and high visibility crosswalks to meet current ADA standards throughout the project area. Since this project is minimally altering, upgrading, and adding safety devices to an existing public facility, the project classifies as a Class 1 Existing Facility exemption (CEQA Guidelines, Article 19, Categorical Exemptions, Section 15301). The project is not Class 3, 4, 5, 6, or 11 exemption applicable. Therefore, this exception would not apply.

b. Cumulative Impact.

This exception applies when, although a particular project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant. In this case there are no past, present, or reasonably foreseeable projects planned that would result in cumulative impacts to resources in the project area. The purpose of this project is to enhance safety, provide a greener environment, and provide a more active community for all ages by incorporating innovative active transportation treatments along the corridor, therefore, additional future improvements to enhance these goals would not be anticipated after the implementation of the project. Therefore, the project would not result in any impacts that are cumulatively considerable; therefore, this exception would not apply.

c. Significant Effect.

This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project would have a significant effect due to unusual circumstances. The project would not include any permanent ROW acquisition, impact an environmentally sensitive area, require full road closures, create excessive noise, encroach on wetlands or waterways, alter the views from the adjacent roadways or the existing visual setting, or encroach on tribal land. A number of technical studies for compliance with the National Environmental Policy Act (NEPA) and CEQA were completed to analyze potential impacts of this project. The studies include an Initial Site Assessment (City of Los Angeles & Caltrans, Initial Site Assessment, 2024), Natural Environment Study (Minimal Impacts) (City of Los Angeles & Caltrans, 2024), Air Quality Report (City of Los Angeles & Caltrans, Air Quality Report, 2024), and Historic Property Survey Report and Archaeological Survey Report and cultural records search (City

of Los Angeles & Caltrans, Historic Property Survey Report, 2024). Street improvement projects are not uncommon and are planned and implemented in various locations throughout the City using standard construction practices, thus this project does not include unusual circumstances. Based on the nature of the project, findings of these studies and avoidance and minimization efforts recommended within them, there is not a reasonable possibility that the project could have a significant effect on the environment due to unusual circumstances; therefore, this exception would not apply.

d. Scenic Highways.

A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. The project includes improvements that are minor and would not be perceivable after construction. The San Fernando General Plan does not identify the project area as a scenic vista or containing a scenic resource (City of San Fernando). Additionally, the project is not within the state or county scenic highways system (California Department of Transportation, 2023). Therefore, this exception would not apply.

e. Hazardous Waste Sites.

This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5. According to the State Water Resources Control Board (SWRCB) GeoTracker database and the California Department of Toxic Substance Control (DTSC), there are 52 hazardous waste/materials sites located within a half-mile of the project area. Hazards include 17 Permitted Underground Storage Tank (UST) sites, two School Investigated sites, one Evaluation site, and one Non-Case Information. In addition, there are 29 Leaking Underground Storage Tanks (LUST) within a half-mile of the project area (State Water Resources Control Board, 2023) (see **Attachment C**, Hazardous Materials Sites). The project site is not included on a list compiled pursuant to Section 65962.5 of the Government Code therefore this exception does not apply.

f. Historical Resources.

This exception applies when a project may cause a substantial adverse change in the significance of a historical resource. Two known historical resources, including properties listed on or formally determined eligible for listing on the California Register of Historical Resources (CRHR) or listed on the local register of historical resources, are located adjacent to the project area. These include: Andres Pico Adobe (also known as Romulo Pico Adobe or Ranchito Romulo) (listed on the National Register of Historic Places [NRHP], CRHR, and designated as a City of Los Angeles Historic Cultural Monument [HCM]) and Mission Hills Bowl (designated as an HCM). Additionally, three properties adjacent to the project area were identified by SurveyLA (the citywide historic resource survey) as potentially eligible for listing in the CRHR: Eden Memorial Park Cemetery, Francisco Sepulveda Middle School, and Sepulveda Motel.

The Andres Pico Adobe is located at 19040 N. Sepulveda Boulevard, east of Sepulveda Boulevard and the Brand Boulevard “slip lane.” The adobe building is listed on the NRHP, CRHR, and local register of historical resources (California Historical Resources Information System [CHRIS] Primary Record P-19-180721). Previously recorded archaeological features at the Andres Pico Adobe site (CHRIS Primary Record P-19-002006) may have the potential to answer important questions in California history; however, the archaeological component has not been evaluated for NRHP/CRHR eligibility. The area where buried material was previously collected is more than 260 feet from the ROW where construction work is proposed and ground disturbance is not proposed in the vicinity of the site. Therefore, we recommend that construction in this area would not be considered to have the potential to cause substantial adverse change to the Andres Pico Adobe building (P-19-180721) or archaeological

components of the site (P-19-002006).

The Mission Hills Bowl is located at 10430 N. Sepulveda Boulevard, east of Sepulveda Boulevard and south of San Jose Street. The post-World War II bowling alley is listed on the local register of historical resources. A surface parking lot separates the Mission Hills Bowl from the ROW where construction work is proposed. The Eden Memorial Park Cemetery is located at 11500 N. Sepulveda Boulevard, east of Sepulveda Boulevard and north of Rinaldi Street. The cemetery was identified by SurveyLA as potentially eligible for the NRHP, CRHR and local register. A pedestrian curb ramp is proposed in the ROW beyond the southwest boundary of the cemetery. The Francisco Sepulveda Middle School is located at 15330 Plummer Street, east of Sepulveda Boulevard and south of Plummer Street. The school was identified by SurveyLA as potentially eligible for the NRHP, CRHR and local register. A surface parking lot separates the campus buildings from the ROW where construction work is proposed. The Sepulveda Motel is located at 8931 Sepulveda Boulevard, west of Sepulveda Boulevard and north of Rayen Street. The motel was identified by SurveyLA as potentially eligible for the CRHR and local register. A landscaped area separates the motel buildings from the ROW where construction work is proposed.

None of the known or potential historical resources in the vicinity of the project area are proposed to be physically altered by the project. The existing setting of these resources will not change appreciably because the proposed project improvements are limited to the public ROW and will be similar in appearance to existing conditions. Although there are historical resources in the immediate vicinity of the project area, they would not be materially impaired by the project because the physical characteristics that convey their historic significance and justify their inclusion in the CRHR or local register would not be demolished or altered in an adverse manner. Furthermore, as described above, BMPs would be adhered to as part of the project in the event that unanticipated cultural resources were encountered during construction. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource and would not result in a significant impact to historical resources. Since the project would not cause substantial adverse changes to historical resources, this exception would not apply.

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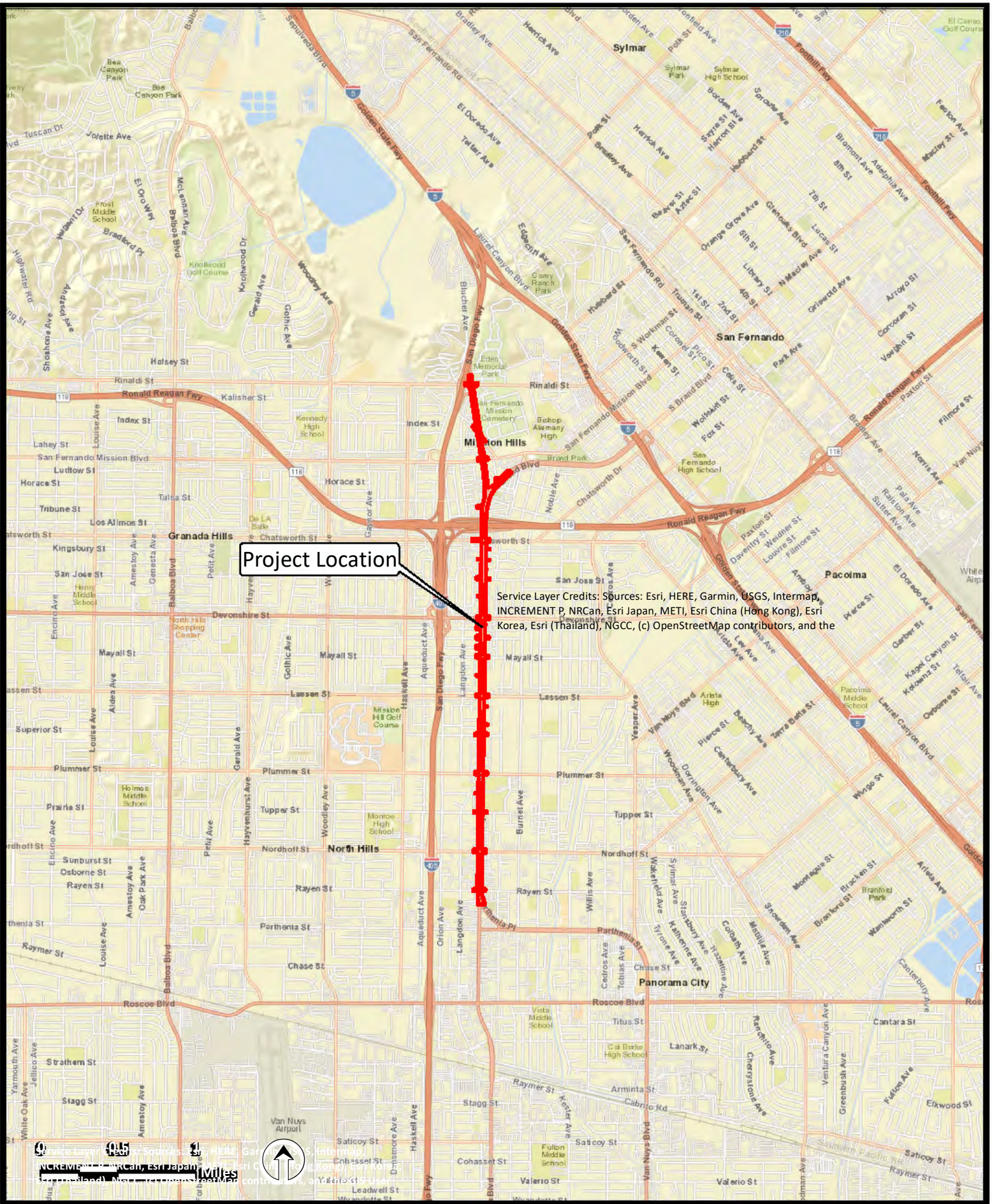
Attachment A Project Area



ATTACHMENT A. PROJECT AREA

Mission Mile Sepulveda Project

Attachment B Project Location



Source: ESRI 2023.

ATTACHMENT B. PROJECT LOCATION

Mission Mile Sepulveda Project

Attachment C Hazardous Materials Sites



Source: California State Water Resources Control Board 2023; ESRI 2023.

ATTACHMENT C. HAZARDOUS MATERIALS SITES Mission Mile Sepulveda Project

Exhibit B: Project Report

To download the ATP application (equivalent to project report) use the following link:

[Mission Mile: Sepulveda Visioning for a Safe and Active Community](#)